

APPENDIX B
PROJECT TEAM MEETINGS

Meeting Minutes
Allen & Simpson Counties – Item Number 3-8303.00
KY 100 from KY 622 to US 31E
May 16, 2007

A project team meeting for the KY 100 scoping study was held on May 16, 2007 in the conference room of the Highway District 3 Office in Bowling Green. The meeting began at 1:00 p.m. C.D.T. and ended at approximately 3:00 p.m. The following people attended the meeting:

Keirsten Jaggars	District 3 Public Information Officer
Steve James	District 3 Pre-Construction
Misti Wilson	District 3 Planning
Deneatra Hack	District 3 Planning
Jeff Moore	District 3 Planning
Ashley Graves	District 3 Operations
Kent Gilley	District 3 Operations
David Haydon	District 3 Design
Andy Stewart	District 3 Design
Jim Hudson	District 3 Design
Phil Carter	District 3 Construction
Thomas Witt	Central Office Planning
David Martin	Central Office Planning
Amy Scott	Barren River Area Development District

The following items were discussed:

Existing Conditions

- The project team agrees that the current traffic volumes and levels of service appear reasonable. However, there is concern that the future traffic growth rates may be higher than in the past due to the potential construction of several major traffic generators along I-65 at the KY 100 interchange and toward the Tennessee state line. These traffic generators include a technical training center, which should stimulate industrial development at the I-65/KY 100 interchange; a proposed mixed-use development for recreational vehicles at the I-65/KY 100 interchange (the Garvin development); and industrial developments near I-65 at the Kentucky-Tennessee state line.
- The horizontal alignment of KY 100 is generally acceptable, although there are a few curves, primarily in Allen County, that do not meet the criteria for a 55 M.P.H. design speed.
- There are several crest vertical curves in Simpson County that do not meet geometric criteria for a 55 M.P.H. design speed. These vertical curves severely restrict sight distance and may cause vehicles to become airborne.

- There are four narrow bridges along the project corridor. One of these bridges is located at the Allen-Simpson County line, and the rest are located in Allen County. These narrow bridges present a safety hazard, particularly given the high percentage of trucks using the highway. This is reflected by the high crash rates at the Trammel Creek Bridge and the Allen-Simpson County line.
- Sight distance is restricted at several intersections along the project corridor. Also, the KY 585 intersection has a non-standard layout and may need to be reconstructed.
- Personnel from the District Office stated that the project corridor has a truck weight class of AA and that consideration should be given to replacing all four bridges with bridges that meet standards for a truck weight class of AAA. However, HIS data indicate that this section of KY 100 currently has a truck weight class of AAA. This will require further investigation.

Goals and Objectives

- Goals and objectives identified by the project team include improving safety, providing better access to employment opportunities, and increasing the potential for economic development.
- In the short-term, these goals and objectives may be accomplished by spot improvements targeting improved safety and better access for trucks. Ultimately, the project team envisions an improved cross section for the entire corridor and would like to establish a consistent cross section to be used for short-term spot improvements.

Issues to Consider

- Access management is not considered to be a major issue on the KY 100 corridor. There may be one or two stores with excessively wide entrances. These entrances could be modified as part of the spot improvements.
- No ITS solutions were identified.
- The route is not on the bike network, and there is little if any bicycle and pedestrian traffic along the corridor. However, there is a considerable amount of horse and buggy traffic due to the large Mennonite community near the Allen-Simpson County line.
- There is a significant amount of industrial activity in Scottsville that generates a large number of truck trips on KY 100, which may be the fastest route from northbound I-65. In addition, trucks avoiding the scales on I-65 and construction in the Nashville area may use KY 100 as part of an alternative route. Local haulers, as well as Dollar General, which has a warehouse in Scottsville, may need to be involved as stakeholders in the study.

- An environmental footprint will be developed by Central Office Division of Planning. The environmental footprint should cover an area approximately 300 feet on each side of the existing KY 100 centerline and should be prepared prior to any public meetings. It was noted that there are major gas lines which cross KY 100 within the study corridor.
- An environmental justice report will be prepared by the Barren River Area Development District. It is expected that low income, elderly, and low literacy populations will be present in the area. Therefore, public involvement material should be visual and uncomplicated.

Other Projects in the Area

- Replacement of Trammel Creek Bridge (3-8100.00): This project is currently in the design phase and is scheduled for construction in 2008. No cross section has been approved at this point, but it may consist of two 12' lanes with 8' shoulders.
- Two-way left turn lane on US 31E from KY 100 to the Allen County Primary Center entrance (3-8301.00): This may involve simply re-striping the existing pavement and is scheduled for construction this year in the Six-Year Plan. However, if widening is necessary, the project could be delayed.
- Reconstruct and widen KY 100 from I-65 to KY 622 (3-8306.00): This project will actually begin at Eddings Road and continue to KY 622. This section currently has a good horizontal alignment, but the vertical alignment is poor enough that relocation of the highway may be required in some locations.
- Widen KY 100 from I-65 to RV Park (3-124.00): This project will widen KY 100 to 10 lanes (including two sets of dual left-turn lanes) at the I-65 interchange.
- Major widening of KY 100 to four lanes from KY 1008 in Franklin to I-65 (3-8307.00)
- Widen Oliver Street in Scottsville to three lanes from the Allen County Primary Center entrance to US 31E (3-8302.00): This should not have an impact on the KY 100 project.

Design Criteria

- The speed limit on most of the study section of KY 100 is 55 M.P.H. There is a short section in Scottsville that has a posted speed limit of 45 M.P.H.
- Due to the large percentage of trucks using this section of KY 100, spot improvements may need to be designed to meet the criteria for the AAA weight class. As mentioned in the goals and objectives section, a consistent cross section should be selected for ultimate construction and used for spot improvements as they are implemented

throughout the study corridor. The large percentage of trucks should be taken into consideration when selecting an appropriate cross section.

- Horse and buggy traffic should also be considered in developing the design criteria. Two options mentioned included a shoulder wide enough to accommodate a buggy and buggy pull-offs, which should be wide enough to accommodate a buggy but not wide enough to set up stands. KY 88 in Hart County was mentioned as an example of a project with buggy pull-offs.
- Given the low existing and anticipated traffic volumes, a two-lane cross section should be adequate. However, increased passing opportunities should be provided. In Allen County, truck climbing lanes might be needed to accomplish this.

Next Steps

- A local officials meeting should be held around mid-July. This meeting should include the Simpson and Allen County judges and the Scottsville mayor. For this meeting, it will be necessary to have a clear purpose and need statement; a packet with traffic, crash, and environmental data; a PowerPoint photo log (prepared by District 3 Planning); and an aerial photograph. One outcome of this meeting will be to identify stakeholders and determine if a stakeholders meeting is feasible. A second project team meeting should be held prior to the local officials meeting.
- A public meeting should be held after the stakeholders meeting, or after the local officials meeting if it is determined that a stakeholders meeting is not feasible. A volunteer fire station was identified as a preferred meeting location since it is near the center of the project and firefighters would be knowledgeable of high-crash locations. Other potential meeting locations include the Primary and Intermediate Centers in Scottsville. The following items will be needed for the first public meeting: Environmental footprint, crash data, and LOS data (in graphical format); a purpose and need statement; a survey for meeting participants to complete; and a large aerial photograph of the study area. District 3 will advertise the meeting when requested by Central Office.
- Agency coordination should begin after the first public meeting. Local officials, the Sanders Interstate Industrial Park, the Garvin development, and the Stony Point Volunteer Fire Department should be added to the usual resource agency mailing list. If the Mennonites are to be involved, they must be approached differently.
- The tentative timeline established for this project includes the development of preliminary alternatives with cost estimates by the end of 2007 and completion of the study by summer 2008.

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 KY 100 from KY 622 to US 31E
 Second Project Team Meeting – October 24, 2007

A project team meeting for the KY 100 scoping study was held on October 24, 2007 in the conference room of the Highway District 3 Office in Bowling Green. The meeting began at 1:30 p.m. C.D.T. and ended at approximately 3:30 p.m. The following people attended the meeting:

Name	Office
Andy Stewart	KYTC District 3 Design
Deneatra Hack	KYTC District 3 Planning
Jeff Moore	KYTC District 3 Planning
Misti Wilson	KYTC District 3 Planning
Steve James	KYTC District 3 Preconstruction
Keirsten Jagers	KYTC District 3 Public Information Officer
James Simpson	KYTC Division of Highway Design
David Martin	KYTC Division of Planning
Thomas Witt	KYTC Division of Planning

Thomas Witt began the meeting by summarizing the results of the first project team meeting, the first local officials meeting, the first public meeting, and comments received through the agency coordination process. Minutes for each of these meetings and a summary of the resource agency comments were distributed to the attendees. Jeff Moore noted that the comment from the Kentucky State Police regarding safety issues along the route was noteworthy since this agency does not routinely provide comments of this nature.

Based on the input received from the local officials, the public, and the resource agencies, the project team decided that the short-term goal should be to improve safety at problems spots, while long term goal should be to provide an improved connection between Scottsville and I-65 with a safer cross-section, improved alignment, and more passing opportunities.

A variety of concepts to address the stated goals were discussed. These concepts ranged from a new corridor to operations improvements as follows:

- **New Corridor Options:** It was noted that several members of the public expressed a desire for a new four-lane roadway either along the existing KY 100 corridor or along the KY 585 corridor with a new interchange at I-65. The project team decided to remove the possibility of a new route along the KY 585 corridor from future consideration because it would be an extremely expensive option and is outside the scope of the planning study. However, cost estimates will be prepared for a new four-lane route along the existing KY 100 corridor. These cost estimates will need to incorporate the cost of maintaining and making spot improvements to the existing route to accommodate local traffic.

- Spot Improvements: Initially, eleven potential spot improvements had been identified based on crash data and input from local officials and the public. The project team decided to combine four of these spot improvements in the Stony Point area from Stony Point Road to Alonzo Long Hollow Road and to re-letter the remaining spots. The resulting spot improvements are listed below. It was decided that spot improvements involving bridge replacements would be identified with a different color than those not involving bridge replacements when presented to the public.
 - Spot A (H. C. Smith Road Intersection): The main problem at this spot appears to be the sharp vertical curve.
 - Spot B (Sulphur Fork Bridge): This bridge was improved recently and the project team did not identify any particular issues. However, crash data does indicate a spot with a Critical Rate Factor of 0.96 near the bridge, and the bridge was mentioned as a problem spot by the local officials and by members of the public. Therefore, the Sulphur Fork Bridge will remain as a potential spot improvement.
 - Spot C (New Roe Rd./Clare Rd. Intersection): Issues identified at this location include a parking area directly adjacent to KY 100 on the inside of a horizontal curve and a vertical curve to the East of the intersection. The parking area has the potential to reduce sight distance to the West for traffic coming from Clare Road, while the vertical curve reduces sight distance to the East. It was noted that there appears to be a sharp horizontal curve just East of the intersection, and the spot improvement should be extended to incorporate that curve.
 - Spot D (Stony Point): This spot extends from Stony Point Road to Alonzo Long Hollow Road. This spot was originally composed of four separate spots including the Stony Point Road and KY 482 intersections; the horizontal curve between KY 482 and Drakes Creek; Drakes Creek Bridge; and the Alonzo Long Hollow Road intersection. It was decided to combine these four spots into a single spot due to their close proximity.
 - Spot E (New Buck Creek Road intersection): This spot consists of a skewed intersection located in a horizontal curve. A vertical crest to the East of the intersection reduces sight distance. The project team decided to extend the limits of this spot to the East to include the possibility of realigning New Buck Creek Road to intersect KY 100 at a less skewed angle.
 - Spot F (KY 585 intersection): KY 585 intersects KY 100 at a severe skew and in a sharp horizontal curve. Comments from the public indicate that this is a dangerous intersection with vehicles on KY 585 running the stop sign and vehicles on KY 100 running off the curve. Improvements at this location would probably include reducing the curvature of KY 100 and realigning KY 585 to intersect KY 100 at a less skewed angle.
 - Spot G (Oliver Street Intersection): Oliver Street intersects KY 100 at a highly skewed angle in the Scottsville area. This intersection was mentioned several times at the public meeting.
 - Spot H (US 31E Intersection): Although the KY 100 approaches are wide enough to accommodate two vehicles in each direction, there are no designated turn lanes. This adversely affects traffic operations at the

intersection and may be confusing to drivers. This intersection has a critical rate factor of 1.34.

- Operations Improvements:
 - Signage at the H. C. Smith Road intersection will be addressed as an operations improvement. The main signage issue identified at this location is that the H. C. Smith Road sign is very difficult to see from KY 100.
 - Signage to provide notification of truck restrictions will be considered as an operations improvement.
- Due to the length of the study corridor, it was divided into five segments that could be reconstructed separately. At this point, for the purpose of generating cost estimates, it is anticipated that the segment from Oliver Street to US 31E would be reconstructed as a three-lane urban section with curb, gutter, and sidewalks. The remaining segments would be constructed with a two-lane rural cross sections with passing lanes as appropriate. These segments were referred to by letters at the project team meeting (Segments A through E), but in the future they will each be identified by a unique color to avoid confusion with the spot improvements.
- Improvements in the rural portion of the project should conform to a 55 mile-per-hour design speed where possible. Cost estimates for the rural segments and spot improvements will be based on a cross section consisting of two twelve-foot lanes with eight-foot (four-foot paved) shoulders. Cost estimates for the urban segment and spots will be based on a three-lane cross section with curb, gutter, and sidewalks.

The next steps required for this project were discussed. It was noted that KYTC expects to receive the Environmental Justice report by October 31st and that an environmental review by the Division of Environmental Analysis would be initiated in the near future. Two meetings were tentatively scheduled as follow:

- A second local officials meeting was tentatively scheduled for November 29, 2007 at the Chamber Building in Scottsville. A draft comment form will be available at that meeting.
- A second public meeting was tentatively scheduled for December 11, 2007. At the public meeting, there will be two sets of boards displaying the spot alternatives. The cost estimates for the spot, segment, and new corridor alternatives will also be displayed along with drawings of the assumed typical sections used to generate these estimates.

A third project team meeting will be held after the second public meeting, after which a draft report will be prepared.

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 Third Project Team Meeting – March 6, 2008

A project team meeting for the KY 100 scoping study was held on March 6, 2008 in the conference room of the Highway District 3 Office in Bowling Green. The meeting began at 1:00 p.m. Central Time and ended at approximately 3:30 p.m. The following people attended the meeting:

Name	Office
Thomas Witt	KYTC Division of Planning
David Tipton	KYTC Division of Planning
Shari Sams	KYTC District 3
Jeff Moore	KYTC District 3 Planning
Misti Wilson	KYTC District 3 Planning
Stuart Payton	KYTC District 3 Planning
Deneatra Hack	KYTC District 3 Planning
Steve James	KYTC District 3 Pre-Construction
Andrew Stewart	KYTC District 3 Design
Renée Slaughter	KYTC District 3 Design
Phil Carter	KYTC District 3 Construction
Allen Cox	KYTC District 3 Permits

The following items were discussed:

Environmental Concerns:

- An environmental footprint for the study area was presented to the project team. It was noted that the school indicated at the Walkers Chapel Road and KY 100 intersection is actually a church. It was also noted that archaeological investigations were conducted in the area of the Trammel Creek bridge replacement project, but no archaeological sites were found. No environmental issues were identified that would affect the recommendations of the KY 100 planning study.
- The Environmental Justice Report prepared by the Barren River Area Development District was discussed. No environmental justice issues were identified that would affect the recommendations of this planning study, but the presence of small groups of mobile homes was noted. These should be taken into consideration as more detailed alternatives are developed.
- It was noted that the Division of Environmental Analysis is in the process of completing an environmental considerations checklist which will be incorporated into the planning study report.

Review of Previous Activities:

A brief overview of the work performed up to the second public meeting was provided. This included a review of traffic data, crash data, and input received from the first phase of public involvement, as well as a description of the alternatives that were presented during the second phase of public involvement.

Results of Second Public Meeting:

A handout was provided to the project team members summarizing the results of the completed survey questionnaires that were distributed at the second public meeting. It was noted that in general, the public was most supportive of making improvements close to the Stony Point area. It was surmised that due to the meeting being held in Stony Point, the opinions of residents of the Stony Point area may have been disproportionately represented. However, it was also noted that some of the worst geometric deficiencies along the route are located in the Stony Point vicinity.

Recommendations:

The project team selected a set of improvements to be carried forward. These recommended improvements are listed below in order of descending priority:

- **Red Segment:** The project team decided to include Spot B (the Sulphur Fork Bridge) in the Red Segment and make this the top priority. This would address two high-crash locations and would be a continuation of the proposed improvements to KY 100 from I-65 to KY 622. The estimated cost for Spot B will be added to the cost estimate for the Red Segment.
- **Spot D (Stony Point Area):** This portion of KY 100 has numerous geometric deficiencies, several narrow bridges, and was by far the highest-ranked spot improvement based on the survey questionnaire from the second public meeting. The project team feels that making this spot improvement will address most of the problems associated with the Yellow Segment.
- **Spot F (KY 585 Intersection):** This spot was identified as the second highest priority spot improvement based on the survey questionnaire from the second public meeting. The project team feels that the KY 585 intersection is the main problem location within the Blue Segment.
- **Orange Segment:** This segment of KY 100 contains two high-crash locations, one of which would be addressed with reconstruction of the Red Segment, and was ranked as the second most critical segment based on the survey questionnaires from the second public meeting. The Orange Segment also contains Spot C (New Roe Road and Clare Road), which the public identified as the third highest priority spot improvement location. Reconstructing this segment, combined with reconstructing the Red Segment and Spot D, would result in a continuous improved roadway from KY 622 to Alonzo Long Hollow Road. Because Spot B will be included in the reconstruction of the Red Segment, the estimated cost of this spot improvement will be subtracted from the cost estimate for the Orange Segment.

- Purple Segment: This segment includes both Spot G (the Oliver Street intersection) and Spot H (the US 31E intersection). Because there are numerous access points along this segment, the project team recommends rebuilding this segment as an urban roadway with curb, gutter, and sidewalk. Neither the overall segment nor the two spot improvements within the segment scored highly on the survey questionnaires from the second public meeting but, as previously noted, that meeting may have been attended primarily by people living in the Stony Point area who would be little affected by improvements in the Scottsville area. At the local officials and stakeholders meetings, which were held in Scottsville, there appeared to be more support for improvements in this area.

- Spot E (New Buck Creek Road): This intersection is located on a segment of KY 100 that contains both horizontal and vertical curvature. Visibility at the intersection is restricted for vehicles on KY 100 and on New Buck Creek Road. Although the crash data does not indicate that this intersection is a high-crash location, members of the public stated that crashes do occur in this location. The project team feels that the New Buck Creek Road intersection is the main problem spot within the Green Segment.

In addition to recommending the improvements listed above, the project team selected several improvements that should not be carried forward at this point. These alternatives are as follows:

- Spot A (Henry Clay Smith Road): This spot will be addressed when the Red Segment is reconstructed.

- Spot B (Sulphur Fork Bridge): This spot will be included with the reconstruction of the Red Segment.

- Spot C (Clare Road/New Roe Road): This spot will be addressed when the Orange Segment is reconstructed.

- Yellow Segment: The project team feels that the main issues on this segment will be addressed with the reconstruction of Spot D (the Stony Point area). Therefore, it is not recommended that the entire segment be rebuilt at this time.

- Green Segment: The project team feels that the main issues on this segment will be addressed with the reconstruction of Spot E (the New Buck Creek Road intersection). Therefore, it is not recommended that the entire segment be rebuilt at this time.

- Blue Segment: The project team feels that the main issues on this segment will be addressed with the reconstruction of Spot F (the KY 585 intersection). Therefore, it is not recommended that the entire segment be rebuilt at this time.

Next Steps:

A draft report will be prepared by the Central Office Division of Planning and submitted to Highway District 3 for review.