

APPENDIX A.
PHOTOGRAPHS OF PROJECT AREA



Southwest KY 1008 looking south from KY 100 intersection



Land across from existing intersection of southwest KY 1008 and KY 100



KY 100 west of southwest KY 1008 (looking west)



Intersection of KY 100 and southwest KY 1008 (looking east)



Warehouse facility along KY 100 west of KY 1008



Residential community (Westview Heights Subdivision) on northwest side of town



Potential Historic Site on Robey-Bethel Grove Road



Potential Historic Site on Robey-Bethel Grove Road



Residential development north of Patton Place



US 31W north of northeast KY 1008 (looking north)



Farmland in northwest quadrant of town along Robey-



Northeast KY 1008 east of US 31W (looking east)

APPENDIX B.

MEETING MINUTES

- | | |
|----------------------|----------------------------|
| 1. December 6, 2002. | Project Team Meeting |
| 2. January 9, 2003. | Local Officials Meeting |
| 3. January 9, 2003. | Stakeholders/Media Meeting |
| 4. January 31, 2003. | Property Owners Meeting |
| 5. February 25, 2003 | Public Involvement Meeting |
| 6. June 3, 2003 | Final Team Meeting |

MINUTES

Project Team Meeting Pre-Design Scoping Study Simpson County, Item No. 03-106.00 Franklin Northwest Bypass (KY 1008) from KY 100 to US 31W

December 6, 2002

2:00 p.m.

Conference Call

A project team meeting for the KY 1008 Pre-Design Scoping Study in Simpson County (Item No. 03-106) was conducted on Friday, December 6, 2002 via conference call. The purpose of the meeting was to discuss the project history and purpose; scope of work and related activities; and public involvement needs and ideas. Participants at the meeting included representatives from KYTC District 3, KYTC Central Office, and consultant staff from Wilbur Smith Associates (WSA). Individual attendees at the meeting included the following:

Ken Cox	KYTC District 3, Pre-Construction
Keirsten Jagers	KYTC District 3, Public Affairs
Jeff Moore	KYTC District 3, Planning
Daryl Greer	KYTC Central Office, Planning
Scott Walker	Wilbur Smith Associates
Marc D. Williams	Wilbur Smith Associates
Samantha J. Wright	Wilbur Smith Associates

A summary of the key comments and discussion items for this meeting is provided below in the order of the meeting agenda. A copy of the agenda for the meeting is attached to this document.

1) Introduction and Purpose

Daryl Greer began the meeting by stating that the conference call replaced the meeting that had been planned on December 5, 2002 but was cancelled as a result of unfavorable weather conditions. Daryl announced that the purpose of this project was to study the completion of a segment of KY 1008 around the city of Franklin. He added that some segments of the Franklin Bypass were already in place while other segments were not up to current standards.

The history of this project spans over many years. In the late 1980's, WMB Engineers had the contract to do the original design plans and the final plans were completed in March 1988. However, right-of-way was never purchased as a result of strong public opposition to the project. Despite being pulled from further development, this project has remained a high priority project on the Unscheduled Needs List for Simpson County.

In 1999, the KYTC met with local interests to discuss the project. Included in this group was Mrs. Margaret Patton, a key property owner in the study area near Patton Place (KY 2592). After discussions related to the project, the primary reasons for public

opposition included:

- A project location too close to new subdivisions;
- Potential noise increases from the new highway; and,
- A fear of commercial development.

As a result of the past opposition by the public, it was decided that this Pre-Design Scoping Study would be a clean slate for the Franklin Northwest Bypass. The District 3 staff noted that the city of Franklin is aware of this current project and is willing to start again. It is also believed that Mrs. Patton may be willing to help in the upcoming planning process.

2) Project Goals and Objectives

A packet of existing conditions information had been supplied to District 3 by WSA in anticipation of the conference call. Changes to the project materials recommended during the meeting included:

- The KYTC asked that the 'Begin Project' and 'End Project' labels be removed from the Project Location figure since termini points will not be specified at this point of the study.
- Also, with respect to project area, it was noted that the project location may extend farther west along KY 100 than the existing intersection of KY 100 (west) and KY 1008. In fact, it is possible that a new western bypass could be an option for Franklin since existing KY 1008 southwest of Franklin fails to meet desired geometric criteria.
- It was agreed by meeting participants that a 'band' would best represent the project area. The band would stretch along KY 100 (west) from an unidentified county road (Hatter Road) in the west to KY 1008 in the north. In addition, the band would range approximately 1500' on either side of KY 1008 along US 31W north of Franklin. It was also mentioned that all of Patton Place should be included in the band.

WSA stated that an updated project location map would be included in the submittal of minutes for this meeting.

Samantha Wright then discussed the traffic and operational issues in the project area. The meeting discussion included:

- The KYTC indicated that a northwest bypass would likely carry fairly low volumes of traffic if built.
- Marc stated that a traffic model could provide forecast information for both Franklin and Simpson County. Such information could include traffic that may be diverted onto a new route such as the Franklin Northwest Bypass in addition to applications in future land use scenarios.
- The strong downtown presence and related traffic volumes in Franklin were also noted in the discussion. Attempts should be made to ensure that a future bypass would not remove patronage of the downtown stores.
- With respect to growth, there is concern about growth and development along US

31W to the south of Franklin as a result of the new Wal-Mart recently built within the area.

- Also, it was originally believed that growth would occur along KY 100 to the west as the result of a proposed industrial park in the study area. However, this industrial park was built along KY 100, east of I-65, reducing the potential for growth west of Franklin.

Samantha then discussed the crash severity figure with the participants. Items discussed with respect to crash figure included:

- Jeff Moore noted that there may be more accidents occurring at KY 100 (east) at KY 1008 than shown on the map. There is currently an HES project in progress that may eliminate the accident problems at KY 100 (east) at KY 1008.
- In addition, he thought that the accidents occurring at the intersection of KY 100 (west) and KY 1008 may be too high. WSA stated that they would review the accident information.

In a review of the remaining tables in the handout, Samantha discussed the following issues:

- It was noted that the cross-sections of KY 1008 to the north varied greatly from KY 1008 to the south at KY 100.
- The KYTC attendees asked WSA to verify the NHS designation along US 31W.
- Finally, Samantha addressed the environmental justice data for the project area. It was noted that minority populations within Franklin will need to be considered in this project.

The KYTC representatives stated that the public would need to make decisions on the priorities of projects that have been proposed in Franklin and Simpson County. The proposed projects include:

- Construction of a Franklin Northwest Bypass;
- Reconstruction of KY 100 from I-65 eastward to KY 622 (this project would affect the new industrial park and has been given a high priority by the local and regional transportation committees)
- Widening of I-65 to 6 (six) lanes.

It was noted obtaining the support for these projects would be an integral part of the public involvement process for this project.

3) Define Environmental Footprint Area

The environmental footprints were also discussed during the conference call. Items identified for further consideration included:

- The location of an EPA Pollutant Discharge Site North of KY 100 (west) should be verified. WSA stated that they would investigate whether the site existed or was an error in the environmental database.
- A cluster of mobile homes was also noted south of KY 100 and west of KY 1008.

- Finally, it was requested that the date of the aerial coverage be included on the environmental map.

4) Discuss Probable Design Criteria

The participants agreed that if built, the Franklin Northwest Bypass should have design criteria similar to that of the newer KY 1008 near US 31W. Daryl mentioned that he would get microfilm of this new section of KY 1008 for review by WSA. Items related to the probable design criteria included:

- Without detailed analysis, Marc estimated that approximately 5,000-6,000 vehicles per day would utilize the new bypass in the future year. Based on this traffic volume, it was believed that a two-lane cross-section would be adequate for the Franklin Northwest Bypass.
- It was also noted that the new segment should have as limited access as possible.
- With respect to bikeways, pedways, or ITS in the study area, it was mentioned that since this was an urban study, such issues would be considered. However, such facilities may not be necessary since there are not any destinations such as parks or trails in the study area.

5) Discuss Possible Alternatives and Corridors

As discussed earlier in the conference call, defining alternatives is not a project goal at this point in the study process. The goal of this project will be to establish a defined project area in which design efforts can take place.

6) Discuss Agency Coordination Needs

Daryl mentioned that 'normal' agency coordination efforts will be implemented for this project. Specifically, two groups that will be targeted for participation will include the Simpson County Planning and Zoning office and the Patton Road Neighborhood Association.

7) Discuss Public Involvement Needs

Keirsten Jagers stated that January 9th and 10th would be potential dates for meetings with local officials, stakeholders, and the media. WSA agreed that they would be available at that time for the meetings.

The KYTC noted that this project would be the first time that Simpson County will be introduced to the 'new' planning process. One of the primary objectives of this study will be to determine the public's interest in the Northwest Franklin Bypass project. In order to accomplish this, the KYTC thought that normal public involvement techniques would be appropriate for this project. This would include either an evening meeting (4:00 p.m. – 7:00 p.m.) or an all-day open house. After some discussion, it was decided that the end of February would be ideal for a public involvement meeting. This would allow the resource agencies to prepare their information in an adequate amount of time.

8) Discuss Documentation/Reports

With respect to the project brochure provided by WSA, there were several comments that were intended to make the brochure easier to read from the public perspective:

- The KYTC requested that title of 'Pre-Design Scoping Study' could simply be written as 'Planning Study'.
- Jeff asked if WSA could add a paragraph on the front that defined the purpose of a planning study and the steps associated with completing it.
- It was requested that the 'Next Steps' discussion be moved to the first page.
- Drakes Creek and the railroad should be added to the brochure map to familiarize viewers of nearby surroundings.
- It was noted that 'US 31' should be changed to 'US 31W'.
- Finally, it was asked if the wording in the brochure be simplified for understanding at a lower reading level.

9) Field Review of Project Area (as needed)

Since the meeting was held by conference call, a field review of the project area was not conducted. However, it was noted that members of the KYTC had visited the project area earlier in the day. In addition, it was noted that Scott Walker of WSA had visited the project area a few weeks prior. It was also mentioned that other members of WSA will visit the project area in the near future.

With no further comments, the conference call was completed at approximately 3:45 p.m.

AGENDA
Planning Study--Initial Meeting
Simpson County, Item No. 3-106.00
9:00 a.m. CST, December 5, 2002
District 3 Construction Conference Room

- 1) Introduction and Purpose
- 2) Project Goals and Objectives
 - a) Identify general project area
 - b) Discuss available data and reports
 - c) Discuss problems with existing roadway or network
 - d) Discuss benefits of proposed project
 - e) Identify additional information needed to document problems
 - i) Traffic data
 - ii) Accident data
 - iii) Existing roadway geometry
 - iv) Other
 - f) Identify logical termini
 - g) Develop project goals and objectives
- 3) Define Environmental Footprint Area
- 4) Discuss Probable Design Criteria
 - a) Functional class
 - b) ADT/DHV
 - c) Design speed
 - d) Typical section
 - e) Other criteria (i.e., bikeways, pedways)
- 5) Discuss Possible Alternatives and Corridors
- 6) Discuss Agency Coordination Needs
 - a) General agency coordination
 - b) Other local or interested agencies or groups
- 7) Discuss Public Involvement Needs
 - a) Discuss meetings with local officials and stakeholders
 - b) Discuss need for and number of public information meetings
 - c) Discuss information to provide at meetings
 - d) Discuss meeting logistics (location, date, time, coordination)
 - e) Discuss media involvement
- 8) Discuss Documentation/Reports
 - a) Previously developed information
 - b) Information to include in report
 - c) Level of detail in corridor/alternate development
 - d) Other
- 9) Field Review of Project Area (as needed)

MINUTES

Local Officials Meeting Pre-Design Scoping Study Simpson County, Item No. 03-106.00 Franklin Northwest Bypass (KY 1008) from KY 100 to US 31W

January 9, 2003
10:00 a.m. (Central Time)
Blewitt/Bradley Building

A local officials meeting for the KY 1008 Pre-Design Scoping Study in Simpson County (Item No. 03-106) was conducted on Thursday, January 9, 2003 at the Blewitt/Bradley Building in downtown Franklin, Kentucky. The purpose of the meeting was to introduce local officials to the planning study of the Franklin Northwest Bypass. Participants at the meeting included representatives from Simpson County, Barren River Area Development District (BRADD), Kentucky Transportation Cabinet (KYTC) District 3, and consultant staff from Wilbur Smith Associates (WSA). Individual attendees at the meeting included the following:

Jim Henderson	Judge/Executive, Simpson County
Michael Briggs	BRADD
John B. Matheny	BRADD
Keirsten Jagers	KYTC District 3, Public Affairs
Greg Meredith	KYTC District 3, Construction
Jeff Moore	KYTC District 3, Planning
Scott Walker	Wilbur Smith Associates
Samantha J. Wright	Wilbur Smith Associates

Handouts for the meeting included a project brochure, project location map, environmental maps (USGS Topologic and Digital Orthophotograph), and traffic/level of service maps (Year 2002 and Year 2025). Exhibit boards were also used for discussion purposes, including environmental maps (USGS Topologic and Digital Orthophotograph), traffic and level of service maps (Year 2002 and Year 2025), and a crash severity map. A summary of the key comments and discussion items for this meeting is provided below.

1) Introduction and Purpose

Jeff Moore began the meeting with a quick introduction of the project. Keeping the public informed throughout the course of this project will be a key component of this study. Keirsten Jagers noted that handouts provided at the meeting would be sent to those individuals who were invited to the meeting but were unable to attend.

The new planning process was briefly described since the process had not been introduced to Simpson



County. As part of this new planning process, this study would be a 'clean slate' to the Franklin Northwest Bypass project. The project will include a no-build alternative in addition to potential routes throughout the shaded project area shown on the project location map.

Political and public input were noted as important influences to this project. It was also noted that there may be mixed opinions of developing land if the bypass were built. For example, landowners that may be directly impacted by the new route may be interested in developing the land. On the other hand, other residents will oppose the commercialization of the land.

Jeff noted that the timetable for obtaining final recommendations on the planning portion of the project would be around July 31, 2003. Beyond that, funding for the design phase is scheduled for fiscal year (FY) 2004. Funding for Right-of-way and utility relocations is scheduled for FY 2006. Currently, there are no construction funds scheduled for this project.

2) Existing Conditions

Samantha Wright began a review of existing conditions in the study area by discussing the environmental issues in the project area based upon data collected from state and federal databases. She noted that the data would later be field-verified for accuracy. Other issues noted during the meeting include:

- A cemetery in the project area not shown on the project boards was noted;
- Two locations designated as historic structures should be further analyzed;
- Since the storm water from the western half of the city of Franklin drains into this area, water flow in the streams in the project area can be tremendous in heavy rainfalls;
- Flood plains were requested for the environmental map;
- Low elevations in areas near Patton Place were noted as having standing water;
- Sewer lines should be shown on the map; and,
- Cave systems are known to exist in the study area.



Samantha then described traffic conditions in the project area. Discussions included:

- The highest traffic volumes currently occur along US 31W near downtown Franklin in which 25,000 vehicles per day were noted, a high volume for a two-lane road;
- Historical traffic counts indicate that traffic has greatly increased over the past few years;
- Much of the traffic along US 31W in town is local traffic;

- Future traffic volumes along US 31W may reach 40,000 vehicles per day based on historic traffic trends; and,
- The addition of a northwest bypass may reduce some of the traffic congestion.
- The latest Census Data indicates that the highest growth is occurring in the northern part of Simpson County.

Samantha then discussed crashes in the study area. High crash segments were noted along US 31W and KY 100 in Franklin. Attendees indicated that many of these crashes were minor as a result of the slow speeds along US 31W.

Jeff then described the 3 types of typical sections along the existing KY 1008. It was recommended that a new route, if built, should have controlled access. As a result of the few number of property owners in the project area, access limitation shouldn't be a problem for this project. It was mentioned that typical access spacing for limited access facilities in rural areas is 1200'.

3) Other Comments

Other comments made by attendees during the meeting include:

- More local traffic would use a northwest bypass if the road were built without obstructions;
- The potential re-alignment of existing KY 1008 near US 31W was discussed; however, due to the sinkholes to the north, such a reconstruction would be difficult;
- A meeting between project team members and the landowners that may be affected by the project, such as Myrl Mortenson and Jeff Perkins, was recommended in order to determine their opinions on the project before a public meeting;
- Noise issues resulting from a new route are not anticipated with this project; however, residents may not want to see the new road from their dwellings. To improve the visual appearance, landscaping and buffering could be included as part of this project;
- Citizens south of Patton Place (KY 2592) were noted as potential allies of this project. These citizens often complain of high speeds and high traffic volumes along Patton Place as a result of many drivers using it as a cut-through. It was also noted that the traffic volumes would increase as a result of new houses currently under construction;
- Emergency services and the school board would benefit from the new bypass segment;
- The Franklin Northwest Bypass project has been mentioned as a high priority, even in non-transportation meetings;

With no further comments, the meeting was adjourned at approximately 11:30 a.m.

MINUTES

**Stakeholders/Media Meeting
Pre-Design Scoping Study
Simpson County, Item No. 03-106.00
Franklin Northwest Bypass (KY 1008) from KY 100 to US 31W**

January 9, 2003
1:00 p.m. (Central Time)
Blewitt/Bradley Building

A stakeholders meeting for the KY 1008 Pre-Design Scoping Study in Simpson County (Item No. 03-106) was conducted on Thursday, January 9, 2003 at the Blewitt/Bradley Building in downtown Franklin, Kentucky. The local media was also invited to the meeting. The purpose of the meeting was to introduce the attendees to the planning study of the Franklin Northwest Bypass. Participants at the meeting included local officials, community leaders, other stakeholders, Barren River Area Development District (BRADD), Kentucky Transportation Cabinet (KYTC) District 3, and consultant staff from Wilbur Smith Associates (WSA). Individual attendees at the meeting included the following:

Jim Brown	Mayor – City of Franklin
Scott Crabtree	City Attorney – City of Franklin
Tom Gordon	City Manager – City of Franklin
Henry D. Stone	City Commissioner – City of Franklin
Bill Austin	City Commissioner – City of Franklin
Jim Henderson	Judge/Executive, Simpson County
Kelly Banton	Magistrate
Charles McCutchen	Magistrate
Larry Randolph	Magistrate
John Arney	Franklin/Simpson Chamber of Commerce - President
Karen Eaton	Franklin/Simpson Chamber of Commerce
Jamie Powell	City of Franklin Police Department – Chief
Gene Starks	Sheriff, Simpson County
James Lee	Planning and Zoning
Wanda J. Banett	EMS Manager
Sam Starks	Simpson County Schools Transportation
James Huff	Solid Waste Co.
Lisa Deavers	Franklin-Simpson Parks and Recreation
Alison Cummings	Deputy PVA
Pam Womack	PVA
Robyn Minor	Bowling Green Daily News
Shelley Jent	WFKN - Radio
Charlie Hill	Agri Realty
Roy Reasonover	Franklin Express
Carl Goolsby	Flying J
Margaret Peart-Patton	Owner of Peart Farm

Jim Clark	Citizen
Michael Briggs	BRADD
John B. Matheny	BRADD
Keirsten Jagers	KYTC District 3, Public Affairs
Greg Meredith	KYTC District 3, Construction
Jeff Moore	KYTC District 3, Planning
Scott Walker	Wilbur Smith Associates
Samantha J. Wright	Wilbur Smith Associates

Handouts for the meeting included a project brochure and project location map. Exhibit boards were also used for discussion purposes, including environmental maps (USGS Topologic and Digital Orthophotograph), traffic and level of service maps (Year 2002 and Year 2025), and a crash severity map. A summary of the key comments and discussion items for this meeting is provided below.

1) Introduction and Purpose

Jeff Moore began the meeting by introducing the KYTC and consultant staff to the attendees of the meeting. He then introduced the current project as a planning study intended to analyze the completion of the KY 1008 circle around Franklin. This project would use the planning process that has already been used for other projects in KYTC District 3. Jeff also gave a brief review of the project history and noted that the route may have been completed if a planning study had been performed in the late 1980's. He mentioned that the current planning study would be completed by the end of July with recommendations included in the final report. As part of the planning process, Jeff noted that conversation was the key to a successful project and encouraged political, technical, and public input throughout the project.



2) Existing Conditions

Samantha Wright began the review of existing conditions by introducing the project brochure and project location map to the attendees. She then continued by discussing the environmental issues displayed on the project boards. She noted that the data would later be field-verified for accuracy. The traffic and crash boards were also discussed, including:

- The highest traffic volumes currently occur along US 31W near downtown Franklin in which 25,000 vehicles per day were noted, a high volume for a two-lane road;
- Future traffic volumes along US 31W may reach 40,000 vehicles per day based on historic traffic trends; and,
- High crash segments were noted along US 31W and KY 100 in Franklin.

3) Other Comments

Following the review of the project boards, Jeff mentioned that a public meeting would be held sometime at the end of February or the beginning of March. Details of the public meeting can be found later in these minutes.

The meeting then transitioned into an open discussion among those in attendance. It was noted by one attendee that he felt that the new route might alleviate truck traffic through downtown Franklin.

Ms. Patton, a key landowner in the project area, attended the meeting. She displayed a set of design plans that she obtained in the late 1980's. She stated that her main concern with the project is that the bypass may split her farm if the road was pushed further north than the tree-line at the southern portion of her property. She wants to keep the integrity of Patton farm. Ms. Patton also stated that she agreed with the need for the new route.



As mentioned, the old design plans were present at the meeting. Judge Henderson, Ms. Patton, and others briefly discussed them. When an attendee asked about using the existing plans, Jeff mentioned that the old plans could no longer be used because standards have changed since the plans were designed fifteen years ago. While the plans could be used to obtain helpful information, the new study would eliminate any previous efforts.

It was also noted that large trees would provide a natural buffer and since the road would be down a slight hill, noise might be reduced;

Other comments included:

- The corridor could help create an area available for commercial use, though it should be buffered;
- With respect to access control along the proposed route, it was noted that the new section of KY 1008 would be similar to that of US 68 which has 1200-foot spacing between access points in addition to fencing. Access control would be coordinated with the Franklin-Simpson Planning and Zoning;
- It is anticipated that a large number of trucks might travel through Franklin as a result of US Tobacco expanding. This would impact KY 100 as the trucks travel from the west in Hopkinsville. Many of these trucks might use a new Franklin Northwest Bypass to bypass Franklin;
- Since it was noted that the planning process would not involve drawing alignments on a map, a question was asked about the options that were available for this project. The reply was that there were many options, including deciding to build or not to build the new route;
- Jeff mentioned that a traffic model for the entire city and county would be developed that would coincide with the Franklin Northwest Bypass project;

- Patton Place (KY 2592) was mentioned as a cut-through for many vehicles as a result of no other path in that part of Franklin;
- With respect to buffering, Samantha briefly discussed a project in Woodford County that WSA had worked on that involved buffering and landscaping;
- It was noted that as part of the planning study, the landowners who may be impacted by the new route would be included in the study. The comfort zone of these citizens would be explored to determine what would be acceptable to them;
- One individual noted that adding the final piece of the bypass would make sense from a connectivity standpoint. This connection could alleviate the current confusion among truck drivers who get lost in the area in search of a north to west connection ;
- When asked about curb and gutter along the new road, it was mentioned that this probably wouldn't occur since it would be a rural segment;
- With respect to wetlands in the northern portion of the study area, it was noted that potential impacts to these areas would be investigated further during the design phase;

The final topic of conversation involved the discussion of the public meeting for this study. When asked about future meetings, the attendees noted that Monday and Wednesday were days that would not be convenient as a result of local government meetings. Next, effective methods of involving the public were discussed. Hangers on doors of homes in the project area, newspaper, and radio announcements were mentioned. Also, an attendee mentioned that local meetings were aired continuously on local television.

With no further comments, the meeting was adjourned at approximately 2:30 p.m.

MINUTES

**Property Owners Meeting
Pre-Design Scoping Study
Simpson County, Item No. 03-106.00
Franklin Northwest Bypass (KY 1008) from KY 100 to US 31W**

January 31, 2003
10:00 a.m. (Central Time)
Franklin Chamber of Commerce

A meeting with three project area property owners was conducted on Friday, January 31, 2003 at the Chamber of Commerce in downtown Franklin, Kentucky. The purpose of the meeting was to discuss the potential Franklin Northwest Bypass with local property owners on the northern end of the study area. Participants at the meeting included representatives from Simpson County, Barren River Area Development District (BRADD), Kentucky Transportation Cabinet (KYTC) District 3, and consultant staff from Wilbur Smith Associates (WSA). Individual attendees at the meeting included the following:

Tim Crocker	Attorney for Mr. Mortensen
Myrl Mortensen	Resident of Widener Circle
Pat Patton	Owner of property along Patton Place
Jeff Perkins	Resident of Wilson Way
Greg Meredith	KYTC District 3, Chief District Engineer (CDE)
Keirsten Jagers	KYTC District 3, Public Affairs
Jeff Moore	KYTC District 3, Planning
Carolyn Utey	KYTC District 3, Secretary to CDE
Samantha J. Wright	Wilbur Smith Associates

Handouts for the meeting included a project brochure, project location map, environmental maps (USGS Topologic and Digital Orthophotograph), and traffic/level of service maps (Year 2002 and Year 2025).

Jeff Moore began the meeting with introductions and an overview of the potential project. The new planning process was briefly described since the process had not been introduced to Simpson County. He discussed the history of the northwest bypass in Franklin and the fresh direction of the current pre-design scoping study. The project will include a no-build alternative in addition to potential routes throughout the shaded project area shown on the project location map.

Political and public input were noted as important influences to this project. The concerns of local landowners will be taken into consideration as the current study moves forward. Jeff noted that the timetable for obtaining final recommendations on the planning portion of the project would be around the end of July, 2003.

If it is determined that the Franklin Northwest Bypass project should move forward, funding for the design phase is scheduled for fiscal year (FY) 2004. Funding for Right-

of-way and utility relocations is scheduled for FY 2006. Currently, there are no construction funds scheduled for this project.

A summary of the key comments and discussion items for this meeting is provided below.

- One property owner suggested that a minimal amount of traffic would use a northwest bypass corridor. The project team indicated that traffic modeling efforts as part of this project would help to estimate the number of people who would use such a route.
- The property owners suggested improvements along other routes in the area, rather than a new northwest bypass corridor. These included widening of the existing US 31W corridor and widening of Patton Road (KY 2592). The project team indicated that other stakeholders in the project area have voiced concerns about existing cut-through traffic on Patton Road (KY 2592). Improvements along the existing US 31W may impact adjacent land uses and could bottleneck at the town square where the widening potential is minimal.
- Another option suggested by the property owners would be to move the section of KY 1008 on the east side of US 31W. If this section were moved north, the extension of the route toward the west would be located farther from homes and residential areas. The project team indicated that there are a number of sinkholes in this area that the existing KY 1008 section spans. The railroad bridge along KY 1008 has also just been reconstructed. Both of these factors create a narrow opportunity for shifting the alignment of KY 1008 on the east side of US 31W.
- The property owners indicated that there is a large cavern running under Mr. Mortensen's property. The entrance to the cave is on Gene Gentry's property along Patton Place.
- Concerns voiced by the property owners include depreciation of property values, noise, visual impacts and danger to children due to cut-through traffic in surrounding neighborhoods. The project team indicated that a northwest bypass route would likely intersect with major routes and not with subdivision roads.
- The property owners indicated that a visual buffer would not be adequate if a new northwest bypass were located within the gray-shaded area on the project location map. The tree line along the southern edge of Mrs. Patton's property would not be an adequate buffer. The project team discussed various ways to buffer a highway project, including plantings and earth berms. One property owner expressed skepticism that the KYTC would pay for such amenities.
- Previous meetings related to this project led the property owners to believe that any new bypass route would be located much farther to the north, near Franklin Express. Jeff Moore read from the minutes of the last project meeting in 1999, indicating that a new plan would need to be developed with input from the community about their issues and concerns with the project, but that no definite direction was decided upon at the 1999 meeting. It was also stated by Moore and Nancy Stone, Director for the Chamber at that time, that if the community chose not to pursue the second attempt for the development of this project, it would be extremely difficult to bring it back a

third time for consideration by the KYTC.

- One property owner suggested that commercial development along a potential bypass corridor could be limited by planning and zoning. The project team indicated that this would have to be a local decision, but the planning study could recommend that local officials consider this. The project team also commented that limiting the access along this corridor would be considered in the development of this project.
- One property owner views this project as a want, not a need for the community. The project team indicated that project needs are generally defined as a balance of community input and technical analysis. Samantha Wright offered an example of a technical issue that could establish need for the project. Existing sections of KY 100 and US 31W are classified as high accident locations, indicating potential safety risks.
- One property owner indicated that Franklin needs more executives in the community and high-end homes to accommodate them. This property owner feels that the subdivisions on the northern end of the project area offer upward mobility for people moving out of starter homes. The proposed project would prevent people from wanting to move into this neighborhood, and could possibly be detrimental to economic vitality of the entire community.
- The potential US Tobacco expansion may increase the number of trucks traveling from KY 100 to US 31W. The property owners indicated that the existing truck routing around Franklin works as it is and does not need to be changed.
- In discussions with other members of the community, the property owners stated that they have not talked with anyone locally who is in support of the potential northwest bypass project. The project team indicated that some of the attendees at the recent stakeholders meeting voiced support for the project.

In summary, the preferences expressed by the property owners included the following:

- The money for this project should go toward the improvement of US 31W through town rather than the construction of the northwest bypass.
- If the bypass is absolutely necessary, it should be located as far to the north as possible.
- The property owners would like to continue to have input if this project moves into future phases.

With no further comments, the meeting was adjourned at approximately 11:45 a.m.

PUBLIC INVOLVEMENT MEETING

Pre-Design Scoping Study, KY 1008

Item No. 3-106.00

Goodnight Memorial Library

Franklin, Kentucky

4:00 p.m. to 7:00 p.m. (CST), February 25, 2003

A public involvement open house was held on Tuesday, February 25 from 4:00 p.m. to 7:00 p.m. at the Goodnight Memorial Library in Franklin, Kentucky. The following KYTC District 3, KYTC Central Office, Area Development District, and consultant staff were in attendance:

John B. Matheney	Barren River Area Development District (BRADD)
Daryl J. Greer	KYTC Central Office, Division of Planning
Keirsten Jagers	KYTC District 3, Public Affairs
Greg Meredith	KYTC District 3, Chief District Engineer
Jeff Moore	KYTC District 3, Planning
Carolyn Utlej	KYTC District 3, Secretary to CDE
Amanda D. Ratliff	Wilbur Smith Associates
Scott Walker	Wilbur Smith Associates
Samantha J. Wright	Wilbur Smith Associates

The public involvement open house was organized as a walk-through tour of project information. The room was set up with an arrangement of project exhibits, with public opinion boards and refreshments at the end of the tour. As attendees entered the room, they were led through the following steps:

- Sign-in: Attendees were greeted at the door and asked to sign the attendance list. Kentucky maps and KYTC information pamphlets were available for interested parties. Attendees were also given a handout packet at this station which included the following items:
 - Project Brochure Identifying the Study Purpose, Issues and Project Goals
 - Project Location Map
 - Public Comment Survey
- Attendees were asked to complete the survey prior to leaving the meeting, or return it to the KYTC at a later date in the postage-paid envelope provided.
- Post-it Note Exercise



This exercise consisted of two questions, with three post-it notes included for answers to each question. The first question was “What are the traffic issues within the study area?” The second question was “What transportation improvements could address these issues and concerns?”



- Exhibit Boards: This section of the room was set up with a semi-circular arrangement of project exhibits. KYTC and consultant staff were available to explain project exhibits and answer questions related to the proposed improvements. The exhibit boards included the following titles:
 - What Is The Project Study Area? This exhibit showed a shaded band to approximate the project study area.
 - What Roads Do You Use The Most? Meeting attendees were asked to indicate usage of state and county roadways to help in the traffic modeling process.
 - How Many Cars Are Out There Today? This exhibit showed Year 2002 traffic volumes and levels of service.
 - How Many Cars Are Expected In The Future? Estimated Year 2025 traffic volumes and levels of service were displayed on this map.
 - Where Do People Work In Franklin? Preliminary traffic model information relating to employment centers was shown for public comment and/or correction.
 - Where Do People Work In Simpson? Similar to the Franklin employment map, this exhibit showed employment densities for Simpson County.
 - Where Are The Most Crashes Occurring? This exhibit showed four years of traffic crash data for Franklin, including high accident spots and segments of roadway.
 - What Are The Environmental Issues? Preliminary environmental issues were shown overlayed on an aerial photograph in this exhibit.
 - What Are The Environmental Issues? The same environmental information was shown on this map, but was overlayed on a topographic map.
 - MINUTES – Stakeholders/Media Meeting. A meeting summary from the stakeholders/media meeting held on January 9, 2003 was provided for review by the public.
 - MINUTES – Property Owners Meeting. Discussions on January 31, 2003 with three of the major property owners on the northern end of the corridor were also summarized on this exhibit.
 - What Should The KY 1008 Bypass Look Like? This exhibit provided explanations and samples of landscaping and buffering techniques for similar highway projects.

- Public Opinion Boards: At the end of the tour, attendees were asked to complete the post-it note exercise and place their responses on the public opinion boards posted on the wall. Tables, chairs, refreshments, and kids' activities were provided so that attendees could comfortably complete the post-it notes and public comment survey provided in the handout packet.

A total of 81 persons registered their attendance at the 3-hour public session (this number does not include the above 9 staff members). A few people completed the public comment survey at the meeting, some made oral comments to staff members who then recorded these comments on flip charts, and more recorded answers to the post-it note exercise on the public opinion boards.

Public comments recorded on the flip charts during the meeting included the following:

- A bypass would remove traffic from Patton Road.
- Subdivisions and residences to the north and west should be avoided.
- A bypass would take traffic off of US 31W north of town.
- Downtown businesses will continue to bring traffic downtown. A bypass will not help to remove traffic from the downtown area.
- The eastern side of the KY 1008 bypass does not work; therefore, a new bypass section will probably not work either.
- Trucks coming from Russellville often miss the turn onto KY 1008 on the west side of town and then back up.
- A bypass should be located further to the north on US 31W, closer to the industrial area.
- There are water and drainage problems north of KY 2592 (Patton Rd.) A new road could worsen problem or potentially make it better, depending on the design.
- There is also a drainage problem on KY 100 near Allen Road.

The actual responses from the post-it note exercise are listed below and summarized by category of response:

- Noise, Landscaping, and Buffering
 - Need landscaping or other sound barriers if road is close to subdivisions.
 - Add landscape buffer south of loop, north of Patton Rd. Provide noise buffer.
 - Noise
 - I would hope this road would not be built – but if it happens there surely better be buffering and landscaping as I will propose be right next to the road on my property.
 - I live in the area and am concerned about how close the road would be located to the subdivision. Also the noise levels from the traffic. Would there be a buffer wall between residential area and the highway?
 - Have you considered noise control?

- Landscaped walls can stop or reduce noise of traffic. If I had a house there I believe it can be built for their noise level to be not so bad. The rest of us need the connection of this road.
- Landscaping and Buffering must be done.
- Move Proposed Bypass
 - The proposed by-pass is too close to town. Ten years from now half of 1008 will be in town and will cause traffic problems. It needs to be moved further out.
 - I think the bypass should be moved away from residential areas and family farms. It should be moved further north.
 - Move the bypass further north away from the family farm and residential areas.
 - The current 1008 is in residential areas in the park area. 1008 needs to be moved further north and run from Wilkey Industrial Park to I-65 Exit #6. It needs to be a true 4-lane by-pass.
 - I believe a bypass should be further out for now and the future. The proposed needs to be moved out - this would eliminate congestion and also provide a better road.
 - Existing 1008 in places needs improvements - Robey St. and Blue Grass Road around the Hunt Ford area* - also it goes thru congested areas - so moving the bypass further out would help this (*Very congested).
 - -\$450,000+ homes in Lockewood Subdivision - Please No truck traffic in our subdivision - move it north 1 mile to industrial park -Wildlife in fence line and farm land adjacent to Lockewood Subdivision. Please do not destroy natural habitat. This is the reason our area is so beautiful. -Move trucks north on 31W - Noise would ruin tranquility of Lockewood Subdivision
 - We don't oppose the bypass - we oppose its location - move it north to Industrial Park - Trucks are welcome there -Save the fenceline. It serves as a noise barrier to traffic - current and projected traffic
 -
- Congestion and Speed
 - West by-pass would be a great improvement for traffic flow. We need it today!!
 - Traffic Count on 100 West is too low to justify a bypass.
 - From your traffic projections, use in the future is estimated at 4700 cars a day. That does not really make sense to spend this amount of money on this project. The money should be spent on the I-65 interchanges and 31-W south.



- The traffic flow on 100 west does not justify the proposed section of 1008 (even with the 2025 projections).
- Traffic in downtown Franklin is going to downtown – the major issue is picking up kids at schools or churches, all located Downtown. They won't go around.
- Traffic counts do not support the completion of the west side.
- Traffic on 31W has not been lessened by the current 1008. This road is not even proposed to go by any major areas of town that will relieve any more traffic. Widening of 31W would be a more beneficial solution to be considering. Take the money set aside for this project and invest it in the school system where it's really needed.
- Need bypass for WNW traffic.
- The amount of traffic and the speed traveled by cars and trucks on Patton Rd.
- Need to better enforce speed limits on Patton Rd.
- The difficulty of getting to 100W from N Simpson without traveling through residential and school area. 1008 extension would reduce traffic in Harristown.
- Without this added bypass, traffic routes through other residential areas and by Lincoln Elementary school.
- Easier access to north & west sections of town.
- Ease congestion on 31W.
- It would take a lot of thru traffic out of the city.
- Truck Traffic
 - Completion of 1008 would help large trucks from using Blackjack Rd, Patton Rd., downtown area. It is a safety hazard because these drivers expect 1008 to keep going, these roads are used for turn arounds.
 - Patton has traffic that is not related to people living in the area. Trucks use this residential road as a cut through and cause congestion along with fast speeds. Parents have concerns about their children being around the road.
 - Help keep trucks out of town. Help all farmers in West Simpson and Logan County with better access to KY Stone.
 - Large truck cut through traffic on Patton Road.
 - Patton Rd. - Too much traffic, Big trucks, Farm Machinery, 18 wheelers.
 - Tractor Trailer traffic through town.
- Widening
 - Just widen 31-W from Franklin to Bowling Green.
 - I have always been told that the bypass was to help emergency vehicles but every time they travel straight through town 31W. I think money should be spent on widening 31W.

- No need for a bypass
 - Don't need the bypass. It takes up so much good land. Can improve what roads we have.
 - A bypass is not needed in the present location.
 - We don't need the by-pass, improve what we have.
 - I'm opposed to this road being done.
 - Franklin is a beautiful town – Why build a bypass around it and create a ghost town?
- Flooding Concerns
 - The field west of Bloomfield Drive floods often in heavy rain. The road could cause flooding of the subdivision if water is dammed in.
 - If this road is build between Patton Rd. and Joe Farmer Rd., the water will flood my home, the noise level will be bad at my house. I live in a low area on the Joe Farmer Place.
- Other Comments/Concerns
 - To extend the existing 1008 would seem most logical – Try to avoid developed area in northern most area west of 31-W North.
 - No offsets. We do not need extra interchanges.
 - Loop north of Patton SID, tie into KY 100.
 - Improve the existing 1008 to make it a real bypass or start a new section west to 100 near Wilkey North Industrial Park.
 - Remove stop signs on College Street and 1008 so thru trucks won't have to try to stop on ice, oil, snow, etc.
 - Very expensive project for a road that will not be used often.
 - Will there be any remediation of the very unfortunate location of the Western terminus of the NE section of HWY 1008??
 - I totally support the proposed bypass extension.
 - Will the new section of 1008 be constructed to accommodate the F-S P + Z Comprehensive Plan?
 - Decreased Property Value.
 - How many tourists will use the new road? Will it affect the merchants in the downtown area?
 - If the road is being considered for emergency personnel, the existing bypass is not being used for this purpose, so why would an extension to the bypass?
 - Complete Hwy. 1008 ASAP.

- Complete Hwy. 1008 ASAP.
- Complete Hwy. 1008 ASAP.
- This proposed NW bypass of Franklin would greatly facilitate N to W, or vice versa, traffic. There is no need to tie into 1008 at either end since the primary user will be N to W, or W to N traffic. Also by keeping it in the lanes I described it would interfere with existing residential areas.

Public comment surveys were distributed at the meeting to gather input on a variety of issues regarding the project. Sixty-three surveys were received by the KYTC at the meeting or by mail. These comments and identified issues will be included in the final report.

The meeting closed at 7:00 p.m.

MINUTES

Final Team Meeting Pre-Design Scoping Study Simpson County, Item No. 03-106.00 Franklin Northwest Bypass (KY 1008) from KY 100 to US 31W

June 3, 2003
9:30 a.m. (Central Time)
KYTC District 3 Main Conference Room

A meeting for the KY 1008 Pre-Design Scoping Study in Simpson County (Item No. 03-106) was conducted on Tuesday, June 3, 2003 in the main conference room of the Kentucky Transportation Cabinet (KYTC) District 3 in Bowling Green, Kentucky. The purpose of the meeting was to discuss results from public involvement activities, the Simpson County Traffic Model, the environmental justice report, and resource agencies in order develop recommendations for the Franklin Northwest Bypass. Participants at the meeting included representatives from Barren River Area Development District (BRADD), Kentucky Transportation Cabinet (KYTC) District 3, and consultant staff from Wilbur Smith Associates (WSA). Individual attendees at the meeting included the following:

Michael Briggs	BRADD
John B. Matheny	BRADD
Keirsten Jagers	KYTC District 3, Public Affairs
Greg Meredith	KYTC District 3, Chief District Engineer
Jeff Moore	KYTC District 3, Planning
Renee Slaughter	KYTC District 3, Environmental
Kenneth W. Cox	KYTC District 3, Construction
Lancie Meredith	KYTC District 3, Traffic
Scott Walker	Wilbur Smith Associates
Samantha J. Wright	Wilbur Smith Associates

Handouts for the meeting included an agenda, public meeting public survey response summary, minutes from the public involvement meeting, public meeting post-it note exercise and flip chart comments, Simpson County traffic model statistics, maps representing base year traffic volumes (Year 2002) and traffic model forecasts with a completed northwest bypass (Year 2025), a select link analysis from the traffic model, and two figures from the BRADD Environmental Justice Report. Exhibit boards were also used for discussion purposes, including a project location map, environmental maps (USGS Topologic and Digital Orthophotograph), traffic model maps (Year 2025) with and without the proposed bypass, and a crash severity map. A summary of the key comments and discussion items for this meeting is provided below.

1) Introduction and Purpose

Jeff Moore began the meeting with a brief review of the project to date. It was explained that the majority of components needed to make recommendations on the project were

available and had been reviewed except for the results provided by the Simpson County Travel Demand Model.

2) Public Meeting Results

Samantha Wright began a review of results from the public meeting. It was noted that the public meeting surveys were included in the public meeting notebooks that had been submitted to the KYTC. Key points in this discussion included:

- A majority of 63% of the respondents felt the bypass would be beneficial to the city of Franklin;
- Approximately 51% thought that a new route should intersect with the existing KY 1008 along KY 100 to the west of Franklin;
- Approximately 51% thought that a new route should intersect US 31W north of the existing KY 1008 intersection north of Franklin;
- Nearly 50% of the respondents indicated they would use the new route at least once per week;
- Improved travel time, improved access for emergency vehicles, and the reduction of truck traffic in Franklin were perceived as the greatest potential benefits of a northwest bypass; and
- When asked about the human and natural environment, 70% of the respondents indicated that impacts to personal properties and homes should be considered.

Samantha then discussed comments made at the public meeting conducted on February 25, 2003. Key points mentioned by the public that were recorded on flip charts at the meeting included:

- Conflicting thoughts on whether the bypass would remove traffic in Franklin;
- Subdivisions should be avoided; and
- Drainage issues exist within the study area.

A review of the post-it note exercise was also discussed. Key comments included:

- Landscaping and buffering should be considered if the route is built;
- The proposed route should be moved further from Franklin;
- Existing KY 1008 needs improvements;
- The traffic volumes on the new route are too low to justify its construction;
- Patton Road (KY 2592) is used as a cut through for truck traffic;
- US 31W should be widened;
- There is not a need for the bypass; and
- There are flooding concerns.

3) Simpson County Traffic Model Development

The next topic of discussion revolved around the development of a travel demand

model for Simpson County. Scott Walker led this discussion which included:

- A review of the model network and traffic analysis zone coverage;
- An explanation of model statistics including overall Root Mean Square Error (RMSE) for the model. The RMSE for Simpson County is 25.15% which exceeded the goal of 30%. In addition, the statistics met strict guidelines for vehicle-miles of travel (VMT) and link volume groups; and
- The future year model run estimated that the northwest bypass would carry approximately 7,000 vehicles in the year 2025.

A couple of issues related to the future traffic model were raised by meeting attendees. These included:

- Traffic volumes through town looked low for US 31W in the future scenarios;
- There appeared to be instances where local roads were being used instead of KY 1008 (such as KY 1171 northeast of Franklin); and
- A question was raised concerning industrial development near the industrial park along KY 100 at I-65.

It was noted that these issues would be addressed in the model.

4) Environmental Justice Report Results

Samantha Wright then led a discussion of the environmental justice report prepared by the BRADD. Key points of this discussion included:

- The bypass project has been rated as a 'high' priority in 1998, 2001, and 2003 by:
 - The Simpson County Transportation Committee
 - BRADD Regional Transportation Council
 - District 3 KYTC
- The main concentration of minority population is the Harristown community, which is not in the study corridor. Therefore, construction of the KY 1008 northwest bypass is unlikely to disrupt the minority community; and
- Overall, three concentrations of low income residents were identified by the community. None of these concentrations are found within the project area. Therefore, construction of the KY 1008 northwest bypass is unlikely to disrupt the low income resident community.

5) Resource Agency Input

A review of resource agency input was then conducted, which included:

- The KYTC Permits Branch indicated that controlled access will be a key element to this project.
- The United States Coast Guard stated that the project area does not cross any waterways administered by the Coast Guard.

- The Federal Aviation Administration (FAA) noted that the construction should not exceed 200 feet above ground level.
- The Nashville District of the United States Army Corp of Engineers is forwarding the request to the Louisville District for comments.
- The Kentucky State Police noted that:
 - The bypass would relieve traffic on US 31W;
 - Would benefit emergency services, providing alternate access to KY 100 and KY 73; and
 - The bypass may be opposed by Patton Road residents.
- Division of Environmental Analysis (DEA) noted:
 - No archaeological sites were identified within a 2 km radius;
 - Few studies have been undertaken in this area;
 - A phase I survey would be required for a final alternate;
 - The project would have minimal air quality impacts;
 - There could be possible noise issues related to this project; and
 - Channel changes should be avoided.
- The United States Fish and Wildlife Service suggested the following:
 - Measures to reduce erosion, sedimentation, and adverse effects to the aquatic environment;
 - The existence of federal endangered species in the area including the Indiana bat and gray bat; and
 - Recommendations to avoid potential roosting, hibernation, and foraging areas.
- The KYTC Geotechnical Branch recommended an alignment that follows underlying limestone, avoiding sinkholes and caves. A map was provided.
- Comments from the Division of Multimodal Programs included:
 - Simpson County will likely be designated non-attainment for air quality in April 2004 (i.e., new projects must demonstrate no adverse impacts to air quality);
 - The project should include coordination and connectivity of existing bicycle and pedestrian projects such as:
 - 10-12' paved shoulders along the bypass route would provide a bicycle corridor
 - Urban sections should include sidewalks for pedestrians
 - A map of existing bikeways in Simpson County.
- The office of Sheriff R.E. "Gene" Starks indicated:
 - The project would benefit emergency response times;

- Industrial development will continue on the north side of town and along US 31W;
- A connection with KY 100 in the west could be pushed west away from town;
- The new route should provide a feasible location for extension of the route in the future; and
- The route should avoid historic sites.
- The Kentucky Geological Survey noted:
 - The project would encounter sinkholes and caves;
 - One abandoned gas well is located near the project area;
 - A concern about using any exposed limestone because it would be too weathered for construction; and
 - A low potential for landslides, faults, or earthquakes.

6) Model Testing / Recommendations

After the review of the public meetings materials, travel demand model, environmental justice report, and resource agency materials, attendees of the meeting focused on developing a set of recommendations for this project.

One key issue that was discussed was the potential of considering disjunctions (i.e., not tying into the existing KY 1008 intersections). It was noted that common disjunction problems included:

- Spacing of intersections;
- Weaving;
- Additional traffic signals; and
- Additional conflict points:

Two model runs were coded into the modeling software during the meeting in order to determine the impact of disjunctions. Preliminary results indicated that fewer vehicles would use a bypass with disjunctions.

After this discussion, a list of final recommendations was developed. These recommendations included:

- Disjunctions at both ends of the proposed bypass would cause problems with traffic safety and flow, and therefore should not be considered;
- Design corridors will fall within given study area;
- Buffering should be considered for residential areas but would be contingent upon funding and a maintenance agreement;
- The cross section should include:
 - A 2-lane roadway;
 - Paved shoulders for bicyclists;

- Partial controlled access; and
- Accommodations for turn lanes at KY 100, KY 73, and US 31W.

After the submittal of the final report for this study, the following outline was proposed for presenting the final results:

- Present the findings to the local officials
- Present the findings to the Simpson County Transportation Committee
- Prepare a press release (paper, radio, and WBKO news) to announce document
- Prepare an executive summary as a brochure
- Leave a copy of the report in the library, chamber of commerce, mayor's office, judge's office, and with the Planning & Zoning office.

7) Conference Call

At the end of the meeting, a conference call was conducted with meeting attendees and Daryl Greer with the Division of Planning in Frankfort, KY. The first topic of discussion concerned the extension of the study area. A consensus was made to extend the study area to the north but not to change the defined termini points.

The next topic of conversation was a summary of the recommendations developed for this project. There was a discussion related to improving the southwest quadrant of KY 1008. It was decided that a future piece of a western bypass would later be studied.

Finally, Daryl mentioned that future traffic generated by the traffic model through town was lower than what was discussed in earlier meetings. It was noted that investigations into the traffic model assignment would be addressed.

With no further comments, the meeting was adjourned at approximately 11:30 a.m.

APPENDIX C.

RESOURCE AGENCY COORDINATION

1. KYTC Letter Requesting Input
2. Simpson County Sheriff's Office
3. Kentucky Geological Survey
4. Kentucky State Police
5. KYTC Division of Environmental Analysis
6. KYTC Division of Environmental Analysis, Archaeology
7. KYTC Division of Materials
8. KYTC Division of Multimodal Programs
9. KYTC Permits Branch
10. Federal Aviation Administration
11. U.S. Army Corps of Engineers, Louisville District
12. U.S. Army Corps of Engineers, Nashville District
13. U.S. Coast Guard, Bridge Branch
14. U.S. Fish and Wildlife Service



James C. Codell, III
Secretary of Transportation

Clifford C. Linkes, P.E.
Deputy Secretary

Commonwealth of Kentucky
Transportation Cabinet
Department of Highways, District Three
900 Morgantown Road, P. O. Box 599
Bowling Green, Kentucky 42102
270/746-7898, (FAX) 270/746-7643
Greg Meredith, P.E.
Chief District Engineer

Paul E. Patton
Governor

March 11, 2003

«Mailing_Title» «First_Name» «Last_Name»«Suffix»
«Title»
«Organization»
«Address1»
«Address2»
«City», «State» «Zip»

SUBJECT: Planning Study
Simpson County
KY 1008, Construction of Northwest Bypass around Franklin
Item No. 3-106.00

Dear «Letter_Title» «Last_Name»:

We are requesting your agency's input and comments on a planning study to determine the need and potential impacts for a proposed highway project. The Kentucky Transportation Cabinet has assembled a study team to evaluate the proposed construction of a section of KY 1008 from US 31W to KY 100, which is referred to as the Northwest Bypass. This project would complete a bypass loop around the city of Franklin. The study is currently in the initial data-gathering stage.

We ask that you identify specific issues or concerns of your agency that could affect the development of the project. This planning study will include a scoping process for the early identification of potential alternatives, environmental issues, and impacts related to the proposed project. We believe that early identification of issues or concerns can help us develop highway project alternatives to avoid or minimize negative impacts.

We respectfully ask that you provide us with your comments by May 1, 2003, to ensure timely progress in this planning effort.



KENTUCKY TRANSPORTATION CABINET MISSION
"PROVIDE A SAFE, EFFICIENT, ENVIRONMENTALLY SOUND, AND FISCALLY RESPONSIBLE TRANSPORTATION
SYSTEM WHICH PROMOTES ECONOMIC GROWTH AND ENHANCES THE QUALITY OF LIFE IN KENTUCKY."
"AN EQUAL OPPORTUNITY EMPLOYER M/F/D"

«Letter_Title» «Last_Name»

March 11, 2003

Page 2

During the development of this planning study, comments will be solicited from Federal, state, and local agencies, as well as other interested persons and the general public, in accordance with principles set forth in the National Environmental Policy Act (NEPA) of 1969. The Federal Highway Administration is partnering with us in these efforts.

Other Transportation Cabinet offices or consultants working on behalf of the Transportation Cabinet may also contact you seeking more detailed data or information to assist them in completing their environmental studies for this phase of the project.

We have enclosed the following project information for your review and comment:

- A Project Brochure including a draft statement of Study Purpose and Project Goals
- Project Location Map
- Year 2002 Traffic and Level of Service
- Year 2025 Traffic and Level of Service
- Accident Information by Accident Severity
- Topographic Environmental Footprint
- Digital Orthograph Environmental Footprint

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Jeff Moore of the Division of Planning at 270/746-7898 or at jeff.moore@mail.state.ky.us. Please address all written correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 125 Holmes Street, Frankfort, KY 40622.

Sincerely,



Annette Coffey, P.E.
Director
Division of Planning

AC:WJM

Enclosures

c: Jose Sepulveda (w/a)
Bob Farley (w/a)
David Harmon
Jim Simpson
Samantha Wright- WSA

Greg Meredith
Kenneth Cox
Renee Slaughter
Keirsten Jagers
Daryl Greer

LaVerne Reid
District Manager
Airports District Office, Federal Aviation
Administration
3385 Airways Blvd., Suite 302
Memphis, TN 38116

George Crothers
Director, Office of State Archaeology
Dept. of Anthropology, University of
Kentucky
211 Lafferty Hall
Lexington, KY 40506-0024

Jack Fish
President
Kentuckians for Better Transportation
10332 Bluegrass Parkway
Louisville, KY 40299

Bob Arnold
Executive Director
Kentucky Association of Counties
380 King's Daughters Drive
Frankfort, KY 40601

Kentucky Disabilities Coalition
P.O. Box 1589
Frankfort, KY40602-1589

Jim Cobb
State Geologist & Director
Kentucky Geological Survey, University of
Kentucky
228 Mining and Mineral Resources Bldg.
Lexington, KY40506

Kentucky Industrial Development Council,
Inc.
109 Consumer Lane, Ste. A
Frankfort, KY40601-8489

Vickie Bourne
Executive Director
Kentucky Office of Transportation Delivery
State Office Bldg. Anx., 3rd Floor, Mail
Code A-4
125 Holmes Street Frankfort, KY40622

Ann R. Latta
Secretary
Kentucky Tourism Development Cabinet
Capital Plaza Tower, 24 Floor
500 Mero Street
Frankfort, KY40601

David Waldner
Director
Kentucky Transportation Cabinet, Division
of Environmental Analysis
State Office Bldg. Anx., 1st Floor, Mail
Code A-1 Frankfort, KY40622

American Association of Truckers
P.O. Box 487
Benton, KY42025

William Straw, Ph.D.
Regional Environmental Officer
Federal Emergency Management Agency,
Region IV
3003 Chamblee-Tucker Road
Atlanta, GA 30341-4130

Kentuckians for The Commonwealth
105 Reams Street
P.O. Box 1450
London, KY 40743

Ken Oilschlager
President
Kentucky Chamber of Commerce
Executives, Inc.
P.O. Box 817
Frankfort, KY40602

Kenneth Frost
Director
Kentucky Division of Vehicle Enforcement
State Office Building, 8th Floor, Mail Code
8-4
Frankfort, KY 40622

John D. Overing
Kentucky Heritage Resource Conservation
& Development Council
227 Morris Drive
Harrodsburg, KY 40330

Sylvia L. Lovely
Executive Director
Kentucky League of Cities, Inc.
101 East Vine Street, Ste. 600
Lexington, KY40507

Barry Barker
Executive Director
Kentucky Public Transit Association
1000 West Broadway
Louisville, KY40203

Steve Goodpaster
Director
Kentucky Transportation Cabinet, Division
of Bridge Design
State Office Building, 7th Floor, Mail Code
Code 7-1, Frankfort, KY 40622

Wesley Glass
Acting Director
Kentucky Transportation Cabinet, Division
of Materials
Frankfort, KY40622

Hayes Dent
Executive Director
Delta Regional Authority
236 Sharkey Avenue, Suite 400
Clarksdale, MS 38614

Margie Shouse
Independent Hauler Association
905 Nebo Road
P.O. Box 178
Madisonville, KY 42431

Kelvin Combs
Kentucky Airport Zoning Commission
State Office Bldg. Anx., 3rd Floor, Mail
Code A-3
125 Holmes Street
Frankfort, KY 40622

Pat Simpson
Commissioner
Kentucky Department of State Police
919 Versailles Road
Frankfort, KY 40601

John Bird
Executive Director
Kentucky Forward
464 Chenault Road
Frankfort, KY40601

Kevin Graffagnino
Director
Kentucky Historical Society
100 W. Broadway
Frankfort, KY40601

Ned Sheehy
President
Kentucky Motor Transport Association
134 Walnut Street
Frankfort, KY40601

Marcheta Sparrow
President
Kentucky Tourism Council
TARC, 1100 US127 S., Bldg. C
Frankfort, KY40601

Dexter Newman
Director
Kentucky Transportation Cabinet, Division
of Construction
State Office Building, 4th Floor, Mail Code
Code 4-1 Frankfort, KY40622

Mike Hill
Director
Kentucky Transportation Cabinet, Division
of Multimodal Programs
State Office Bldg. Anx., 3rd Floor, Mail
Code A-5 Frankfort, KY40622

Chuck Knowles
Director
Kentucky Transportation Cabinet, Division
of Operations
State Office Building, 7th Floor, Mail Code
7-2 Frankfort, KY40622

Allen D. Rose
Secretary
Kentucky Workforce Development Cabinet
Capital Plaza Tower, 2nd Floor
Frankfort, KY40601

Helen Cleary
President
Scenic Kentucky
P. O. Box 2646
Louisville, KY40201

Heinz Mueller, Attorney
U. S. Environmental Protection Agency,
Region 4 Office
13th Floor, Atlanta Federal Ctr.
61 Forsyth St. SW
Atlanta, GA 30303

Lee Andrews
Field Supervisor
U.S. Dept. of the Interior, Fish and Wildlife
Service
3761 Georgetown Road
Frankfort, KY40601

Mitch McConnell
United States Senator
United States Senate
361-A Russell Senate Office Building
Washington, DC 20510

Ron Lewis
United States Representative - District 2
U. S. House of Representatives
2418 Rayburn House Office Building
Washington, DC 20515

Charles McCutcheon
Magistrate
Simpson County
P.O. Box 353
Franklin, KY 42135

Wendell Stewart
City Commissioner
Franklin
211 Witt Road
Franklin, KY 42134

Bill Austin
City Commissioner
Franklin
P.O. Box 2805
Franklin, KY 42135

Simon Cornett
Director
Kentucky Transportation Cabinet, Division
of Traffic
State Office Building, 1st Floor, Mail Code
1-3 Frankfort, KY40622

Boyce Wells
Acting State Environmental Review Officer
Natural Resources and Environmental
Protection Cabinet
Frankfort Office Park, 14 Reilly Road
Frankfort, KY40601

Oscar Gerald
Sierra Club
259 West Short Street
Lexington, KY40507

David Sawyer
State Conservationist
U.S. Dept. of Agriculture, Natural
Resources Conservation Service
711 Corporate Drive, Suite 110
Lexington, KY40503

Roger Wiebusch
Bridge Administrator
United States Coast Guard, Bridge Branch
1222 Spruce Street
St. Louis, MO 63103

Robert E. Slockbower
District Engineer
U. S. Army Corps of Engineers, Louisville
District
P.O. Box 59
Louisville, KY 40201

John Milchick, Jr.
Kentucky State Coordinator
U.S. Department of Housing & Urban
Development, Ky. State Office
601 West Broadway
Louisville, KY 40202

Larry Randolph
Magistrate
Simpson County
2614 Schweizer Road
Franklin, KY 42134

Henry Stone
City Commissioner
Franklin
901 South College Street
Franklin, KY 42134

Herbert Williams
City Commissioner
Franklin
715 Grandview Drive
Franklin, KY 42134

E. Sue Perkins
Branch Manager
Kentucky Transportation Cabinet, Permits
Branch
State Office Building, 1st Floor, Mail Code
1-3 Frankfort, KY40622

James Aldridge
Director
Nature Conservancy - Kentucky Chapter
642 West Main Street
Lexington, KY40508

Gary Lanthrum
Director, National Transportation Program
U. S. Dept. of Energy, Albuquerque
Operations Office
P. O. Box 5400, SC-5
Albuquerque, NM87185-5400

Kenneth W. Holt, U.S. Dept. of Health &
Human Serv., Center for Disease Control,
Emergency And Environmental Health
Services Division Mail Stop F-16
4770 Buford Highway, N.E.
Atlanta, GA 30341-3724

Jim Bunning
United States Senator
United States Senate
316 Hart Senate Office Building
Washington, DC20510

Steve Gay
District Engineer
U. S. Army Corps of Engineers, Nashville
District
P.O. Box 1070
Nashville, TN 37202-1070

Kelly Blanton
Magistrate
Simpson County
2499 Sportsman Lake Road
Franklin, KY 42134

Kenneth Utley
Magistrate
Simpson County
4320 Blackjack Road
Franklin, KY 42134

Tom Gordon
City Manager
Franklin
P.O. Box 2805
Franklin, KY 42135

John Grace
Fire Chief
City of Franklin
P.O. Box 2805
Franklin, KY 42135

James Powell
Police Chief
City of Franklin
P.O. Box 2805
Franklin, KY42135

Cliff Beecher
Public Works Director
City of Franklin
P.O. Box 2835
Franklin, KY42135

Gene Starks
Sherrif
Simpson County
8401 Morgantown Road
Franklin, KY 42134

Jim Henderson
Simpson County Judge/Executive
P.O. Box 242
Franklin, KY42135

Rob Wilkey
District 21
P.O. Box 51589
Franklin, KY 42135

Lisa Deavers
Parks & Recreation Department
City of Franklin
P.O. Box 2805
Franklin, KY42135

Pam Womack
PVA
P.O. Box 424
Franklin, KY42135

Steve Knight
Superintendent
Franklin-Simpson Schools
P.O. Box 467
Franklin, KY 42135

Jim Brown
Mayor
City of Franklin
P.O. Box 2805
Franklin, KY 42135

James Lee
Building Inspector
Planning & Zoning
300 North Main Street
Franklin, KY42134

Lawrence Stewart
County Road Supervisor
Simpson County
P.O. Box 242
Franklin, KY42135

Karen Eaton
Executive Director
Franklin-Simpson Chamber of Commerce
P.O. Box 513
Franklin, KY 42135

Richie Sanders
District 9
901 Maple Leaf Drive
Franklin, KY 42134



Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

MEMORANDUM

TO: Annette Coffey, P.E.
Director
Division of Planning

FROM: Edward Sue Perkins, P.E. *Sue*
Branch Manager
Permits Branch

DATE: March 17, 2003

RE: Simpson County
KY 1008, Northwest Bypass around Franklin
Item No. 3-106.00

The Permits Branch has reviewed the data provided for subject study site and wish to offer the following.

1. We urge the Cabinet to classify this project and all new projects as partially or fully controlled access facilities.
2. Assuming the project is partial control access, we encourage all possible access points be set on the plans in accordance with 603 KAR 5:120, even if they are not to be constructed at that time.
3. When buying R/W for this and all reconstruction routes, assuming the access control is partial control, new deed for all adjoining property owners need to be executed to identify the access control even if no new R/W is acquired,
4. In addition, we would like to make every effort possible to have the design speed to be the same as anticipated posted speed when the project is complete.
5. We would like to see access control fence installed with the project.
6. If the proposed roadway is to be on the N. H. S., early notification of the final line and grade is needed. This enables us to monitor outdoor advertising devices prior to road construction being completed.
7. Please notify this office if the proposed roadway is to be placed on the National Highway System. This information is needed to assist this office in regulating the installation of any outdoor advertising device.

Thank you for the opportunity to verbalize our concerns.

ESP/dpm





SKI

DIV OF PLANNING

2003 APR 11 A 9:46

James C. Codell, III
Secretary of Transportation

Clifford C. Linkes, P.E.
Deputy Secretary

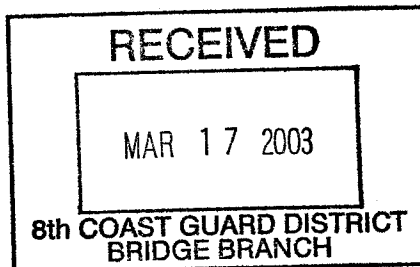
Commonwealth of Kentucky
Transportation Cabinet
Department of Highways, District Three
900 Morgantown Road, P. O. Box 599
Bowling Green, Kentucky 42102
270/746-7898, (FAX) 270/746-7643
Greg Meredith, P.E.
Chief District Engineer

Paul E. Patton
Governor

March 11, 2003

Mr. Roger Wiebusch
Bridge Administrator
United States Coast Guard, Bridge Branch
1222 Spruce Street
St. Louis, MO 63103

SUBJECT: Planning Study
Simpson County
KY 1008, Construction of Northwest Bypass around Franklin
Item No. 3-106.00



Pursuant to the Coast Guard Authorization Act of 1982, it has been determined this is not a waterway over which the Coast Guard exercises jurisdiction for bridge administration purposes. A Coast Guard bridge permit is not required.

ROGER R WIEBUSCH
Bridge Administrator
Eighth Coast Guard District (obr)

4/2/03

(Date)

Dear Mr. Wiebusch:

We are requesting your agency's input and comments on a planning study to determine the need and potential impacts for a proposed highway project. The Kentucky Transportation Cabinet has assembled a study team to evaluate the proposed construction of a section of KY 1008 from US 31W to KY 100, which is referred to as the Northwest Bypass. This project would complete a bypass loop around the city of Franklin. The study is currently in the initial data-gathering stage.

We ask that you identify specific issues or concerns of your agency that could affect the development of the project. This planning study will include a scoping process for the early identification of potential alternatives, environmental issues, and impacts related to the proposed project. We believe that early identification of issues or concerns can help us develop highway project alternatives to avoid or minimize negative impacts.

We respectfully ask that you provide us with your comments by May 1, 2003, to ensure timely progress in this planning effort.

During the development of this planning study, comments will be solicited from Federal, state, and local agencies, as well as other interested persons and the general public, in accordance

**EDUCATION
PAYS**

Mr. Wiebusch
March 11, 2003
Page 2

with principles set forth in the National Environmental Policy Act (NEPA) of 1969. The Federal Highway Administration is partnering with us in these efforts.

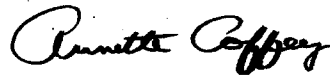
Other Transportation Cabinet offices or consultants working on behalf of the Transportation Cabinet may also contact you seeking more detailed data or information to assist them in completing their environmental studies for this phase of the project.

We have enclosed the following project information for your review and comment:

- A Project Brochure including a draft statement of Study Purpose and Project Goals
- Project Location Map
- Year 2002 Traffic and Level of Service
- Year 2025 Traffic and Level of Service
- Accident Information by Accident Severity
- Topographic Environmental Footprint
- Digital Orthograph Environmental Footprint

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Jeff Moore of the Division of Planning at 270/746-7898 or at jeff.moore@mail.state.ky.us. Please address all written correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 125 Holmes Street, Frankfort, KY 40622.

Sincerely,



Annette Coffey, P.E.
Director
Division of Planning

AC:WJM

Enclosures

c: Jose Sepulveda (w/a)
Bob Farley (w/a)
David Harmon
Jim Simpson
Samantha Wright- WSA

Greg Meredith
Kenneth Cox
Renee Slaughter
Keirsten Jagers
Daryl Greer



U.S. Department
of Transportation
**Federal Aviation
Administration**

DIV OF PLANNING

2003 MAR 31 A 11:42

Airports District Office, FAA
3385 Airways Blvd., Suite 302
Memphis, Tennessee 38116-3841
(901) 544-3495 FAX: (901) 544-4243
Email: 7-aso-mem-ado@faa.gov

March 26, 2003

Ms. Annette Coffey, P.E.
Director
Division of Planning
Kentucky Transportation Cabinet
125 Holmes Street
Frankfort, KY 40622

Dear Ms. Coffey:

Planning Study
Simpson County
KY 1008, Construction of Northwest Bypass around Franklin
Item No. 3-106.00

I am writing to comment on the subject project that was described in your letter dated March 11, 2003.

As long as construction activities do not exceed 200 feet in height above the ground level, there will be no impacts on FAA programs and no notice of proposed construction will be required.

Thank you for the opportunity to comment on the proposed project.

Sincerely,

Cynthia K. Wills
Program Manager



DEPARTMENT OF THE ARMY
NASHVILLE DISTRICT, CORPS OF ENGINEERS
3701 Bell Road
NASHVILLE, TENNESSEE 37214

DIV OF PLANNING

2003 MAR 31 A 11:42

REPLY TO
ATTENTION OF:

March 27, 2003

Regulatory Branch

Ms. Annette Coffey, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
125 Holmes Street
Frankfort, Kentucky 40622

Dear Ms. Coffey:

The proposed KY 1008 Northwest Bypass project for the city of Franklin, Kentucky, identified in your March 11, 2003, letter is within the regulatory jurisdiction of the Louisville District Corps of Engineers office. By copy of this letter, I am forwarding your request for review to them for consideration.

Sincerely,

John I. Case, Jr.
Chief, Western Regulatory Section
Operations Division

Copy Furnished:

USAED, Louisville
ATTN: CELRL-OP-F
P.O. Box 59
Louisville, Kentucky 40201-0059



COMMONWEALTH OF KENTUCKY
KENTUCKY STATE POLICE
919 VERSAILLES ROAD
FRANKFORT 40601

DIV OF PLANNING

2003 APR -3 A 10:16

PAUL E. PATTON
GOVERNOR

PATRICK N. SIMPSON
COMMISSIONER

April 1, 2003

Annette Coffey, P.E.
Division of Planning
Kentucky Transportation Cabinet
125 Holmes Street
Frankfort, KY 40622

Dear Ms. Coffey:

In response to your request, we at Kentucky State Police, Post Three have reviewed the information provided on the proposed KY 1008 Northwest By-Pass. We would like to comment on the following issues:

- **Traffic Congestion on US 31-W:**
There is a high volume of traffic on US 31-W in Simpson County, particularly in the city limits of Franklin. We feel that the extension of the KY 1008 By-Pass would alleviate part of the traffic congestion. There are industrial areas north and south of Franklin and a by-pass would help with truck traffic.
- **Emergency Vehicles in Response:**
A by-pass connecting US 31-W to KY 100 West would benefit emergency responders. The by-pass would allow emergency responders access to KY 100 west without going through the heavily congested downtown area. KY 100 is the major East-West corridor in Simpson County. A by-pass would also provide better access to KY 73.
- **Public Opposition:**
We feel there may be opposition to the project from citizens who live in residential areas on or near Patton Road.



AN EQUAL OPPORTUNITY EMPLOYER M/F/D

Page Two
Correspondence
April 1, 2003

Thank you for the opportunity to provide our comments on this project. If I may be of any further assistance, please feel free to contact me at (270) 782-2010.


Lieutenant Bill Payton, Unit 50
Kentucky State Police
3119 Nashville Road
Bowling Green, KY 42102-0068

BP:lc
CO0303005
cc: Major Dean Hayes



James C. Codell, III
Secretary of Transportation

Clifford C. Linkes, P.E.
Deputy Secretary


Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622


A-2
DIV OF PLANNING

2003 APR 17 10:52
Governor

MEMORANDUM

MEMO TO: Annette Coffey, P.E., Director
Division of Planning

VIA: Paul Rawlings, Culture Historic Branch Manager 
Division of Environmental Analysis

FROM: Wayna L. Roach, Archaeologist 
Division of Environmental Analysis

DATE: April 14, 2003

SUBJECT: KY 1008, Franklin Northwest Bypass
Simpson County, Kentucky
Item Number 3-106.00

The archaeological staff has reviewed the subject planning study. As a part of this review, the subject project received an overview based on the Kentucky Archaeological Database. To date, no archaeological sites have been identified within a 2-km radius; however, very few archaeological studies have been undertaken within this area. Please be advised that a full phase I archaeological survey will be required for the final alternate or alternates since the project will require Federal involvement. If you have any other questions, please advise.

c. Dave Harmon



DIV OF PLANNING
2003 APR 17 A 10:52



United States Department of the Interior

FISH AND WILDLIFE SERVICE

3761 GEORGETOWN ROAD

FRANKFORT, KY 40601

DIV OF PLANNING
2003 APR 30 A 10:55

April 16, 2003

Ms. Annette Coffey
Division of Planning
Kentucky Transportation Cabinet
125 Holmes Street
Frankfort, Kentucky 40622

Subject: FWS #03-2037; Planning Study, KY 1008 construction of northwest Franklin
bypass, Simpson County, Kentucky
KTC Item No: 3-106.00

Dear Ms. Coffey:

Thank you for your correspondence of March 11, 2003, regarding the Kentucky Transportation Cabinet's (KTC) proposed construction of a northwest bypass around the city of Franklin, Kentucky. The KTC proposes to extend KY 1008 from US 31W to KY 100 in order to complete a full circle bypass around Franklin. Fish and Wildlife Service (Service) personnel have reviewed the information submitted and the following comments are provided in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*) and the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

The Service is concerned that highway projects frequently accelerate erosion and sedimentation in streams, resulting in adverse effects to the aquatic environment. The use of heavy equipment to move earth and existing vegetation disrupts natural drainage patterns and exposes large areas of disturbed soil to erosion. Excessive sedimentation can clog stream channels and contribute to increased flooding. It can also increase water temperatures and cause oxygen demands which can damage or destroy fish and invertebrate populations. Deposition of sediment on the channel bottom also degrades aquatic habitat by filling in substrate cavities, burying demersal eggs, and smothering bottom organisms. In addition, turbidity, as induced by accelerated erosion and sedimentation, results in further damage to aquatic systems. Increased particulate matter suspended in the water column may drive fish from the polluted area by irritating the gills, concealing forage, and/or destroying vegetation that may be essential for spawning and cover habitat for particular species. Turbidity also degrades water quality by reducing light penetration, pH and oxygen levels, and the buffering capacity of the water. Degraded water quality may continue far downstream from the point where the erosion occurs.

Prevention of excessive sedimentation can occur only through application of Best Management Practices during daily construction activities. Rigid application of your agency's construction erosion control standards can preclude most sedimentation problems; however, in some cases additional measures will need to be taken by on-site inspectors and construction representatives. Upon review of the proposed projects, we find that the information provided is insufficient to determine if the proposed actions will require U.S. Army Corps of Engineers' permits. Since permit applications could more thoroughly reveal the extent of construction activities affecting aquatic resources, we will provide additional comments during the 404 review process should the project necessitate Corps' permits. However, we would likely have no objection to the issuance of permits if any necessary stream channel work is held to a minimum and Best Management Practices are utilized and enforced, effectively controlling erosion, sedimentation, and other potential hazards. The following conditions are specifically recommended:

1. Erosion and sediment control measures, including but not limited to the following, should be implemented on all vegetatively denuded areas:
 - a. Preventive planning: A well-developed erosion control plan which entails a preliminary investigation, detailed contract plans and specifications, and final erosion and sediment control contingency measures should be formulated and made a part of the contract.
 - b. Diversion channels: Channels should be constructed around the construction site to keep the work site free of flow-through water.
 - c. Silt barriers: Appropriate use should be made of silt fences, hay bale and brush barriers, and silt basins in areas susceptible to erosion.
 - d. Temporary seeding and mulching: All cuts and fill slopes, including those in waste sites and borrow pits, should be seeded as soon as possible.
 - e. Limitation of instream activities: Instream activities, including temporary fills and equipment crossings, should be limited to those absolutely necessary.
2. Channel excavations required for pier placement should be restricted to the minimum necessary for that purpose. Overflow channel excavations should be confined to one side of the channel, leaving the opposite bank and its riparian vegetation intact.
3. All fill should be stabilized immediately upon placement.
4. Streambanks should be stabilized with riprap or other accepted bioengineering technique(s).

5. Existing transportation corridors should be used in lieu of temporary crossings where possible.
6. Good water quality should be maintained during construction.

Efficient management practices can minimize adverse impacts associated with construction. It is important that these and other measures be monitored and stringently enforced. This will aid in preserving the quality of the natural environment.

According to our records, the federally endangered Indiana bat (*Myotis sodalis*) and gray bat (*Myotis grisescens*) are known to occur in the vicinity of the project area. Based on our knowledge of the habitats present in the vicinity of the proposed project, we believe that suitable summer habitat for these species may exist within the project's boundaries. The proposed project lies within the natural range of these species in an area that has not been well-surveyed.

The Indiana bat utilizes floodplain and riparian forests for both summer foraging and roosting habitat; however, other habitats are often used. Indiana bats typically roost under exfoliating bark, or in cavities of dead and live trees, and in snags (i.e., dead trees or dead portions of live trees). Prior to hibernation, Indiana bats utilize the forest habitat around the cave, feeding and roosting until temperatures drop to a point that forces them into hibernation. This "swarming" period lasts, depending on weather conditions in a particular year, from about September 15 to about November 15. This is a critical time for the bats since they are stocking up additional fat reserves and mating prior to hibernation. Research has shown that the bats will range up to five miles from the cave during this time. For hibernation, the Indiana bat prefers limestone caves, sandstone rockshelters, and abandoned underground mines with stable temperatures of 39 to 46 degrees F and humidity above 74 percent but below saturation.

Gray bats roost, breed, rear young, and hibernate in caves year round. They migrate between summer and winter caves and will use transient or stopover caves along the way. For hibernation, the roost site must have an average temperature of 42 to 52 degrees F. Most of the caves used by gray bats for hibernation have deep vertical passages with large rooms that function as cold air traps. Summer caves must be warm, between 57 and 77 degrees, or have small rooms or domes that can trap the body heat of roosting bats. Summer caves are normally located close to rivers or lakes where the bats feed. Additional habitat and life history information on these species is available on the Service's national website at www.fws.gov.

We are concerned that the proposed activities may result in unauthorized take of the Indiana bat and/or gray bat if the bats are present. The potential for unauthorized take of the Indiana bat would exist if the species was present and construction activities that may directly harm the species or directly or indirectly impact the habitat of the species were implemented. Direct impacts would include removal of summer roosting trees that are being occupied by Indiana bats and physical or other disturbances to the species winter hibernacula. Indirect impacts would include any construction activities that would impact foraging or watering areas actively being

used by Indiana bats, impair the ability of female Indiana bats to raise, feed, and care for young, and/or result in harm or harassment of Indiana bats that causes an alteration of breeding habitat or disruption of normal behavior patterns.

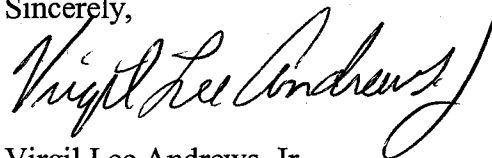
Therefore, we have three primary recommendations that should be followed in order to avoid potential impacts to the Indiana bats and gray bats.

1. Removal of trees within the project site should only occur between October 15 and March 31 in order to avoid impacting summer roosting Indiana bats.
2. Removal of trees and other disturbances within riparian corridors and in close proximity to potential gray bat hibernacula/caves should be minimized to the maximum extent possible in order to avoid unnecessary disturbances to gray bat roosting and foraging habitat.
3. It is reasonable to assume that any caves, rockshelters, and/or abandoned underground mines/tunnels lying within the project area could be capable of providing winter habitat for Indiana bats and/or gray bats or summer habitat for gray bats. Therefore, we recommend that the applicant identify any potential hibernacula and summer roosting caves that exist on-site or immediately adjacent to the project area and avoid impacts to those areas pending an analysis by this office of their suitability as bat habitat.

We request your written acceptance of these recommendations. If these recommendations cannot be implemented, you will need to survey the project site to determine the presence or absence of the Indiana bat and gray bat on the project site. Such surveys must be undertaken by a qualified biologist, and the biologist's survey plan must be approved by this office. If any Indiana bats and/or gray bats are identified, we request written notification of such occurrence(s) and further coordination and consultation on this project.

Thank you for the opportunity to comment on this proposed action. If you have any questions regarding the information which we have provided, please contact me at (502)/695-0468 (ext.221) or Mindi Brady at (502)/695-0468 (ext.229).

Sincerely,



Virgil Lee Andrews, Jr.
Field Supervisor

xc: Lee Barclay, FWS, Cookeville, TN

C-17 Geotech.
Blevins

A-2

MEMORANDUM

P-3-03

DIV OF PLANNING

TO: Annette Coffey, P.E.
Director
Division of Planning

FROM: William Broyles P.E.
Geotechnical Engineering
Branch Manager
Division of Materials

BY: Michael Blevins P.G. MB
Geotechnical Branch

DATE: April 23, 2003

SUBJECT: Simpson County
KY. 1008 Northwest Bypass at Franklin
Item 03-106.00
Mars # 7334201P

2003 APR 24 A 9:54

The project area is located upon the Formations of the Ste. Genevieve Limestone and St. Louis Limestone. The Ste. Genevieve Limestone is predominately an oolitic limestone, light gray to white in color, and generally thick bedded. Chert is most commonly found at the base of the formation and occurs as stringers and in blocks one foot thick. Limestone is suitable for highway construction and rock roadbed.

The St. Louis Limestone is light to dark gray in color, very fine to medium grained and thick bedded. Chert nodules and beds are common throughout the formation.

The rockline is usually highly variable in both formations and soil depths may range from 5' to 30 (+) feet.

Sinkholes are common in both formations but appear to be less in the Ste. Genevieve Limestone as shown on the attached Geologic Quadrangle Map. Sinkholes should be avoided if possible. It is preferred not to direct any surface runoff to any sinkhole. Sinkholes along with any underground streams that may exist would be the branches main concern. A more detailed study of the sinkholes, caves, underground streams etc. may be need as the project develops.

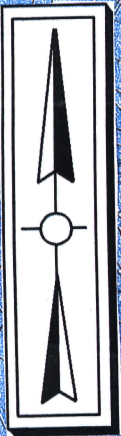
Memorandum
Annette Coffey
April 23, 2003
Page-2-

GEOTECHNICAL CONCERNS

- 1) The Branch prefers a line that would be located upon the Ste. Genevieve Limestone to avoid as many sinkholes or caves as possible. A dashed line is shown on the attached Geologic Map that could be considered as a possible line. The line should also eliminate the need for any structures at stream crossings.
- 2) There are no other problems anticipated at this time. Cut and fill slopes in soil should be stable on 2:1 slopes and no other specific recommendations should be required for any line in the study area.

If there are any questions, please advise.

GEOLOGY OF THE
WOODBURN QUADRANGLE
KENTUCKY
GQ-280

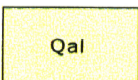


Preliminary
Project
Area

PREFERRED LOCATION
OF LINE

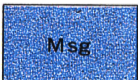
GEOLOGY OF THE
FRANKLIN QUADRANGLE
KENTUCKY-TENNESSEE
GQ-281

EXPLANATION

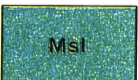


Alluvium

QUATERNARY



Ste. Genevieve Limestone



St. Louis Limestone



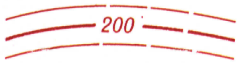
Salem and Warsaw Limestones

MISSISSIPPIAN

CARBONIFEROUS

Contact

Dashed where approximately located; short dashed where inferred or indefinite; dotted where concealed



Structure contours

Drawn on top of Chattanooga Shale, which is not exposed; data were obtained from drill records. Dashed where control less accurate. Contour interval 20 feet. Contours not shown where data insufficient.

DRILL HOLES FROM WHICH SUBSURFACE
STRUCTURAL DATA WERE OBTAINED

117

Diamond-drill hole

Number indicates altitude of the top of the Chattanooga Shale



Dry hole



Oil well



Abandoned gas well



James C. Codell, III
Secretary of Transportation

Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

DIV OF PLANNING


2003 APR 30 A 11: 21

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

MEMORANDUM

TO: Annette Coffey, Director
Division of Planning

FROM: Michael L. Hill, Director 
Division of Multimodal Programs

DATE: April 28, 2003

SUBJECT: Simpson County
Franklin NW Bypass
Item No. 03-106.00

Thank you for the opportunity to comment on the proposed improvements to Franklin in Simpson County. Franklin, with a population of 7,996, is a Small Urban Area (SUA) in Kentucky. The last Transportation Study for Franklin was completed in 1970, and the most recently completed travel demand model was updated in 1991. The Division of Multimodal Programs is in the process of updating and expanding the travel demand model for Franklin to the Simpson County boundary. It is expected that the travel demand model will be completed within the calendar year.

In addition, current data indicates that Simpson County is likely to be designated in April, 2004, as nonattainment for the air quality 8-hour ozone standard. If Simpson County is designated as nonattainment, transportation conformity rules will apply. Any new project in the area must demonstrate "conformity", i.e., must be shown to not adversely impact air quality. Demonstrating conformity requires detailed analysis using the latest planning assumptions, including output from the travel demand model, and EPA's emissions model.

The coordination and connectivity of bicycle and pedestrian facilities is important in the early planning and design stages of projects. Design Guidance from the United States Department of Transportation released in February, 2000, states "bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist."



KENTUCKY TRANSPORTATION CABINET

"PROVIDE A SAFE, EFFICIENT, ENVIRONMENTALLY SOUND, AND FISCALLY RESPONSIBLE TRANSPORTATION SYSTEM
WHICH PROMOTES ECONOMIC GROWTH AND ENHANCES THE QUALITY OF LIFE IN KENTUCKY."
"AN EQUAL OPPORTUNITY EMPLOYER M/F/D"

The proposed Northwest Bypass in Franklin is not currently a designated bicycle route. However, if this section were constructed with 10' to 12' paved shoulders, the Northwest Bypass would provide a shoulder bikeway corridor for bicyclists traveling on Franklin's designated bicycle routes. Two designated bicycle routes travel through Franklin: Southern Lakes Route travels east-west and Mammoth Cave Route travels north-south. Franklin is a bicycle route crossroad and bicycle travel should be accommodated.

One of the project issues includes "residential development north of Patton Place (KY 2592)." Non-motorized transportation can be accommodated with the inclusion of shoulder bikeways. Urban sections of this project should include sidewalks for pedestrian connectivity.

Attached is a map showing the designated bicycle routes which pass through Franklin. Please contact Paula Nye of this Division for any questions about bicycle and pedestrian concerns.

We look forward to working with your Division to facilitate your study efforts in our SUA and MPO areas, and by increasing awareness of bicycle and pedestrian issues.

MLH/LJS/JGM/PEN/AJT



Simpson County State Roads Bike Route



Simpson County Local Roads Bike Route

FRANKLIN

State Primary Road System

- Interstate
- Parkway
- Other State Primary
- State Secondary
- Rural Secondary
- Supplemental Road

Local Road System

- Unimproved
- Crushed Stone or Gravel
- Paved

Other Features

- Stream
- Railroad
- Bridge
- City/Town
- Incorporated Area Boundary
- Lake
- Nature Preserve

SIMPSON COUNTY KENTUCKY State Primary Road System

Last Map Revision: 08/30/02
Last Official Order Change: 03/14/02

Kentucky Transportation Cabinet
Department of Highways
Division of Planning

Kentucky State Plane Coordinate System (NAD-83)
All road centerlines collected using GPS technology

State Primary Road System, Simpson County 107

CAPTAIN PAUL REELS
CHIEF DEPUTY



BETH KELLEY
OFFICE MANAGER

DIV OF PLANNING

Office of the Sheriff
R.E. "GENE" STARKS

APR 30 A 10:55

SIMPSON COUNTY, KENTUCKY
203 EAST KENTUCKY AVENUE • P.O. BOX 434 • FRANKLIN, KENTUCKY 42135-0434
PHONE: (270) 586-7425 • FAX: (270) 586-9505

FROM: R. E. Starks

April 28, 2003

TO: Annette Coffey
Kentucky Transportation Cabinet
125 Holmes Street
Frankfort, KY 40622

SUBJECT: Northwest Bypass

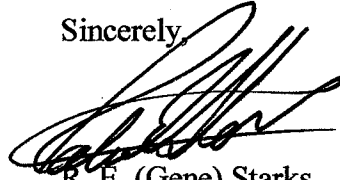
This project is considered a "must" by all emergency response agencies. Traffic volume is a critical issue now, and, with minimum projected growth on the north side of Franklin volume will be overwhelming.

1. Franklin-Simpson's north-south corridor is parallel with a railway system, which will, and does, encourage industrial locations adjacent to U.S. 31 W.
2. Industrial employers on this corridor include heavy truck terminals as well as bulk manufacturing facilities, which require high volume of materials transport.
3. New manufacturing installations already planning on construction on the north side of Franklin will be Agricultural in nature and will require efficient raw materials/finished product transport.
4. Significant improvement are underway now to improve state Highway 73 North which will establish a direct connection to Highway 68-80 roughly 10 miles from the Franklin area. This will increase traffic from areas west of Franklin and Simpson County. Automobile traffic on Highway 73 North is already heavy at times and with increased transport traffic our problem will grow accordingly.

I will be quick to state that my expertise in this area is limited, but in my opinion it appears there will be a "dog leg" or offset in northwest – southwest connection at Highway 100 West. If this is factual, I would like to see this new section pushed to the western side of the project area. It may be practical in the future to extend the southwest section of KY 1008 further to the west to provide a more systematic, efficient bypass.

An additional benefit of pushing westbound in the project area would be allowing sufficient distance from historical sites and possibly lower construction costs if a bridge over waterway/stream could be avoided.

Sincerely,

A handwritten signature in black ink, appearing to read "R. E. Starks", written over the word "Sincerely,".

R. E. (Gene) Starks
Simpson County Sheriff

Greer, Daryl (KYTC)

From: Coffey, Annette (KYTC)
Sent: Tuesday, April 29, 2003 12:20 PM
To: Greer, Daryl (KYTC)
Subject: FW: 3-106 Simpson

fyi

-----Original Message-----

From: Harmon, Dave (KYTC)
Sent: Tuesday, April 29, 2003 11:24 AM
To: Moore, Jeff (KYTC-D03)
Cc: Coffey, Annette (KYTC)
Subject: 3-106 Simpson

Jeff,

DEA has reviewed the 3-106 planning study and offers the following comments.

- 1) A minor comment, but I always like to have ADT and LOS explained/defined.
- 2) Minimal impacts to air quality.
- 3) Possible noise issues.
- 4) Although no are sites are identified within a 2 Km radius, few ARCH investigations have been done in the area.
- 5) Need to avoid channel changes.

If you have any questions, give me a call.
Dave.



UNIVERSITY OF KENTUCKY

DIV OF PLANNING

2003 MAY -8 A 9: 52

Kentucky Geological Survey

Research and Graduate Studies
228 Mining and Mineral Resources Building
Lexington, KY 40506-0107
Phone: (859) 257-5500
Fax: (859) 257-1147
www.uky.edu/kgs

May 6, 2003

Annette Coffey, P.E.
Director
Division of Planning
Kentucky Transportation Cabinet
125 Holmes Street
Frankfort, Kentucky 40622

Dear Ms. Coffey:

This letter is to summarize any geologic concerns for the Planning Study:
Simpson County
KY 1008, Construction of Northwest Bypass around Franklin, Ky.
Item No. 3-106.00

Physiographic Region

This Planning Study is in the Mississippian Plateau (Pennyroyal or Pennyryle) Physiographic Region, which is underlain by limestone.

Karst Potential

This project would encounter karst features such as sinkholes and caves.

Landslide Potential

This project would not encounter any pre- or post- landslide hazard.

Unconsolidated Sediments

This project would not encounter any unconsolidated sediments.

Resource Conflicts

This project would not encounter any resource conflicts such as prior ownership of property for quarrying or mining. There is an abandoned gas well in or near this project area; location 36° 45' 3.1" north latitude and 086° 34' 47.7" west longitude, North American datum 1983.



Materials Suitability

The St. Louis Limestone underlies some of this project area. This limestone has been found to contain expansive aggregate in other parts of Simpson County that would not be suitable for road construction. The Ste. Genevieve Limestone also underlies some of the project area. Exposures of the Ste. Genevieve Limestone in proximity to the project area would be too weathered for any use as road construction.

Fault Potential

This project would not encounter any faulted areas.

Earthquake Ground Motions

Earthquake ground motions through the bedrock would have a minimal effect for this project area. Also, there would be a low potential for liquefaction or slope failure in the unconsolidated sediments at or near streams caused by earthquake bedrock ground motions.

Sincerely,

A handwritten signature in dark ink, appearing to read "Richard A. Smath". The signature is fluid and cursive, with the first name "Richard" being more prominent than the last name "Smath".

Richard A. Smath
Geologist

cc: Richard Wilson



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE
CORPS OF ENGINEERS
P.O. BOX 59
LOUISVILLE, KENTUCKY 40201-0059
FAX: (502) 315-6677
<http://www.lrl.usace.army.mil>
June 18, 2003

Operations Division
Regulatory Branch (South)
ID No. 200300394-pjl

2003 JUN 19 A 10:30
DIV OF PLANNING

Ms. Annette Coffey
Commonwealth of Kentucky Transportation Cabinet
Division of Planning
125 Holmes Street
Frankfort, Kentucky 40622

Dear Ms. Coffey:

This is in response to your letter requesting comments pertaining to the proposed KY 1008 Northwest Bypass around the city of Franklin in Simpson County, Kentucky. A review of the preliminary project area revealed the presence of two unnamed tributary streams that are within the regulatory authority of the Corps of Engineers.

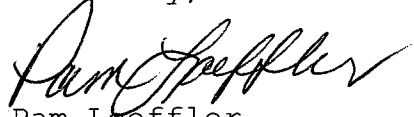
The Corps of Engineers exercises regulatory authority under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Section 404 of the Clean Water Act (33 USC 1344). The data you furnished indicates an authorization under one or both of these sections of law may be required before you begin the work. However, the information given is insufficient for us to be certain of the need for a permit on this particular proposal. We will need additional detail on the project's design, scope, construction methods and purpose in order to determine whether a permit is required.

We have found it is usually in the applicant's best interest to submit that data in a formal permit application. Should an individual permit be required, we can then begin processing your request immediately.

Enclosed is a packet containing the information and forms needed to apply for a DA permit. Currently, the processing time for non-controversial applications requiring individual review takes approximately 90 to 120 days. Please allow sufficient time in your preconstruction schedule for the processing of a DA permit application.

If we can be of any further assistance, please contact us by writing to the above address, ATTN: CELRL-OP-FS, or by calling me at (502) 315-6693.

Sincerely,

A handwritten signature in cursive script, appearing to read "Pam Loeffler".

Pam Loeffler
Regulatory Specialist
Regulatory Branch

Enclosure

APPENDIX D.
ENVIRONMENTAL SOURCES

Appendix D

Granting Agency		
Contact Information		Data Obtained
Department of Fish & wildlife Resources		
Web Address	www.kfwis.state.ky.us	Wetlands Information - U.S. Department of Fish and Wildlife Quad Maps, 1983-1987
Mailing Address	#1 Game Farm Road Frankfort, KY 40601	
Phone Number	(800) 858-1549	
Kentucky Division of Waste Management / Underground Storage Tank Division		
Web Address	http://www.waste.ky.gov/pr ograms/ust/usthome.htm	Underground Storage Tank Data
Mailing Address	14 Reilly Road Frankfort, KY 40601	
Phone Number	(502) 564-6717	
Kentucky Natural Resources and Environmental Protection Cabinet		
Web Address	www.nr.state.ky.us	Tire Dump Locations Sewage Treatment Plants Public Water Supply Lakes - based on National Wetlands Inventory, 1981 Permitted Landfills, recorded 1965-1985 Wildlife Management Areas State Parks - Kentucky Department of Parks, 1991 Facilities Guide State Forests
Mailing Address	Capital Plaza Tower	
Phone Number	(502) 564-3350	
Kentucky Heritage Council		
Web Address	www.state.ky.us/agencies/k hc/khchome.htm	Archaeological Sites Historic Structures
Mailing Address	300 Washington Street Frankfort, KY 40601	
Phone Number	(502) 564-7005	

Appendix D (continued)

Granting Agency		
Contact Information		Data Obtained
Kentucky Geological Survey		
Web Address	www.uky.edu/KGS	Faults Blueline Streams Oil and Gas Wells Coal Exploration USGS Water Monitoring Sites Water Wells
Mailing Address	228 Mining and Mineral Resources Building University of Kentucky Lexington, KY 40506-0107	
Phone Number	(859) 257-5500	
Kentucky State Nature Preserves Commission		
Web Address	www.kynaturepreserves.org/	Threatened and Endangered Species
Mailing Address	801 Schenkel Lane Frankfort, KY 40601	
Phone Number	(502) 573-2886	
Kentucky Department for Surface Mining Reclamation and Enforcement		
Web Address	www.surfacemining.ky.gov/ds mrehome.htm	Graphic database for all mining activities since 1961
Mailing Address	2 Hudson Hollow Frankfort, KY 40601	
Phone Number	(502) 564-6940	
U.S. Army Corps of Engineers		
Web Address	www.usace.army.mil	Dams (National Inventory of Dams, 1998-1991) Locks Ports
Mailing Address	20 Massachusetts Ave, NW Washington, DC 20314	
Phone Number	(202) 761-0001	

Appendix D (continued)

Granting Agency		
Contact Information		Data Obtained
Abandoned Mine Land Program		
Web Address	www.osmre.gov	Abandoned Mine Lands Data
Mailing Address	2521 Lawrenceburg Road Frankfort, KY 40601	
Phone Number	(502) 564-2141	
U.S. Geological Survey		
Web Address	www.nps.gov	GNIS (Geographical Name Information Server) DRG (Digital Raster Graphic)
Mailing Address	12201 Sunrise Valley Drive Reston, VA 20192	
Phone Number	(703) 648-7411	
National Park Service		
Web Address	www.nps.gov	Dataset for 340 National Park System Unit Boundaries
Mailing Address	1848 C Street, NW Washington, DC 20240	
Phone Number	(202) 208-4621	
National Forest Service		
Web Address	www.fs.fed.us	Polygon Coverage Showing Surface Ownership / Jurisdictions of Lands
Mailing Address	1400 Independence Ave, SW Washington, DC 20250	
Phone Number	(202) 205-1760	
Bureau of Transportation		
Web Address	www.bts.gov	United States Military Installations Database
Mailing Address	400 Seventh Street, SW Washington, DC 20590	
Phone Number	(202) 366-1111	

Appendix D (continued)

Granting Agency		
Contact Information		Data Obtained
<i>Environmental Protection Agency</i>		
<i>Web Address</i>	<i>www.epa.gov</i>	<i>AFS (AIRS Facility Subsystem)</i> <i>CERCL (Comprehensive Environmental Response, Compensation and Liability)</i> <i>ERNS (Emergency Response Notification System)</i> <i>FINDS (Facility Identification Initiative)</i> <i>PCS (Permit Compliance System)</i> <i>RCRIS (Resource Conservation and Recovery Information System)</i> <i>TRIS (Toxics Release Inventory System)</i>
<i>Mailing Address</i>	<i>W1200 W. Tower of Waterside Mall 401 M Street, SW Washington, DC 20460</i>	
<i>Phone Number</i>	<i>(202) 260-4700</i>	

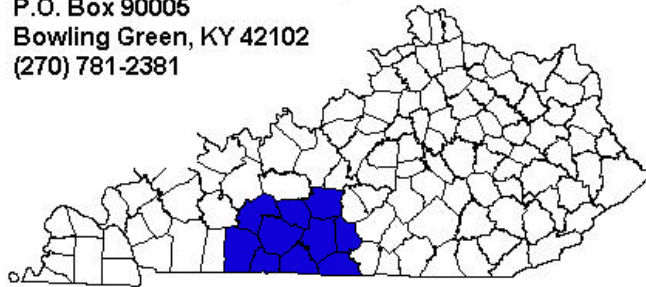
APPENDIX E.
ENVIRONMENTAL JUSTICE AND COMMUNITY IMPACT REPORT

Environmental Justice and Community Impact Report

KY 1008 from US 31W North of Franklin to KY
100 West of Franklin in Simpson County

June 2003

Barren River Area Development District
P.O. Box 90005
Bowling Green, KY 42102
(270) 781-2381



Study Findings

This Environmental Justice and Community Impacts Report is to be used as a component of an Intermediate Planning Study for the completion of the KY 1008 loop around Franklin from US 31W north of Franklin to KY 100 west of Franklin in Simpson County. The project description contained in the Commonwealth of Kentucky's Six Year Highway Plan reads, "Franklin Northwest Bypass; Extend KY 1008 from US 31W to KY 100 West." Currently, funding for additional phases of the project are scheduled in the Six Year Highway Plan. Map 1 shows the study area for this project.

The study is intended to help define the location and purpose of the project and better meet federal requirements regarding consideration of environmental issues as defined in the National Environmental Policy Act (NEPA).

The Simpson County Transportation Committee, the Barren River Area Development District's Regional Transportation Council, and the District 3 Department of Highways have given this project a priority rating of High during the 1998, 2001, and 2003 prioritizations indicating a strong community desire for this project to be completed.

The 2000 Census identifies 4 census tracts in Simpson County. For the purposes of this project, Tract 9703 including Block Groups 002, 003, and 004 in Simpson County are considered to be the project study area and are illustrated on Map 2.

POPULATION BY RACE

Comparing the figures in Table 1A to those in Table 1B does indicate Tract 9703 as having a proportionately higher percentage of black population at 17.5 percent. This is significantly higher than all other political or census divisions except the City of Franklin, which is 16.8 percent black. To further investigate the distribution of this population, one can examine the block groups within Tract 9703. Block Group 003 is 23.8 percent black, which is significantly higher than national, state, county, and city levels.

By examining Map 2, one can see that the spatial composition of Block Group 003 is rather large. To pinpoint where these minority concentrations are located, various members of the community and county were contacted to aid in this matter (see Figure 1). Map 3 shows a minority concentration confirmed by local community members as the Harristown community. This community extends into Block Groups 001 and 002 but is actually located south of the project area within the Franklin city limits, which is confirmed by the 16.8 percent black minority concentration indicated by the Census figures. This community would not be directly impacted by the construction of a Franklin Northwest Bypass.

All other minority populations in Table 1B are similar to national, state, county, and city levels. Members of the community and county were also consulted to confirm this conclusion. No additional concentrations of minorities were located in the study area by those residents. It was also confirmed by local citizens and a windshield survey that much of the study area for KY 1008 is mainly rural, agricultural land with little significant residential and community

development except in the northern portions of the project area; therefore, it appears that this project would have little impact on minority communities in Simpson County.

POPULATION BY POVERTY LEVEL

Table 2B indicates one block group with a higher percentage of population below poverty level. Block Group 003 has 16.7 percent of its residents below poverty level in 1999. This is higher than the state percentage of 15.4 percent. When examining this information according to age groups, it is the adult and elderly age groups that make up the highest percentages of residents in the block group below poverty level, especially 65 and over with 7.0 percent. This percentage is higher than state and national comparisons shown in Table 2A; however, it is also believed that most of these residents are located southeast of the study area. Also, Table 3B shows that Block Group 003 has a significantly higher percentage of individuals age 65 and over (20.1 percent) that compose the block group.

When consulting local members of the community about this information, they pointed to the areas indicated on Map 4 as low-income concentrations. The area just south of the study area was considered to be a significant low-income concentration and not part of the project area examined with Census figures. The Harristown community is also considered to have pockets of low-income concentrations; however, not all residents in the community would be considered as low-income.

Community members felt that the concentration of those below poverty level was significant enough to denote in this area southeast of the study area. Since there are very few residences located within the general study area, it appears that there would be little impact on low-income concentrations in Simpson County.

POPULATION BY AGE GROUP

Age distribution in the county is similar to the state and national levels; however, examining Table 3B shows that the tract and block groups in the study area show a varying age distribution. The percentage of individuals 65 and older is higher in Block Group 003 at 20.1 percent than those divisions compared in Table 3A.

To further investigate this data, community members were also consulted. They felt that there was no significant concentration of individuals of a particular age group in the block group. Accordingly, varying age groups are located throughout the study area. Community members felt that many of the residents that live on the rural farm houses in this portion of the county have lived there most of their lives and was a legitimate reason for a higher percentage of older populations in Block Group 003. If the project remains in the general study area where few residences are located, then it appears that there would not be any significant concentrations of age groups impacted within the study area.

OTHER POPULATIONS

There are no other populations identified by community members, beyond the Census data obtained, that indicate significant impact from the Franklin Northwest Bypass project.

COMMUNITY IMPACTS

A circumferential highway has been proposed for the county seat of Simpson County for some time. Only three quarters of the roadway has been built, with the northwest portion of KY 1008 remaining a desire for residents.

The residential neighborhood around KY 2592 would benefit from the construction of a Northwest Bypass. This highway, although state maintained, is primarily residential, and traffic often uses this roadway as a shortcut from US 31W north of Franklin to KY 73 to the northwest. Additionally, US 31W runs through the heart of the city. Traffic congestion is prevalent during peak travel times along this federal highway. Without any further improvements to the transportation network around Franklin, the level of service of US 31W between KY 73 and KY 1171 is estimated as an “F” in 2025 with an estimated average daily traffic (ADT) of over 40,000 vehicles. Currently, this road segment performs at a level of service of an “E” with an ADT of 24,700.

Because of this congestion on US 31W, numerous vehicle crashes have occurred. None of these crashes have been fatal, but several of them have been injury-related. This portion of US 31W between KY 73 and KY 100 south of Franklin is considered to be a high vehicle crash segment for the amount of vehicles that travel the corridor compared with the number of crashes. A Northwest Bypass would alleviate this congestion near the city center and improve the safety of those traveling through Franklin.

Completing KY 1008 will also benefit emergency-service personnel that must access northern and western portions of the county. Currently, an emergency vehicle must pass through the center of town to reach individuals in the northwestern portion of the county. With traffic congestion around the city center, this can be a daunting task for emergency services. Not only would a Northwest Bypass of Franklin alleviate traffic congestion in downtown, but it would also likely shorten emergency response times to the northwest portion of Simpson County.

Although this project does have many positive benefits, there may be some adverse impacts upon the communities directly adjacent to and within the study area that should be minimized or mitigated. The increase in vehicular noise generated by the highway would impact the communities directly east of the study area, especially around Bloomfield Drive and Peebles Drive, and within the study area along the residential area serviced by KY 2592 or Patton Road (see Map 1). This project would also change the appearance and function of the landscape directly behind houses located along these streets. Engaging with these residents in the early stages of this project will be essential in ensuring that all voices in the community are recognized, that these residents are informed of the possible positive and negative effects of this project, and that appropriate measures are considered to minimize or mitigate impacts upon these residences.

Appendix

1. Figure 1: Community Members Contact List	5
2. Table 1A: Comparison Table for 2000 Population by Race	6
3. Table 1B: 2000 Population by Race – Census Tract and Block Groups in Project Area	6
4. Table 2A: Comparison Table for 1999 Population by Poverty Level	7
5. Table 2B: 1999 Population by Poverty Level – Census Tract and Block Groups in Project Area	7
6. Table 3A: Comparison Table for 2000 Population by Age Group	8
7. Table 3B: 2000 Population by Age Group – Census Tract and Block Groups in Project Area	8
8. Map 1: KY 1008 Planning Study	9
9. Map 2: Census Tracts and Block Groups in Study Area	10
10. Map 3: Possible Minority Concentrations	11
11. Map 4: Possible Low-Income Concentrations	12

**Figure 1:
Community Members Contact List**

The following individuals were consulted to gather information about the study area and issues with existing KY 1008:

Judge/Executive Jim Henderson
P.O. Box 242
Franklin, KY 42135

Karen Eaton
Simpson County Chamber of Commerce
P.O. Box 513
Franklin, KY 42135

Wanda Barrett
Franklin-Simpson Co. Ambulance Service
P.O. Box 2928
Franklin, KY 42135

Table 1A - Comparison Table for 2000 Population by Race: Nation, State, County, & City													
Political/Census Division	White	Percent of Population	Black	Percent of Population	American Indian	Percent of Population	Asian	Percent of Population	Hispanic*	Percent of Population	Other	Percent of Population	Total Population
United States	211,460,626	75.1	34,658,190	12.3	2,475,956	0.9	10,242,998	3.6	35,305,818	12.5	22,584,136	8.0	281,421,906
Kentucky	3,640,889	90.1	295,994	7.3	8,616	0.2	29,744	0.7	59,939	1.5	66,526	1.6	4,041,769
Simpson County	14,410	87.8	1,676	10.2	28	0.2	90	0.5	150	0.9	201	1.2	16,405
Franklin	6,476	81.0	1,340	16.8	17	0.2	61	0.8	65	0.8	102	1.3	7,996

Table 1B - 2000 Population by Race: Census Tracts and Block Groups within and near the Study Area													
Census Block Group	White	Percent of Population	Black	Percent of Population	American Indian	Percent of Population	Asian	Percent of Population	Hispanic*	Percent of Population	Other	Percent of Population	Total Population
Tract 9703	3,813	81.4	818	17.5	4	0.1	19	0.4	41	0.9	31	0.7	4,685
Block Group 002	1,385	88.8	153	9.8	1	0.1	4	0.3	14	0.9	17	1.1	1,560
Block Group 003	806	75.1	255	23.8	0	0.0	8	0.7	2	0.2	4	0.4	1,073
Block Group 004	1,239	93.8	63	4.8	3	0.2	7	0.5	18	1.4	9	0.7	1,321
Tract 9704 (near)	5,192	87.3	583	9.8	11	0.2	56	0.9	60	1.0	104	1.7	5,946
Block Group 003	1,655	86.1	208	10.8	4	0.2	10	0.5	13	0.7	45	2.3	1,922

* Population of Hispanic Origin is included as White.

Source: 2000 U.S. Census

Table 2A - Comparison Table for 1999 Population by Poverty Level: Nation, State, County, & City								
Political/Census Division	Population Below Poverty Level	% of Total Population	Age 0-17	% of Total Population	Age 18-64	% of Total Population	Age 65 +	% of Total Population
United States	33,899,812	12.0	11,746,858	4.2	18,865,180	6.7	3,287,774	1.2
Kentucky	621,096	15.4	203,547	5.0	350,072	8.7	67,477	1.7
Simpson County	1,854	11.3	598	3.6	928	5.7	328	2.0
Franklin	1,038	13.0	297	3.7	508	6.4	233	2.9

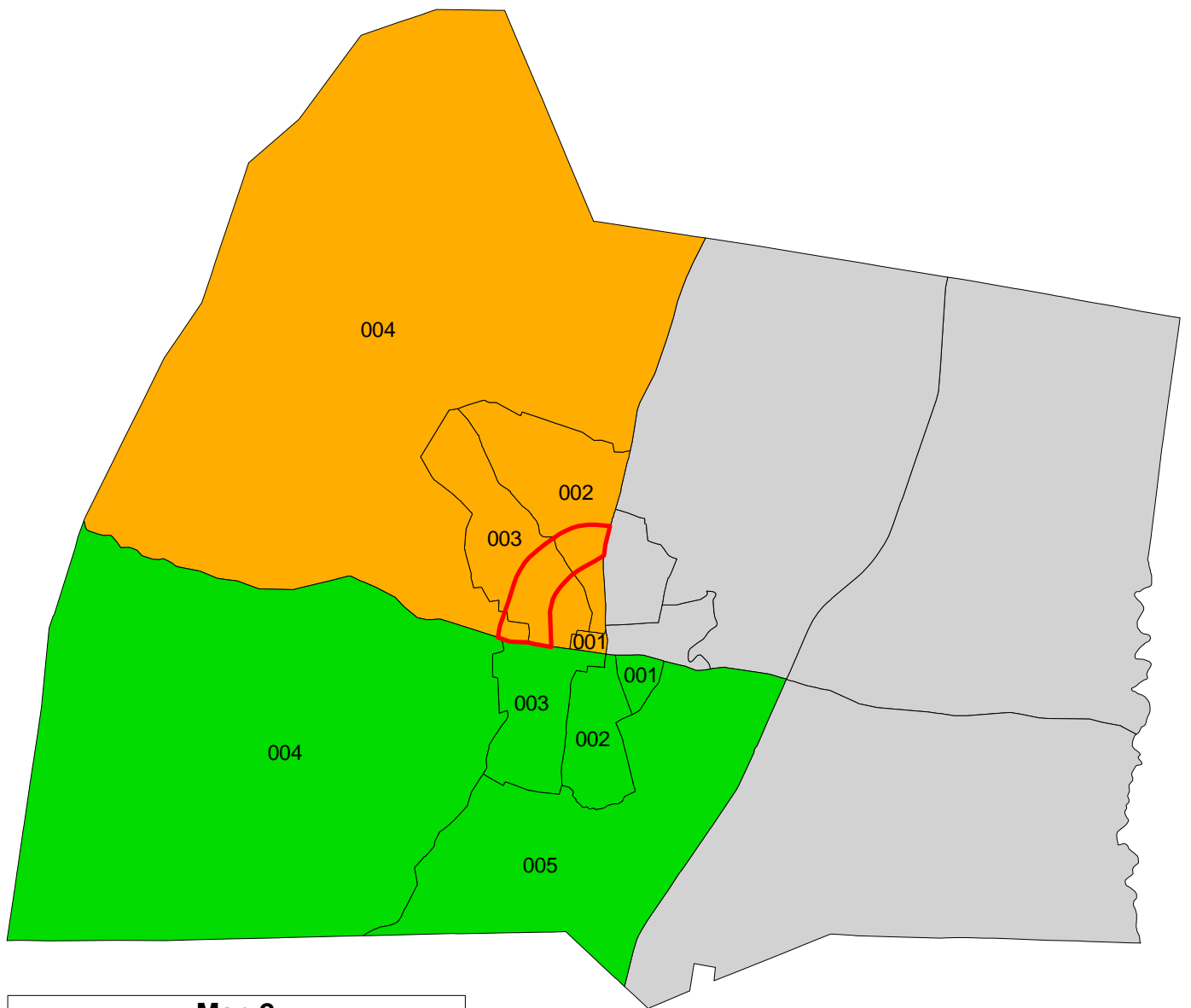
Table 2B - 1999 Population by Poverty Level: Census Tracts and Block Groups within and near the Study Area								
Census Block Group	Population Below Poverty Level	% of Total Population	Age 0-17	% of Total Population	Age 18-64	% of Total Population	Age 65 +	% of Total Population
Tract 9703	655	14.0	161	3.4	338	7.2	156	3.3
Block Group 002	214	13.7	32	2.1	124	7.9	58	3.7
Block Group 003	179	16.7	12	1.1	92	8.6	75	7.0
Block Group 004	148	11.2	78	5.9	64	4.8	6	0.5
Tract 9704 (near)	716	12.0	260	4.4	341	5.7	115	1.9
Block Group 003	212	11.0	63	3.3	80	4.2	69	3.6

Source: 2000 U.S. Census

Table 3A - Comparison Table for 2000 Population by Age Group: Nation, State, County, & City							
Political/Census Division	Age 0-17	Percent of Total	Age 18-64	Percent of Total	Age 65 +	Percent of Total	Total
United States	72,293,812	25.7	174,136,341	61.9	34,991,753	12.4	281,421,906
Kentucky	993,841	24.6	2,544,260	62.9	503,668	12.5	4,041,769
Simpson County	4,302	26.2	9,929	60.5	2,174	13.3	16,405
Franklin	2,017	25.2	4,744	59.3	1,235	15.4	7,996

Table 3B - 2000 Population by Age Group: Census Tracts and Block Groups within and near the Study Area							
Census Block Group	Age 0-17	Percent of Total	Age 18-64	Percent of Total	Age 65 +	Percent of Total	Total
Tract 9703	1,139	24.3	2,827	60.3	719	15.3	4,685
Block Group 002	396	25.4	947	60.7	217	13.9	1,560
Block Group 003	226	21.1	631	58.8	216	20.1	1,073
Block Group 004	359	27.2	790	59.8	172	13.0	1,321
Tract 9704 (near)	1,591	26.8	3,593	60.4	762	12.8	5,946
Block Group 003	544	28.3	1,182	61.5	196	10.2	1,922

Source: 2000 U.S. Census

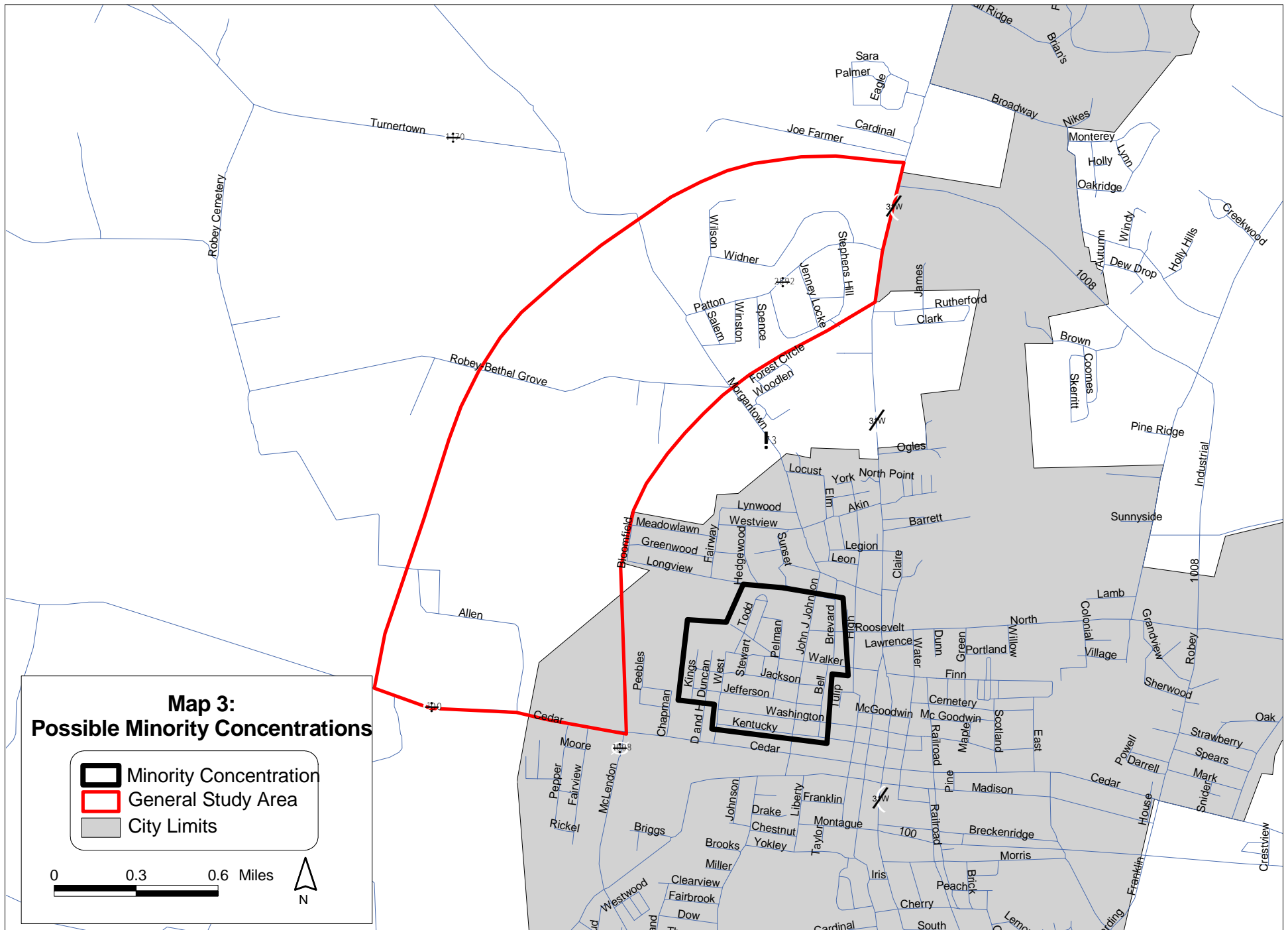


**Map 2:
Census Tracts and Block Groups
in Study Area**

- General Study Area
- Census Tracts
- 9703
- 9704
- 001** Block Group

0 2 4
Miles





This map was created by the BRADD Transportation Department, May 2003.

