



Appendix C - Public Information Meeting Summaries



STATEWIDE CORRIDOR PLANNING SERVICES
PUBLIC MEETING #1

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

FROM: Larry D. Chaney, P.E.
Director of Transportation
HNTB-Louisville

DATE: July 13, 2001

SUBJECT: Statewide Corridor Planning
Item No. 9-0165.00
KY 9

The first public meeting was held Thursday, July 12, from 4:00 p.m. until 8:00 p.m. at Bracken County High School concerning a study of possibly widening KY 9. Approximately 70 people were in attendance, excluding Cabinet and consultant personnel. A list of those in attendance is attached.

Purposes for the meeting, as stated in the presentation were:

- To let the community know about the project, to identify and address community concerns and issues
- To clearly identify project termini
- To establish a clear purpose and direction for the project
- To identify sensitive areas that should be considered
- To create a project that would benefit the community and gain its support

The meeting began at 4:00 p.m., and included a presentation at 4:15 p.m. by Bruce Siria, Jim Rummage and Larry Chaney. The presentation began with a discussion of the road building process. Mr. Chaney explained that the Cabinet has identified over \$50 billion dollars worth of projects on their Unscheduled Needs List. With an anticipated annual budget of approximately \$800 million, it is evident that many projects must wait a number of years to be implemented. Funding has been identified in the State's current Six-Year Highway Plan to conduct this study of KY 9 to determine costs and priority sections for possible improvements from KY 10 in Mason County to KY 2828 in Campbell County.

Mr. Siria explained that there is currently no other funding earmarked for the project beyond the study phase. The schedule for completing a major reconstruction project, when funding is available for all phases of that project, is an average of approximately 10 years - from the planning stage until construction is complete. Smaller scale projects are generally finished in a shorter timeframe, and conversely, more complicated projects, like the widening of KY 9, often take longer to complete.

Preliminary goals for the KY 9 study include:

- Providing adequate highway capacity to support Design Year 2025 traffic volumes,
- Improving existing roadway geometrics to address sight distance concerns
- Reducing the number of accidents along the route by improving intersection safety, and
- Reducing speed differentials by improving truck-climbing lane merge and diverge points.

Safety is one of the concerns to be addressed with this study, but the accident rates on KY 9 are not considered high, when compared to Kentucky statewide statistics for other two-lane facilities. According to the Kentucky Transportation Center's Safety Study of KY 9, fatal crash rates in Mason County are higher than the state average, but fatal crash rates in the remaining project area are lower than the average. The crashes in Mason County include the entire County, and not just the area under study. Angle crashes at intersections represent a higher percentage of KY 9 fatal crashes compared to state averages. There are also a higher percentage of deer-related crashes on KY 9 as compared to state averages.

The volume of traffic using, and forecasted to use KY 9 in the next 25 years, will be a major issue in deciding the need to widen. Current daily traffic volumes for each of the counties within the project area are as follows: Campbell County has 8,420 vehicles per day; Pendleton County has 7,630 vehicles per day; Bracken County has between 5,720 - 8,800 vehicles per day; and Mason County has between 5,720 - 5,870 vehicles per day. Based on these volumes, the existing two-lane road has adequate capacity for today's traffic.

Other project issues raised at the meeting included restricted sight-distance at intersections, speed differentials between vehicles, nighttime driving conditions, lighting, increasing truck traffic, use of truck climbing lanes, fog and driver inattention, speeding and drowsiness.

Following the presentation, attendees were directed to an open exhibit area, where maps of the project area and potential environmental issues were on display. Representatives of the Cabinet, the Federal Highway Administration, Buffalo Trace ADD and the HNTB consultant team were on hand to answer questions and to receive input from those who attended the meeting.

STATEWIDE CORRIDOR PLANNING SERVICES

KY 9 - SECOND PUBLIC MEETING

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

FROM: Larry D. Chaney, P.E.
Director of Transportation
HNTB-Louisville

DATE: October 30, 2001

SUBJECT: Statewide Corridor Planning
Item No. 9-0165.00
KY 9 Widening Study

The Second Public Meeting for the KY 9 Widening Study was actually held in two different locations on different days. On Tuesday, September 25th the meeting was held in a tent in the parking lot of the Marathon Gas Station on KY 9 in California, near the Campbell County/Pendleton County line. On Wednesday, September 26th the meeting was held in a tent in the parking lot of the BP Gas Station on KY 9 near the Mason / Bracken County line. On Tuesday, 172 people visited the tent and 240 handouts with comment forms were distributed to people visiting the convenience store. On Wednesday, there were 79 attendees and 178 handouts were distributed. For Tuesday's meeting, two (2) Variable Message Signs (VMSs) were placed on KY 9 just north and south of the public meeting site by the District Office. The VMSs were set up 24 hours prior to the meeting, and served to both inform and remind the public of the meeting and its hours of operation. VMSs were unavailable for Wednesday's meeting.

The tent was open from 11:00 a.m. to 7:00 p.m. on each day. Representatives from the Cabinet, the Northern Kentucky ADD, the Buffalo Trace ADD, and HNTB greeted attendees and explained the project through the use of the two sets of exhibits in the tent. Pizza, snacks, and other refreshments were secured from local vendors, and were served throughout both days to the public. Materials from the KY 9 Safety Study Public Awareness Campaign were distributed along with the project handouts. The handouts included the study purpose, discussion of project issues and goals, a survey form, and exhibits. The exhibits included an Environmental Footprint, Typical Sections (for all proposed alternatives), Safety and Operational Improvements, and a Comparison of Alternatives.

Proposed improvement alternatives for KY 9 presented to the attendees were:

- A 4-lane divided highway with depressed median
- A 4-lane divided highway with concrete barrier wall median
- A 4-lane fully-controlled access highway with frontage roads and interchanges
- Operational and safety improvements
- Do Nothing

The Operational and Safety Improvements were generated to address many of the issues identified through the study process. Some of these issues are restricted sight-distance at intersections, speed differentials between vehicles, nighttime driving conditions, lighting, increasing truck traffic, use of truck climbing lanes, fog, driver inattention and drowsiness, and speeding.

The informal atmosphere of the meeting allowed the attendees to converse freely with the hosts. They were encouraged to ask questions or to voice concerns about the project. Some of the concerns raised and recorded at the meeting were as follows:

Comments from Flip Charts at the September 25th Meeting

- Sign “Passing Lane Ahead” so people not familiar with road will know a passing opportunity is coming up.
- Need rumble strips at KY 1019/KY 9 Intersection.
- Improve sight distance at KY 1109/KY 9 and KY 1019/KY 9.
- Too many intersections.
- Needs to be limited access.
- Use tolls if necessary.
- Need to foster growth and development in this corridor.
- Strobe lights to help mark stop lights and make them more visible in fog.
- Turn lanes, acceleration lanes.
- Location of signs obstructs vehicles.
- Concerned that highway improvement would lead to loss of rural lifestyle.
- Need overpasses at major crossroads.
- Oversize advance notice signs at crossroads.
- Intersection at Walcott (turn lanes).
- High speed of trucks.
- People turning onto AA from entrances.
- KY 2370 – hard to see.
- Speed limit should be 65.
- Need emergency telephones along route.
- Vehicles slow or stop to turn in driving lane (trucks who follow must stop).
- 4-lane allows continuous passing lane and provides some safety for turning movements.
- Ponding of water at bridge ends and other “dips” in the pavement.

Comments from Flip Charts at the September 26, 2001 Meeting

- Need advance signal warning for northbound truck traffic at KY 11.
- Widen for safety – need passing opportunities.
- Widen from Cincinnati to Huntington – I-74 corridor extension.
- Heavy truck traffic – being diverted from US 52 in Ohio.
- Consider improved connection for KY 9 to US 23 and points south.
- Use 3-lane typical with 4-mile long reversible truck climbing lanes.
- Identify lanes with lane reflectors.
- Farm machinery on road – slow moving, safety problem.
- School bus traffic cues up everything behind them, and everybody has to stop.

- Caution light at KY 1019.
- Needs to be a 4-lane.
- Enforce passing lane laws.
- Enforce speed limits.
- Extend truck lanes/make them more obvious as “through” lane.
- Often get crowded off road where truck lanes end and two lanes merge to one.
- Everyone travelling highway is speeding.
- If it’s going to take 20-25 years to finish it needs to be an interstate-type highway.
- More pavement reflectors – helps in fog.
- Advance flashers need to be “more advanced”.
- Favors construction but are concerned about delays during construction.

Subsequent to our receipt of the comment forms returned to the Cabinet, a summary of the opinions and suggestions gathered from the public meetings will be presented to the Project Team at a final Team Meeting.