

APPENDIX D
PUBLIC MEETINGS

Public Meeting Minutes

KY 100 from KY 622 to US 31E in Allen and Simpson Counties

Item Number 3-8303.00

Thursday, August 16, 2007

Stony Point Volunteer Fire Department in Scottsville, Kentucky

A public meeting was held from 4:00 P.M. to 7:00 P.M. Central Time on Thursday, August 16, 2007 at the Stony Point Volunteer Fire Department in Scottsville, Kentucky. The following Transportation Cabinet and Area Development District staff members were in attendance:

Name:	Representing:
David Martin	KYTC Division of Planning
Thomas Witt	KYTC Division of Planning
Deneatra Hack	KYTC District 3 Planning
Jeff Moore	KYTC District 3 Planning
Misti Wilson	KYTC District 3 Planning
Andy Stewart	KYTC District 3 Design
David Erickson	KYTC District 3 Design
Amy Scott	Barren River Area Development District

151 members of the public were also recorded as being in attendance. As each member of the public entered the building, they were asked to sign in and were given a survey questionnaire to complete. They were also offered a set of aerial photographs of the study area on which to make notes. Two sets of exhibits had been set up for the public to review. Each set of exhibits included maps showing the project location, crash data, current traffic volumes along with percent heavy vehicles and levels of service, and projected traffic volumes and no-build levels of service for the year 2030; an enlarged printout of the draft purpose and need statement; a large pad of paper with markers for recording comments; and a large aerial photograph showing the study area along with post-it notes and pens for recording comments. A single draft environmental footprint was also provided. After signing in, members of the public were invited to review these exhibits. Staff members were available at each set of exhibits to answer questions and record comments.

After everyone had signed in and been given time to review the exhibits, Jeff Moore called the meeting to order and introduced the staff members. Thomas Witt then provided a brief overview of the project status and explained that the primary reasons for having the public meeting were to inform the public about the planning study and to obtain input from the public on any issues and concerns that should be considered when developing alternatives. Deneatra Hack went through a PowerPoint presentation which included the draft purpose and need statement; reasons for having the public meeting; examples of issues that had been identified by the project team; and examples of natural and human environmental issues that should be identified.

Following the presentation, members of the public were again invited to ask questions and make comments at each set of exhibits. Comments received are listed below.

- Trucks cross over the centerline in curves.
- The entire road is bad and needs to be relocated.
- Provide more passing opportunities.
- Need passing lanes (2)
- Trucks going to Southbound US 31E use KY 482 as a shortcut.
- Web map is not showing US 231 for trucks
- Need shoulders to pull off road
- Need shoulders to pull over trucks and speeders
- Noise from trucks at night is a problem
- Jake Brake noise
- People drive too fast
- Teen drivers – construction
- Tennessee agricultural tourism; traffic to Mennonites; agricultural products traffic
- Edge line on highway
- Humps – Simpson County
- R/W Concerns; farmland split
- Talk to Lorraine Mark (622-4616) for information about Mennonites.
- Intersections with Amish traffic:
 - Lee Keen Rd. (buggy traffic starts here)
 - Clare Rd./New Roe Rd.
 - KY 2163
 - KY 585
- Buses, buggies, and pedestrians in the area between Oliver Street and US 31E
- Hill one mile West of Stony Point, near 11060 Franklin Rd.
- Hill West of Stony Point
- New Roe Road & Clare Road:
 - Wrecks (vehicles sliding into field)
 - 35 m.p.h. advisory for curve
 - Trucks speed in area
 - Pulling out onto KY 100 Eastbound & Westbound
- KY 585:
 - Cars not stopping
 - Trucks sliding into ditch
 - Dangerous for school bus stop; won't stop
 - No shoulders
 - Re-route KY 100 to KY 585?
- Most Amish traffic turning onto KY 585 is from Scottsville. A turn lane would help get them out of the way. Other improvements are also needed at this intersection.
- H. C. Smith Rd.
 - Hill
 - Turning left from Eastbound KY 100

- Accidents
- 7860 Franklin Rd. – Driveway near Walker Chapel Rd. – Hill
- Oliver Street
 - Amish buggy & bus
 - KY 100 intersections, turns Westbound at school time
- KY 482 Intersection
- Sight distance is bad for turning onto Westbound KY 100 from KY 482.
- Trammel Creek Bridge should fit in with anticipated improvements
- Trammel Creek Bridge should be widened to four lanes when it is reconstructed.
- Trammel Creek Bridge – Sight distance
- Replace Middle Fork Bridge
- Middle Fork Bridge – Problem
- Alonzo Bridge – WB – Narrow (truck fire); E. of Middle Fork
- Comments noted on maps:

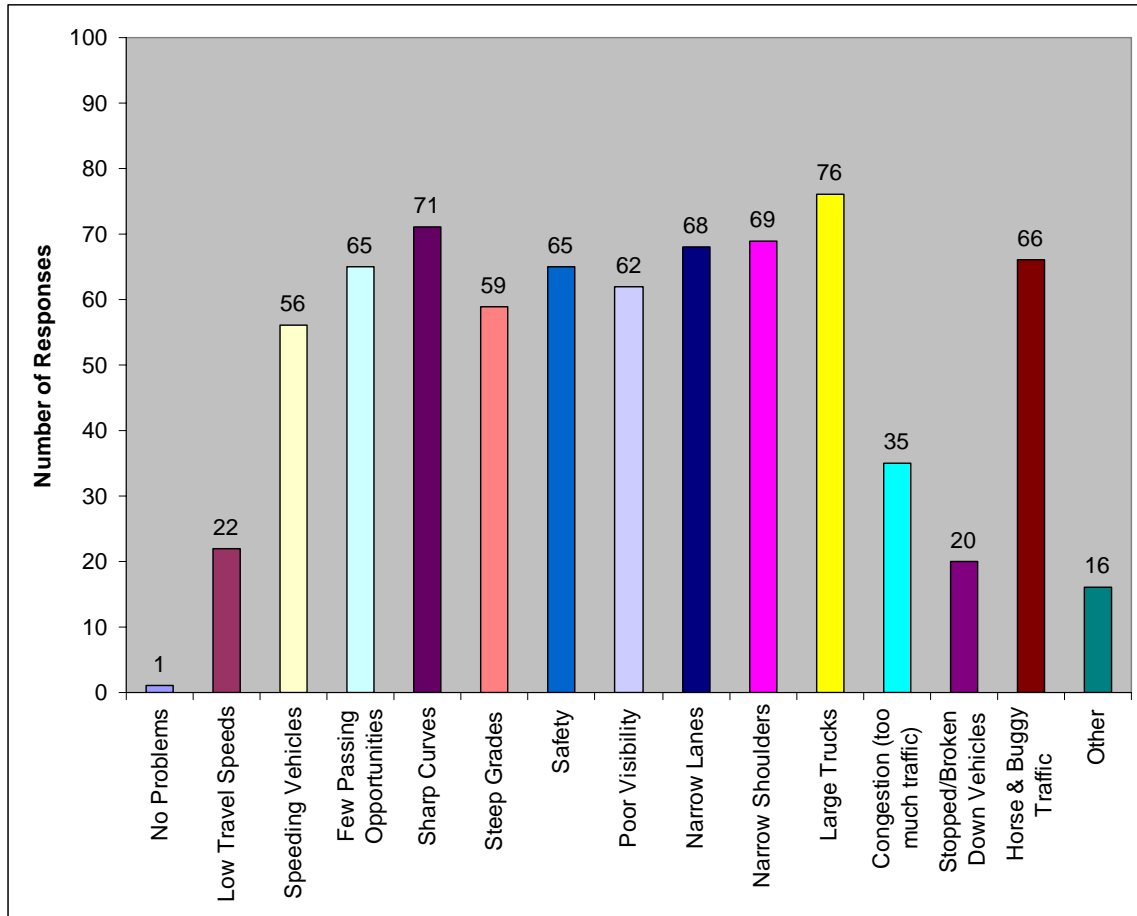
Location			Comment
County	Milepoint	Intersection	
Simpson	15.9	-	Water across the road
Simpson	16.1-16.2	-	Drainage problems
Simpson	16.2-16.5	-	Water stands at rain events
Simpson	17	-	17 mile marker down
Simpson	17.0-17.2	-	Water stands at rain events
Simpson	17.3-17.6	H. C. Smith Rd.	Hopover Hill - Flatten? High crash issue
Simpson	17.4	H. C. Smith Rd.	H. C. Smith Road intersection is very bad. Geometry has accident potential.
Simpson	17.5	H. C. Smith Rd.	Hopover Hill sight distance poor
Simpson	17.5	H. C. Smith Rd.	H. C. Smith sign covered
Simpson	18	-	102 Trucks 'signed' and no signs posted
Allen	0	-	Bridge narrow
Allen	0	-	Wrecks area
Allen	0.4	Lee Keen Rd.	Very poor sight distance for school bus pulling out
Allen	1.1	New Roe Rd. / Clare Rd..	Caution light at New Roe
Allen	1.1	New Roe Rd. / Clare Rd..	Poor sight distance
Allen	1.1-1.2	New Roe Rd. / Clare Rd.	Sight distance looking east
Allen	1.1-1.2	New Roe Rd. / Clare Rd.	Better visibility - slope cut down
Allen	1.1-1.3	New Roe Rd. / Clare Rd.	Caution light
Allen	1.5-1.6	-	Curve with many crashes; redo curve
Allen	2.8	-	Entrance sight distance issues
Allen	3.3	KY 482	Intersection with KY 482 (3 times)

Allen	3.3	KY 482	KY 482 sight distance; bank issues if 4 lane
Allen	3.3-3.4	KY 482	Sight distance problem - trucks
Allen	3.6	-	Curve wrong bank
Allen	3.6	-	Dead man's curve MP 3.6; No guardrail
Allen	4	-	Bridge narrow
Allen	4.2	Dinkins Rd. / Alonzo Long Hollow Rd.	Bridge narrower than roadway 4.2 MP
Allen	4.3	-	Cars run off road on curve
Allen	4.3	-	Guardrails?
Allen	4.5	-	Two cast concrete bridges dangerous - no width for trucks/cars
Allen	4.5	-	30 cars off curve here, MP 4.5 north, 1-2 per year
Allen	5	-	Passing lane
Allen	5.2	-	No driveway visibility (vertical); north side
Allen	9.5-10	-	Hickory Hill Church - poor visibility
Allen	10	-	Possible passing lane
Allen	10.2	KY 585	Head-on crash
Allen	10.2	KY 585	Cars not stopping at KY 585
Allen	10.3	-	Trucks run off KY 100 near KY 585
Allen	11.1	Frost Ln./Lambert Rd.	Sight distance problem
Allen	11.1	Frost Ln./Lambert Rd.	Turn lane for Lambert Rd. cut thru; no drainage; water over road; culvert blocked
Allen	11.9	Oliver St.	Oliver Rd. intersection improvements
Allen	11.9-12.7	-	3-4 Lanes from Oliver to US 31E
Allen	12	-	Speeding near Scottsville
Allen	12.7	US 31E	Cannot see traffic signal at times due to glare from sun
-	-	-	Re-align KY 100 in a straight line from KY 585 to US 31 E approximately 1/2 mile south of the existing KY 100 intersection to move traffic away from schools
-	-	-	Re-construct KY 585 from I-65 to KY 100 and add an interchange at I-65
-	-	-	Need shoulder improvements; trucks over in middle
-	-	-	Curves straightened, hills cut down entire length
-	-	-	No room for mail man w/ mail boxes and fast trucks

In addition, attendees were given the opportunity to either turn in their completed survey questionnaires at the meeting or to return them to the Central Office Division of Planning via postage-paid envelopes which were provided upon request. A total of 81 completed survey questionnaires were received along with one written statement. The original completed survey questionnaires are included in the Public Meetings Summary for the planning study. The responses received on the survey questionnaires and in the written statement are summarized below. Due to the large number of responses received, many of the similar open-ended responses were paraphrased and grouped by subject, with the

total number of similar responses included in parentheses following the paraphrased response.

Question: “What transportation problems exist on KY 100 that should be addressed?”



Summary of open-ended responses (grouped by subject):

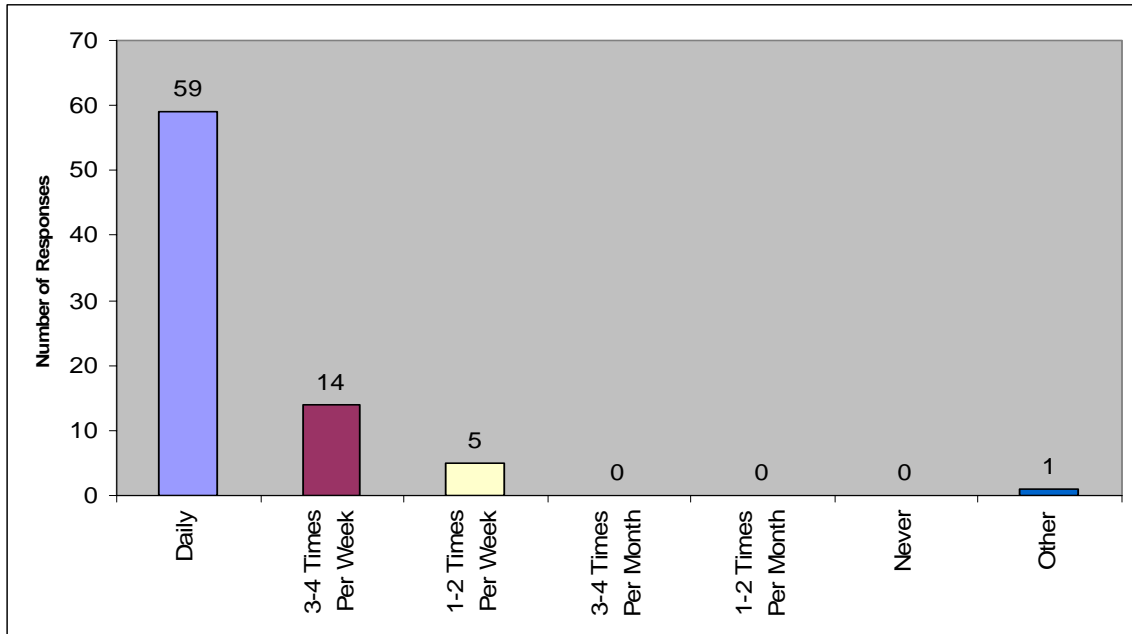
- Economic Development has been restricted
- Traffic concerns:
 - Can be a 40-45 minute drive
 - Horse & Buggy traffic (3)
 - On KY 100 from KY 2163 to Scottsville (3)
 - On KY 585
 - Not enough passing opportunities (3)
 - Traffic has increased greatly due to the increase in factories in Simpson County
 - Lots of people commuting from Allen County to work
 - Poor alignment causes some people to drive very slowly
 - Recreational and commercial traffic
 - Lots of trucks (3)
 - Going to Dollar General or US 31E

- Supplying chicken farms
- Through trucks do not need to be on highway (3)
 - Post signs at each end
- Trucks shouldn't be required to go through Bowling Green to get to Scottsville from Franklin; it is 30-40 miles longer.
- Steep grades
- School traffic (2)
- Too much traffic
- Trucks knocking over mailboxes
- Flooding
- Farm equipment/Wide Loads
- Garwin development will generate more traffic to Barren River Lake
- General Safety concerns:
 - Crashes (8)
 - Dangerous road (6)
 - Horizontal Curves (9)
 - Some curves lean the wrong way.
 - Some curves need to be improved
 - Worst in Allen County
 - Narrow bridges (10)
 - Unstable/Dilapidated bridges (2)
 - Mixture of traffic (trucks, speeding cars, and horses and buggies) (4)
 - Narrow or no shoulders (10)
 - No place to pull over if broken down (5)
 - No place for police to pull people over for violations (2)
 - No room to recover (4)
 - Vertical curves (6)
 - Mainly in Allen County
 - Restricted sight distance at driveways and intersections (6)
 - Speeding Vehicles (9)
 - Other poor driving habits (2)
 - Trucks going too fast (3)
 - Trucks crossing centerline (2)
 - Need more enforcement of traffic regulations (4)
 - Need striping along pavement edges (2)
 - Better signing for curves and blind spots
 - Passing in no-passing zones
 - Narrow lanes (4)
 - Large number of access points
- Problems at Specific Intersections:
 - KY 482 (6)
 - Poor site distance (4)
 - H.C. Smith Road (Hop Over Hill) (4)
 - Vertical curve needs to be reconstructed (2)

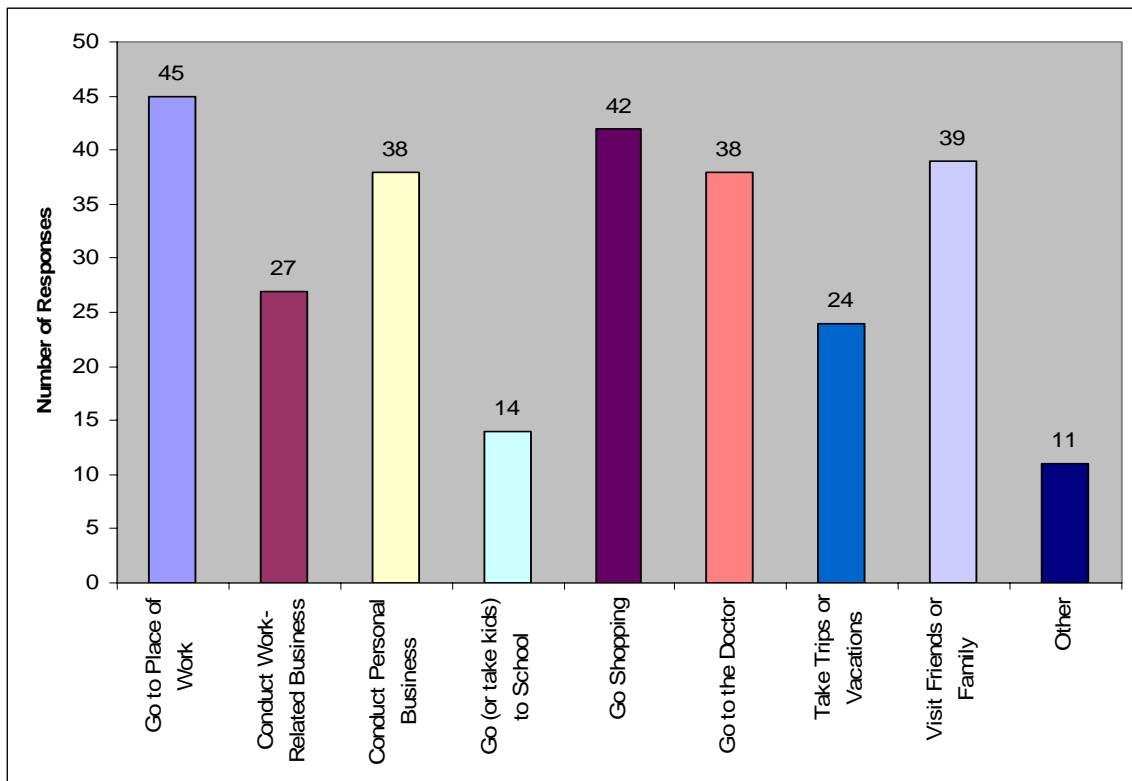
- Need a new 17 Mile Marker sign
- Hickory Flat Store
 - Needs caution light
- KY 585 (3)
 - Need turning lane for turning left onto KY 585 from Eastbound KY 100 (2)
 - Need a wider turning radius from KY 585 onto Westbound KY 100
 - Amish
 - No one stops at the stop sign; Trucks go around the curve too fast and run off the road; Several fatal crashes; School bus won't stop here because of dangerous conditions
- KY 2163
- KY 622
 - Cannot see to the west over the vertical curve
- New Buck Creek Road
 - Cannot see to the east
- Clare/New Roe (2)
 - Turning onto KY 100
 - Several crashes
- Frost Lane/Lambert Rd.
 - Needs turn lanes due to traffic volumes
 - Used as a shortcut to US 231
- Stoney Point Road
 - Poor visibility turning onto Stoney Point Road from the West; tree line needs to be taken down
- Midway Road (poor visibility)
- Nathan Mitchell Drive (poor visibility)
- Drainage problems:
 - Area at 10395 Franklin Road, Franklin
 - Frost Lane/Lambert Rd.
- Bridges:
 - Sulphur Fork Creek Bridge (2)
 - Needs to be widened (2)
 - Middle Fork Drakes Creek Bridge (3)
 - Narrow and outdated; has shifted
 - Drakes Creek Bridge
 - Long Hollow Branch Bridge (2)
 - Trammel Creek Bridge (7)
 - Narrow and outdated; has shifted (2)
 - Sections out of alignment
 - Alonzo Bridge(s) (2)
 - Trammel Creek Bridge on KY 585
- Roadway Alignment:
 - Blind hills five and eight miles from Franklin
 - MP 0.0 to 0.3 in Allen County
 - MP 2.8 to 3.0 in Allen County

- Curve and Grade from Long Hollow Branch Bridge to MP 4.8 in Allen County (2)
- Area between KY 482 and Long Hollow Branch Bridge
- Vertical curve at 6829 Franklin Rd.
- Desired improvements:
 - New 4-lane highway (7)
 - No 4-lane highway (4)
 - Not justified by traffic counts
 - Do not want to live on old side road
 - Trucks lanes on steep grades
 - Wide shoulders (7)
 - Wider lanes (4)
 - Wider bridges
 - Buggy lane (2)
 - Rebuild (8)
 - Vertical curves (3)
 - Horizontal curves (3)
 - Bevel all banking on road, improving entrance visibility
 - Replace bridges
 - Road is already wide enough
 - Road could be a little wider
 - Passing lanes (3)
 - High-visibility road markings, especially for night driving
 - Oliver Street area
 - Re-route KY 100 to provide a more direct connection from KY 585 to US 31E, bypassing the congestion from KY 585 into Scottsville
 - Turn lane between Oliver Street and US 31E
- Other concerns:
 - Disturb as few houses as possible

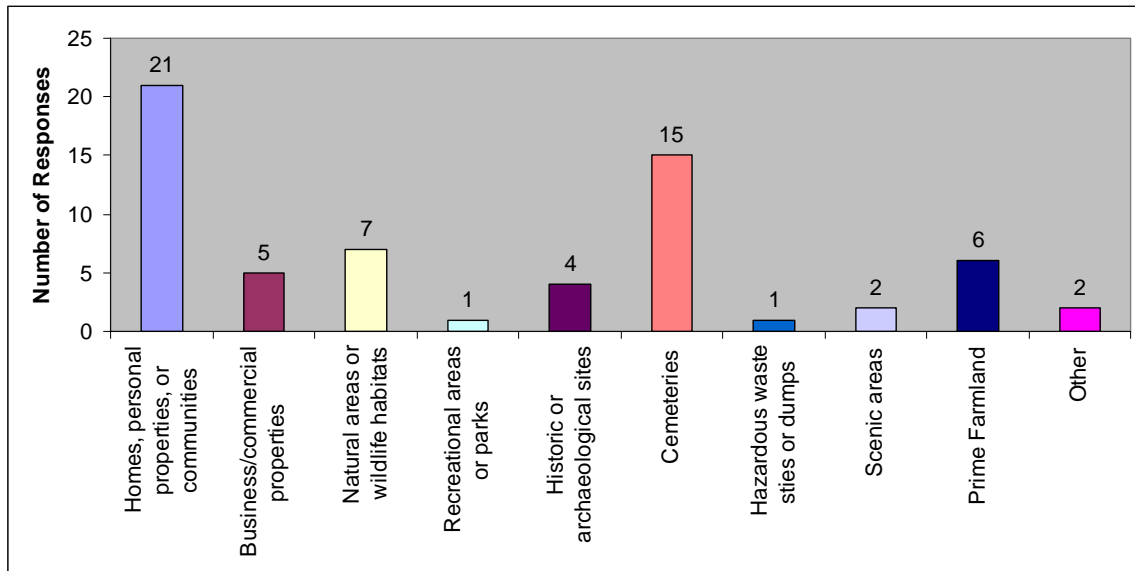
Question: How often do you use KY 100 now?



Question: If you use KY 100 now, what is the primary purpose of you trips?



Question: Are there sensitive areas that should be considered if a new route is constructed in the study area?



Summary of details provided:

- Homes, personal properties, or communities
 - All along road
 - 8243 Franklin Rd., Adolphus
 - Lambert Rd.
 - Ramble Creek Rd. (Blind Area)
 - Trammel Creek Bridge
 - H. C. Smith Road (2)
 - Sulphur Fork Creek Bridge
 - Apartments and senior citizen residence between Oliver Street and US 31E
- Business/Commercial Properties
 - School at Oliver Street
 - Between Oliver Street and US 31E
- Natural areas or wildlife habitats
 - Sinkhole to the right of 10395 Franklin Rd., Franklin; 15 ft from road
 - Possible caves across from 10395 Franklin Rd., Franklin
 - Deer (2)
 - Large woodpecker family (on endangered species list) directly across from 6950 Franklin Rd.
- Recreational areas or parks
 - Stoney Point Fire Department community park
- Historic or archaeological sites
 - Stoney Point Church
 - Walkers Chapel Church

- Hickory Hill Church
- Cemeteries
 - No details provided (7)
 - Hickory Hill U.M.C. (6)
 - Stoney point U.M.C. (7)
 - Walker’s Chapel U.M.C. (7)
 - Family cemetery just East of Ramble Creek on North Side
- Prime farmland
 - 7633 Franklin Rd., Adolphus

Public Meeting Minutes
 KY 100 from KY 622 to US 31E in Allen & Simpson Counties
 Item Number 3-8303.00
 Tuesday, January 8, 2008
 Stony Point Volunteer Fire Department in Scottsville, Kentucky

A public meeting was held from 4:00 P.M. to 6:00 P.M. Central Time on Tuesday, January 8, 2008 at the Stony Point Volunteer Fire Department in Scottsville, Kentucky. The following Transportation Cabinet and Area Development District staff members were in attendance:

Name:	Representing:
David Martin	KYTC Division of Planning
Thomas Witt	KYTC Division of Planning
Shari Greenwell	KYTC District 3
Keirsten Jagers	KYTC District 3
Deneatra Hack	KYTC District 3 Planning
Jeff Moore	KYTC District 3 Planning
Jon Whitaker	KYTC District 3 Planning
Andy Stewart	KYTC District 3 Design
David Erickson	KYTC District 3 Design
Steve James	KYTC District 3 Pre-Construction
Amy Scott	Barren River Area Development District

Twenty-five members of the public were also recorded as being in attendance. As each member of the public entered the building, they were asked to sign in and were given a set of handouts which included the following items: An aerial map showing proposed spot improvement locations and high-crash locations; an aerial map showing proposed segment improvements and high-crash locations; a table of cost estimates for the spot improvements, segment improvements, and new corridor alternatives; and a survey questionnaire. Two sets of exhibits were available for viewing. Each set contained display boards showing each of the spot improvements and the assumed cross-sections used to generate the cost estimates for the rural two-lane and urban three-lane segments. After signing in, members of the public were invited to view these exhibits. Staff members were available to answer questions and record comments.

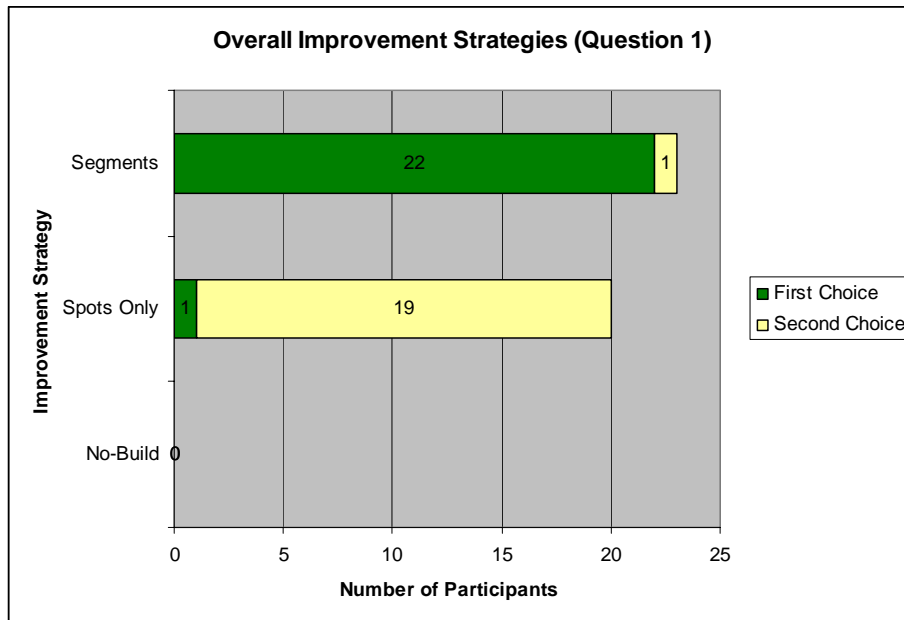
After everyone had signed in and been given time to review the exhibits, Jeff Moore called the meeting to order and introduced the staff members. Thomas Witt then gave a PowerPoint presentation in which he summarized the results of earlier phases of the planning study; presented the purpose and need statement; and provided details on potential improvement strategies including the no-build alternative; the new corridor alternative; spot improvements; and segment improvements. It was noted that the new corridor alternative was not feasible because the traffic volumes were not high enough to justify the cost. The presentation concluded with instructions to review the displays, ask questions, and indicate preferences on the survey questionnaires.

The following oral comments were received at the meeting:

- At Spot B (at the Allen-Simpson County Line), the main problem is the curve between the bridge and Lee Keene Road. The bridge was repaired recently but not replaced.
- Traffic enforcement is needed to control trucks and speeding, and the Mennonites don't get off the road.
- Shoulders would help a lot.

In addition to the survey questionnaires given to public meeting participants, another 100 surveys were given to community leaders for distribution. A total of twenty-three surveys were returned, including one that had been handed out at the previous local officials meeting. Three questions were included on the survey questionnaires. Each question required the participant to rank their top choices within a set of alternatives.

The first question asked participants to rank their preferred overall improvement strategy. Choices were included for the no-build alternative, spot improvements only, and segment improvements, and participants were asked to rank their top two choices. The results are summarized in the graph below. There was a clear preference for the segment alternatives, with twenty-two participants choosing segment alternatives as their first choice. One participant chose spot improvements only as their first choice. No participants chose the no-build option as either a first or second choice.

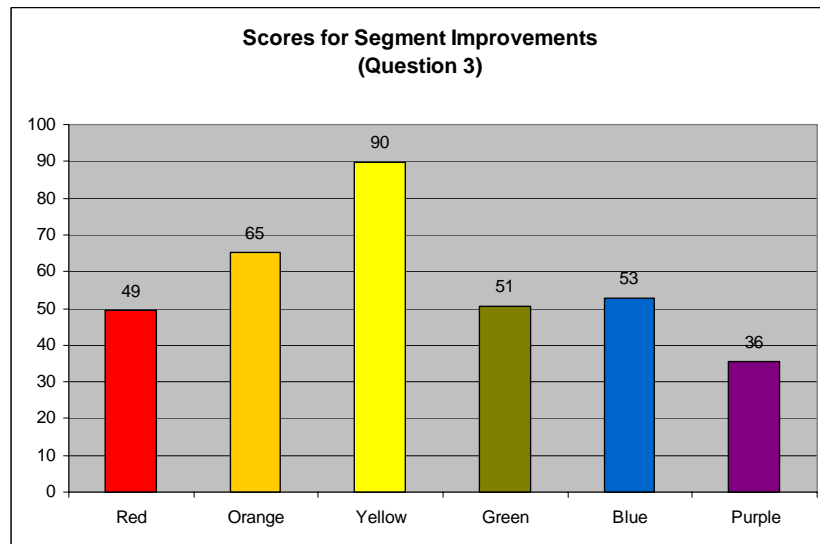
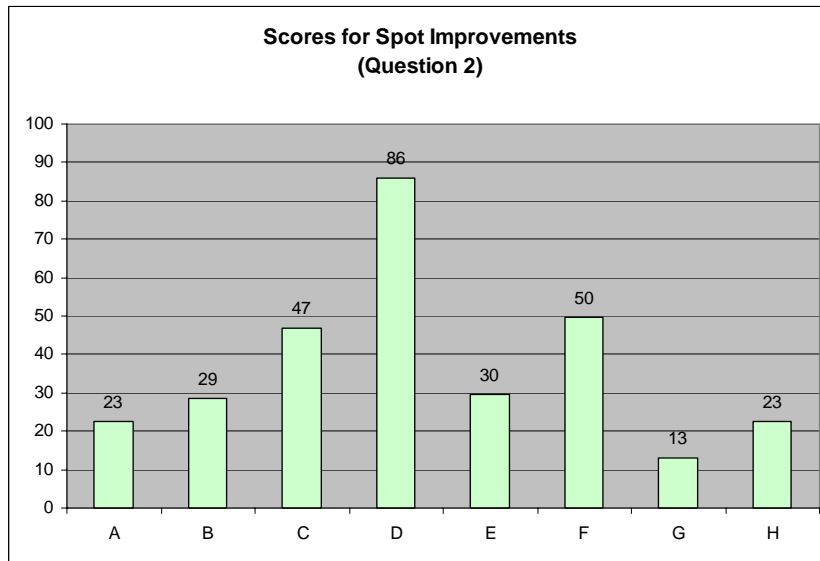


The second question asked participants to rank their top five preferred spot improvements. The third question asked participants to rank the six identified segments from most to least critical. For each response, the spots and segments were assigned points based on their rankings as shown in the table below. The points for each

alternative were then added up for all of the surveys, and these totals were normalized so that the highest-ranked alternative for each question would have a score of 100.

Question 2: Spot Improvements		Question 3: Segment Improvements	
<i>Rank</i>	<i>Points</i>	<i>Rank</i>	<i>Points</i>
First	5	First	6
Second	4	Second	5
Third	3	Third	4
Fourth	2	Fourth	3
Fifth	1	Fifth	2
Sixth or Lower	0	Sixth	1
Not Ranked	0	Not Ranked	0

The scores for Question 2 and Question 3 are presented in the tables below.



In addition to the rankings, several written comments were made on the survey forms. These comments are reproduced below:

- In response to Question 1, which relates to an overall improvement strategy:
 - “Segment improvements are the most important due to the fact that on Hwy 100 from 622 to 31E there are no shoulders on this road. No place for emergency stops, police stops, no place to get out of the way of emergency vehicles, no place for buggies to go to pull over, no place for farmers to pull over, & very poor visibility in many areas on this road. If you have to get over, or off the road, you are off the road!!”
 - “Drakes Creek Bridge is narrow and hard to see oncoming traffic”
 - “This road is traveled daily by 18 wheelers. The road is too narrow and curvy for this. The state either needs to shut the truck traffic down or fix the road!”
 - “Segment improvements would be a better choice in my opinion. There are many school buses & trucks that have near calls due to traffic in this area. I will not allow my children to ride a bus without seat belts for this reason.”
 - “Money”
 - Spot Improvements: “Short Term help”
 - Segment Improvements: “This is what needs to happen to meet the goals that we have established.”
- In response to Question 2, which relates to spot improvements:
 - “The Stony Point area leaves little to no place at all to go, but on your top, if you have to get over just a little bit. This area includes the Hwy 482 intersection which is a blind & very dangerous area. It also includes what we call “Dead Man’s Curve” just past 482 which goes off downhill to Alonzo Long Hollow Rd area, then uphill into a series of curves known for speeding vehicles & big trucks. The Sulphur Fork/Lee Keen Rd area is a very bad area for serious rollover accidents.”
 - “H. C. Smith Rd. is bad because there have been people killed there.”
- In response to Question 3, which relates to segment improvements:
 - “Again, the Stony Point Area has little to no way to get over the least bit. There are a great number of speeding vehicles and big trucks that travel these blind curves and hills. These big trucks have no way of stopping ‘Fast’ if coming upon a buggy or tractor or combine or elderly person. If someone so much as has a flat tire there is no place to pull over. The county line to Stony Point is notorious for some very serious crashes. Especially from the County Line to Lee Keen Rd. We need road shoulders on all of Hwy 100!!”
 - “Safety!!! Need improvements due to buggy traffic.”
 - Purple Segment (Oliver Street to US 31E): “It is very hard to make left hand turns. I’m surprised that there wasn’t been a death there.”