

APPENDIX C

**LOCAL OFFICIALS &
STAKEHOLDERS MEETINGS**

Meeting Minutes
 Allen & Simpson Counties – Item Number 3-8303.00
 KY 100 from KY 622 to US 31E
 July 19, 2007

A meeting with local officials for the KY 100 scoping study was held on July 19, 2007 at the Allen County Chamber Building in Scottsville. The meeting began at 10:00 a.m. C.D.T. and ended at approximately 12:00 p.m. The following people attended the meeting:

Jeff Moore	KYTC District 3 Planning
Amy Scott	Barren River Area Development District
Rob Cline	Mayor of Scottsville
Misti Wilson	KYTC District 3 Planning
Bobby Young	Allen County Judge/Executive
Roman Perry Jr	Allen County District 5 Magistrate
Gary Horn	Allen County District 3 Magistrate
Marty Chandler	East Simpson Magistrate
Lex Carter	Allen County Ambulance Service
Deneatra Hack	KYTC District 3 Planning
Dennis Harper	Allen County District 1 Magistrate
Don Rutheford	Scottsville Police Chief
Michael Cooksey	Scottsville Fire Chief
Rickey Cooksey	Allen County District 4 Magistrate
Bill Austin	Franklin City Commissioner
Jim Henderson	Simpson County Judge/Executive
Sam Carter	Allen County Sheriff
Nick Cook	Barren River Area Development District
Rodney Kirtley	Barren River Area Development District
Jerry Blankenship	
Gary Mathis	Scottsville-Allen County Planning Commission
Steve Ross	KYTC Central Office Planning
Thomas Witt	KYTC Central Office Planning

Jeff Moore began the meeting by providing a brief overview of the purpose and status of the scoping study and then asked everyone to introduce themselves. After introductions were made, Thomas Witt described the study corridor and presented information on traffic volumes, crash history, and the environmental footprint. Judge Henderson noted that the assumed traffic growth rate is higher at the western end of the study corridor, and it was explained that this may be due to the western end's proximity to I-65 and various developments in the area. Jeff Moore mentioned the proposed Garvin development and continuing development of the Sanders Interstate Industrial Park as examples. Some attendees stated that a horse showplace with a public arena has been proposed in the area of Scottsville east of US 31E.

A draft purpose and need statement was presented to meeting attendees for their review. The only change that was suggested was to add a recreational component to the various activities that KY 100 provides access to.

Deneatra Hack presented a photo tour of the KY 100 corridor. She began by illustrating some of the general issues encountered throughout the corridor such as closely spaced driveways, hidden entrances, steep grades, and horse and buggy traffic. She then presented photographs of each intersection beginning with KY 622 and proceeding east to US 31E in Scottsville. Attendees made comments throughout the presentation. These comments were recorded on a large aerial photograph of the study area and are summarized below. General concerns which are applicable to multiple points along the study corridor are listed first, followed by concerns applicable to specific locations, which are listed in geographical order from west to east.

General Concerns:

- Passing lanes would be helpful in the Allen County portion of the study area, where the terrain is rolling.
- Signs in right-of-way need to be removed since they interfere with sight distance.
- Intersections with county roads have small corner radii, which makes turns difficult for large vehicles such as trucks and buses.
- Two Amish communities in the area generate significant horse and buggy traffic along KY 100, especially between KY 2163 and New Buck Road.
- Oil wells are present off of Mitchell Road and Roy Whitlow Lane.
- There is Senior Citizen housing near KY 100 and Belmont Park in Scottsville.
- KY 100 should be widened to 3 lanes from Oliver Street to US 31E in Scottsville.
- US 231 from Bowling Green to Scottsville needs to be added to the National Truck Network to provide an alternative route for trucks.
- Truck restriction signs should be posted on KY 100.

Concerns Pertaining to Specific Locations (listed from west to east):

- KY 622 (Mile Point 16.3 in Simpson County):
 - Signs block sight distance
 - It is difficult to see Westbound KY 100 traffic
- Henry Clay Smith Rd. (MP 17.4 in Simpson County): Sight distance is restricted due to the presence of a vertical curve and vegetation growth along KY 100.
- Sulphur Fork Bridge (At the Allen-Simpson County Line): The curve near this bridge is a safety problem; better signage might help.
- Lee Keen Rd. (MP 0.4 in Allen County): Vegetation restricts sight distance.
- Stony Point Rd. (MP 3.1 in Allen County):
 - The superelevation of KY 100 combined with the approach grade of Stony Point Rd. causes loads to shift in trucks as they turn onto KY 100.
 - Passing lanes would be helpful in this area.
- KY 482 (MP 3.3 in Allen County):
 - There is insufficient sight distance.
 - School buses have problems maneuvering through this intersection.

- Horizontal Curve Between KY 482 and Drakes Creek Bridge (MP 3.5 to MP 3.7 in Allen County): This curve was noted as being potentially dangerous.
- Drakes Creek & Long Branch Bridges (MP 3.9 to MP 4.5 in Allen County):
 - The Long Hollow Branch and Drakes Creek Bridges are both very narrow.
 - The old concrete barrier on the Long Branch Bridge was replaced with steel guardrail with a larger offset from the traveled way, but the traveled way is still restricted to the same width by the concrete curbs.
 - The Dinkins Road intersection should be included in any bridge replacement project.
- Walkers Chapel Rd. (MP 5.8 in Allen County): The corner radius for Eastbound traffic is too small.
- KY 2163 (MP 5.9 in Allen County):
 - Trucks use this intersection to access farms along KY 2163.
 - KY 2163 is also used by the Amish community, and there is an Amish store in the vicinity.
- Red Hill Rd. (MP 6.6 in Allen County):
 - Trucks use this intersection to access PIC Farms.
 - This intersection is hidden.
 - It is difficult for Westbound KY 100 traffic to turn onto this road.
- Chapel Hill Rd. (MP 7.4 in Allen County):
 - The intersection angle is a problem.
 - The vertical curve on KY 100 obstructs sight distance.
- New Buck Creek Rd. (MP 7.8 in Allen County):
 - The intersection is located in a sharp curve.
 - There have been several wrecks involving Eastbound trucks in the curve.
 - Sight distance is poor.
 - A turn lane might improve the intersection.
 - Amish use New Buck Creek Rd. as a shortcut to go from KY 100 to the Amish community in Holland.
- Huff Ln. (MP 8.3 in Allen County): There is some residential development on Huff Lane and the entrance could be wider.
- Trammel Creek to KY 585 (MP 9.2 to MP 10.1 in Allen County): A passing lane is needed at this location.
- KY 585 (MP 10.2 in Allen County):
 - This intersection should be reconstructed as a “T” intersection.
 - KY 585 is important for providing access to the Amish community.
- Newman Rd. Intersection (MP 10.7 in Allen County): Sight distance is restricted due to the vertical curve.
- Lambert Rd./Frost Ln. (MP 11.1 in Allen County):
 - A billboard with a “STOP” sign on it may be confusing to drivers.
 - Sight distance is a problem.
- Oliver St. (MP 11.9 in Allen County): Oliver Street is used as a cut-through by the Amish.

- Hinton Ave. (MP 12.5 in Allen County): A vertical curve near this intersection reduces sight distance.

The following problem locations seemed to be of most concern to the local officials:

- Drakes Creek and Long Branch Bridges
- New Buck Creek Road Intersection
- Stony Point Road Intersection
- KY 482 Intersection
- KY 585 Intersection

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 Second Local Officials Meeting – November 29, 2007

A local officials meeting for the KY 100 scoping study was held on November 29, 2007 at the Chamber of Commerce Building in Scottsville. The meeting began at 10:00 a.m. and ended at approximately 12:00 p.m. The following people attended the meeting:

Name	Title/Organization
Jeff Moore	KYTC District 3 Planning
Amy Scott	Barren River Area Development District
Rob H. Cline	Mayor of Scottsville
Misti Wilson	KYTC District 3 Planning
Roman Perry Jr	Allen County District 5 Magistrate
Deneatra Hack	KYTC District 3 Planning
Don Rutheford	Scottsville Police Chief
Rickey Cooksey	Allen County District 4 Magistrate
Sam Carter	Allen County Sheriff
David Martin	KYTC Central Office Planning
Thomas Witt	KYTC Central Office Planning

Mr. Witt began the meeting by asking everyone present to introduce themselves. After introductions were made, he provided a brief review of the purpose and status of the planning study. He then gave a PowerPoint presentation in which background information was provided along with a description of the alternative improvement strategies that were being considered.

First, it was noted that general issues and concerns as well as specific problem spots were identified through the first phase of public involvement. The main issues that were identified through this process were as follows:

- Roadway Geometrics
 - Horizontal and vertical curves
 - Narrow lanes, shoulders, and bridges
 - Dangerous intersections
 - Limited passing opportunities
- Traffic
 - Truck traffic
 - Horse and buggy traffic
 - Speeding
- Economic Development

The purpose and need statement was then presented. The wording of this statement as it was presented at the first public meeting was not changed, but it was emphasized that based on the initial public input, the two main purposes of the project would be to improve safety and to provide a better connection between Scottsville and the interstate.

Next, three different improvement strategies were presented. These strategies consisted of building a new four-lane corridor; making relatively inexpensive spot improvements to address safety and traffic concerns at specific locations along the existing route; and upgrading long segments of the existing route with a better alignment and an improved cross-section. At the beginning of this discussion, a list of estimated costs for all of the improvement strategies considered was distributed to each of the attendees. Maps showing the locations of potential spot improvements and segment improvements were also distributed as these items were discussed. During the discussion of spot improvements, slides were presented showing an aerial view and photographs of each spot. The following items were noted about each of the alternative improvement strategies:

- The new corridor alternative would be expected to consist of a four-lane cross section and would provide a more direct connection and slightly reduced travel times compared to rebuilding the existing route. However, the large amount of local traffic remaining on the existing route would require that the spot improvements be implemented to address safety concerns. This would result in a total estimated up-front cost of \$122 million, of which \$21 million would be spent on spot improvements to the existing route. In addition, the costs to maintain the existing route would be approximately \$120,000 per year based on average per-mile maintenance costs for this type of facility in the project area. It was noted that the projected traffic volumes for Year 2030 do not justify building a new corridor.
- Spot improvements would generally consist of a two-lane cross section with wider lanes and shoulders than are present on the existing route. A three-lane urban cross section would be considered in the urban area of Scottsville, and passing lanes would be considered for the longer spot improvements. This type of improvement would be a relatively quick and inexpensive way to improve safety at critical locations and could also provide additional passing opportunities and improved traffic flow in some locations. Cost estimates for spot improvements range from \$1.0 million to \$7.3 million each. It was noted that any unimproved sections between implemented spot improvements could be upgraded as funding becomes available
- Segment improvements would upgrade longer sections of the existing route than spot improvements and could ultimately result in a completely improved corridor between KY 622 and US 31E. It is anticipated that segment improvements would result in an improved geometric alignment and an improved cross-section with wider lanes and shoulders and passing lanes where appropriate. Segment improvements would be less expensive and easier to implement than a new corridor and could be prioritized so that more critical segments could be addressed sooner. The total cost to rebuild the entire route along the existing alignment is estimated at \$67 million.

During the discussion of the spot improvement alternatives, several comments were made by the local officials. These comments are summarized as follows:

- Spot D (Stony Point Area): Trucks turn over on the sharp horizontal curve, and there are no shoulders. The Middle Fork Bridge is narrow, and tires often hit the concrete curb.
- Spot E (New Buck Creek Road): The superelevation changes to the East of the intersection and contributes to crashes.
- Spot F (KY 585): There was a fatal crash at this intersection four years ago. The access road to go West on KY 100 from KY 585 is not suitable for a truck, and it would be better to take out the two existing intersections and replace them with a single, less skewed intersection. This could involve filling in the large hole in the middle of the intersection and flattening the hill to the West of the intersection to improve sight distance.
- Spot G (Oliver Street): There is a lot of school traffic turning onto Oliver Street from 7:00 to 8:00 a.m. In the afternoon, there is a lot of school traffic turning from Oliver Street onto KY 100. Reducing the skew of the intersection and adding a turn lane on KY 100 would help reduce congestion. There is also a significant amount of Mennonite traffic using Oliver Street.
- Spot H (US 31E): There have been crashes at this location, including fatalities from running red lights. It was suggested that KYTC consider using strobe lights on the traffic signals like the ones used in Tennessee. Mr. Moore stated that there was some concern that strobe lights on the signals could trigger epileptic attacks, but that it would be possible to use reflective border tape on the signals to increase their visibility.
- A turn lane would be helpful near the elderly housing in Scottsville. It is currently anticipated that a continuous two-way left turn lane would be included in the Purple Segment, which includes the entrance to the elderly housing.

After the alternative improvement strategies were discussed, a brief overview of the results of the Level of Service (LOS) analysis was presented. Results were presented for the no-build scenario and for the scenario in which all segments would be completely rebuilt for both Year 2007 and Year 2030 traffic volumes. It was noted that rebuilding all segments would provide some improvement to the LOS for both existing and future traffic volumes. However, it was also noted that the worst LOS would be C, even under the Year 2030 no-build scenario, and traffic congestion is therefore not a concern.

At the end of the presentation, the local officials noted that spot improvements would be the timeliest. Mr. Moore informed them that the timing of any improvements would be controlled mainly by funding rather than constructability and that funding for any improvement greater than \$10 million would probably require federal funds, which would require more time to obtain than state funds.

Mayor Cline stated that his top priority would be the Purple Segment due to the heavier traffic volumes.

Mr. Carter felt that rebuilding the segments would be the safest alternative, but Mr. Moore noted that the timeline for segment improvements would probably be a minimum of 6 to 10 years, while spot improvements could potentially be accomplished in less time.

Mr. Rutheford stated that we should make sure that the public understands that the spot improvements would be a temporary solution that would provide benefits until the segments could be rebuilt. Mr. Moore commented further that the nature of the final study recommendations could possibly be a mixture of spot and segment improvements to accomplish an overall improvement strategy.

Mr. Carter added that KY 100 would be fine if it was improved to the same standards as US 31E.

At the end of the meeting, survey questionnaires were distributed to the local officials. They elected not to complete the surveys at the meeting but to return them by mail to the Division of Planning.