Appendix B. Evaluation Matrix
### KY 536 Scoping Study

**Alternative Evaluation Matrix**

The box color indicates the general degree (Low, Moderate, High) to which each alternative is able to meet the established goals of the KY 536 Scoping Study.

<table>
<thead>
<tr>
<th>Study Goals</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
<th>Alternative 4</th>
<th>Alternative 5</th>
<th>Alternative 6</th>
<th>Alternative 7</th>
<th>Alternative 8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Addresses Safety Concerns</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimizes Number of Structures Impacted</td>
<td>16</td>
<td>68</td>
<td>39-69</td>
<td>43-66</td>
<td>35-47</td>
<td>54-56</td>
<td>54-57</td>
<td>48-51</td>
</tr>
<tr>
<td>Minimizes Number of Parcels Impacted</td>
<td>52</td>
<td>255</td>
<td>175-207</td>
<td>179-206</td>
<td>147-169</td>
<td>172</td>
<td>117-126</td>
<td>167-169</td>
</tr>
<tr>
<td>Minimizes Farmland Impacted (acres)</td>
<td>14.7</td>
<td>23.1</td>
<td>53.4-73.5</td>
<td>48.5-68.6</td>
<td>41-61.1</td>
<td>67.8</td>
<td>61.8</td>
<td>65.2</td>
</tr>
<tr>
<td>Reduces Number of Turns Required</td>
<td>5</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Reduces Travel Time (minutes)</td>
<td>14.6</td>
<td>8.0</td>
<td>7.1</td>
<td>7.0</td>
<td>6.7</td>
<td>6.9</td>
<td>6.5</td>
<td>7.0</td>
</tr>
<tr>
<td>Minimizes Roadway Length (miles)</td>
<td>1.7</td>
<td>7.0</td>
<td>8.5</td>
<td>8.5</td>
<td>8.3</td>
<td>8.4</td>
<td>8.1</td>
<td>8.4</td>
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<tr>
<td>Maintains Rural Character</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Supports Multiple Travel Modes</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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</table>

**Legend:**
- **Low**
- **Moderate**
- **High**
<table>
<thead>
<tr>
<th>Agency</th>
<th>Member Alternate</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kenton County Fiscal Court</td>
<td>Kris Knochelmann*</td>
<td>Judge Executive</td>
</tr>
<tr>
<td>Boone County Fiscal Court</td>
<td>Gary Moore</td>
<td>Judge Executive</td>
</tr>
<tr>
<td>Campbell County Fiscal Court</td>
<td>Steve Pendery</td>
<td>Judge Executive</td>
</tr>
<tr>
<td>Boone County Planning Commission</td>
<td>Kevin Costello</td>
<td>Executive Director</td>
</tr>
<tr>
<td>Campbell County Planning &amp; Zoning Commission</td>
<td>Cindy Minter</td>
<td>Director of Planning &amp; Zoning</td>
</tr>
<tr>
<td></td>
<td>Ryan Hutchinson</td>
<td>Principal Planner</td>
</tr>
<tr>
<td>city of Alexandria (Campbell County)</td>
<td>Bill Rachford</td>
<td>Mayor</td>
</tr>
<tr>
<td></td>
<td>Sam Trapp</td>
<td>Maintenance Supervisor</td>
</tr>
<tr>
<td>city of Covington</td>
<td>Sherry Carran</td>
<td>Mayor</td>
</tr>
<tr>
<td>city of Independence</td>
<td>Chris Reinersman</td>
<td>Mayor</td>
</tr>
<tr>
<td>city of Taylor Mill</td>
<td>Dan Bell</td>
<td>Mayor</td>
</tr>
<tr>
<td></td>
<td>Ed Kuehne</td>
<td>Commissioner</td>
</tr>
<tr>
<td>Kenton County Fiscal Court</td>
<td>Beth Sewell</td>
<td>Commissioner, 1st District</td>
</tr>
<tr>
<td>Kenton County Planning Commission</td>
<td>Marc Hult</td>
<td>Commission Member for Covington</td>
</tr>
<tr>
<td></td>
<td>Gailen Bridges</td>
<td>Commission Member for Kenton County</td>
</tr>
<tr>
<td>Kenton County Public Schools</td>
<td>Sherry Eagler</td>
<td>Assistant Director</td>
</tr>
<tr>
<td>Kentucky Bicycle &amp; Bikeways Commission</td>
<td>Jason Ramler</td>
<td>Commissioner for Northern Kentucky</td>
</tr>
<tr>
<td>Kentucky Transportation Cabinet, District 6</td>
<td>Rob Hans</td>
<td>Chief District Engineer</td>
</tr>
<tr>
<td></td>
<td>Carol Callan-Ramler</td>
<td>Planning Supervisor</td>
</tr>
<tr>
<td>Northern Kentucky Area Development District (NKADD)</td>
<td>Jeff Thelen</td>
<td>Transportation Planner</td>
</tr>
<tr>
<td></td>
<td>David Spatholt</td>
<td>Community Development/Public Administration Specialist</td>
</tr>
<tr>
<td>Northern Kentucky Chamber of Commerce</td>
<td>Alex Kraemer</td>
<td>Manager of Public Affairs</td>
</tr>
<tr>
<td>OKI Board Member / Resident</td>
<td>Roger Kerlin</td>
<td>OKI Board Member</td>
</tr>
<tr>
<td>OKI Board Member / Resident</td>
<td>Larry Maxey</td>
<td>OKI Board Member</td>
</tr>
<tr>
<td>Planning and Development Services of Kenton County</td>
<td>Dennis Gordon</td>
<td>Executive Director</td>
</tr>
<tr>
<td></td>
<td>Martin Scribner</td>
<td>Director of Planning and Zoning</td>
</tr>
<tr>
<td>South Kenton County Citizens Group</td>
<td>Kathy Donohoue</td>
<td>member</td>
</tr>
<tr>
<td>State Representative Arnold Simpson</td>
<td>Marshall Slagle</td>
<td>Covington resident appointed by Rep. Simpson</td>
</tr>
<tr>
<td></td>
<td>Arnold Simpson</td>
<td>State Representative</td>
</tr>
<tr>
<td>Transit Authority of Northern Kentucky (TANK)</td>
<td>Andrew Aiello</td>
<td>General Manager</td>
</tr>
<tr>
<td></td>
<td>Elad Mokadi</td>
<td>Manager of Planning</td>
</tr>
</tbody>
</table>

*PDT Chair
Appendix D. PDT June 30, 2015 Meeting Minutes

PDT Meeting Minutes June 30, 2015
Independence Senior and Community Center

MEMBERS
Mr. Andrew Aiello, TANK
Mayor Dan Bell, City of Taylor Mill
Mr. Gailen Bridges (representing Mr. Hult), Kenton County Planning Commission
Ms. Carol Callan-Ramler, KYTC/D6
Mayor Sherry Carran, City of Covington
Mr. Ryan Hutchinson (representing Ms. Minter), Campbell County Planning/Zoning
Mr. Roger Kerlin, OKI Resident Board Member
Judge/Executive Kris Knochelmann, Kenton County Fiscal Court
Mr. Larry Maxey, OKI Resident Board Member
Mayor Bill Rachford, City of Alexandria
Mr. Jason Ramler, Kentucky Bicycle/Bikeway Commission
Mayor Chris Reinersman, City of Independence
Mr. Bill Schneider, South Kenton Citizen Group
Commissioner Beth Sewell, Kenton County Fiscal Court
Mr. Matthew Webster (representing Judge/Executive Moore), Boone County Fiscal Court

GUESTS
Mr. Jim Brannon, Parsons Brinckerhoff
Mr. Chris Clemons, Parsons Brinckerhoff
Ms. Kathy Donohoue, South Kenton Citizen Group
Mr. James Fausz, Kenton County PDS
Ms. Betty Hull, Rasor Marketing Communications
Mr. Daniel Menetrey, Kentucky Transportation Cabinet/D6
Mr. Elad Mokadi, TANK
Mr. Joe Shriver, Kenton County Fiscal Court
Mr. Andy Videkovich, PDS of Kenton County
Mr. Jeff Wallace, Parsons Brinckerhoff
Ms. Anne Warnick, Parsons Brinckerhoff
Ms. Laura Whitman, Rasor Marketing Communications

OKI STAFF
Ms. Robyn Bancroft
Ms. Regina Brock
Mr. Robert Koehler  
Mr. Mark Policinski  
Ms. Lorrie Platt

**Call to Order/Welcome**

Ms. Bancroft called the meeting to order at 10:05 AM.

Judge/Executive Knochelmann asked everyone to introduce themselves and he thanked Mayor Reinersman for use of the Senior and Community center for the meeting today.

Judge/Executive Knochelmann asked if there were any corrections or amendments to the KY 536 PDT meeting minutes from December 12, 2014 and March 13, 2015. Mayor Reinersman moved to approve the minutes as presented. Mr. Schneider seconded the motion, motion carried.

**Conclusion of Phase One**

Ms. Bancroft summarized the status of the project, said that all Phase One reports are available at [www.oki.org/536](http://www.oki.org/536) along with the public comment summary report that has all input from public and PDT.

**Presentation for Phase Two**

After introductions, Mr. Brannon gave a presentation that summarized the study goals, feedback received from the public and the draft alternatives developed by the project team. In his comments, Mr. Brannon highlighted that the team listened to feedback received from the PDT stating that this project is not just about safety. Communications need to stress that this project is also about improving regional connectivity. He also said that while the project team used all Study Goals to help guide development of the draft alternatives two in particular stood out:

- **Goal #3:** Update this section of KY 536 as part of a modern, continuous transportation corridor that connects to a regional roadway system and can support multiple travel modes (car, truck, bus/transit, bike, farm equipment, foot)
- **Goal #5:** Be consistent with current plans that address existing and future land uses to efficiently accommodate growth in urban and suburban section while maintaining the rural, agricultural character of the eastern portion of the area.

Mr. Brannon also stressed that the Scoping Study is a concept study and alternatives presented are not final designs. Specific details will be determined in the next phase of project development.

Mr. Brannon mentioned that traffic volume studies completed along the corridor showed that a two-lane configuration of the road can more than adequately support
existing and anticipated future demand. He said that due to the results of the traffic modeling, all draft alternatives developed for the roadway are two-lane roadways, with the exception of areas in which the addition of center lanes are suggested to facilitate turning into and out of driveways and other properties and the suggested addition of a truck climbing lane on the Visalia hill. Prior to reviewing each of the draft alternatives individually, Mr. Brannon explained that the east, west and middle portions of most alternatives can effectively be mixed and matched, so though people may like one part of an alternative, but not another, there is room to combine various elements of multiple alternatives to create a new alternative.

Mr. Brannon presented the draft alternatives to the PDT.

**Alternative #1** Spot Improvements will minimize costs, improve few curves, and minimize impact to property, farms and future roads to maintain. It will not bring road to current standards, does not improve safety throughout the corridor, does not enhance regional connectivity or provide contiguous corridor and does not address the railroad crossing. Mr. Brannon said that this alternative will require taking a lot of homes.

**Alternative #2** will bring roads to current standards, minimize impacts to farmable land and will minimize future roads to maintain. It does not provide contiguous corridor, it has extensive residential and utility impacts. Does not address all high crash rate locations and difficult to maintain traffic during construction (since only two-lane roadway). Does not address the railroad crossing and will bring road closer to homes. The existing grade of Visalia hill is 12%. This alternative would reduce the grade only to 10% which is not very desirable. Also construction of this alternative, particularly on this hill will be very disruptive as the road will have to be reduced to a single lane.

**Alternatives #3 & #4** will bring roads to current standards, significantly improves safety and provides a contiguous corridor and enhances regional connectivity. Will reduce travel time and can address the railroad crossing. It will have moderate residential and utility impacts and adds future roads to maintain.

**Alternative #5** will correct Maverick Road intersection, bring road to current standards, improve safety, provide contiguous corridor and enhance the regional connectivity. Reduce travel time, address railroad crossing and reduce residential and utility impacts. Has high impact to farmable land and significantly adds future roads to maintain.

**Alternative #6** bring roads to current standards, improves safety, provides contiguous corridor and enhances regional connectivity, reduce travel time,
provides a bridge over KY177 while eliminating railroad crossing, minimizes impact to farmable land and will move KY536 from most houses east of KY16. Significantly add future roads to maintain.

**Alternative #7** brings roads to current standards, improves safety, provides contiguous corridor and enhances regional connectivity, reduce travel time, provide a bridge over KY177 while eliminating railroad crossing and moves most houses away from KY536. Significantly will add future roads to maintain, impacts Fowler creek and farmable land.

**Alternative #8** brings roads to current standards, significantly improves safety, provides contiguous corridor, enhances regional connectivity, reduces travel time, and moves KY536 away from most houses east of KY16. Provides a traditional intersection with KY177 while eliminating railroad crossing. Significantly adds future roads to maintain and impacts farmable land.

**Discussion of DRAFT Alternatives**

Mr. Knochelmann ask that the PDT members review the alternatives presented today. He said he doesn’t expect a decision today. A meeting on July 31st at 10:00 AM has been scheduled to review what has been presented today.

Mr. Bridges wanted to know how people will decide on an alternative without any price tag. Ms. Callan-Ramler said the initial need is to look at solutions first then cost. Mr. Wallace said the analysis and choice of an alternative is not totally based on cost, but rather the impacts different factors have on the roadway.

Ms. Donohoue asked if we will be narrowing alternatives down to three then look at cost? Mr. Brannon replied yes.

Mr. Bridges and Mr. Schneider expressed that project cost is an important consideration and they would like to see cost estimates for each alternative as part of the alternative evaluation process. Mr. Brannon and Ms. Callan-Ramler explained that specific cost elements have not been developed at this time. At this early point in the evaluation process, the study team is working to evaluate the merits of each alternative (what can you live with and what you can’t live with). Once the field of options is narrowed down to those alternatives that appear to be most viable, the study team will prepare cost estimates for further consideration. Any references to costs at this point in the evaluation process are high-magnitude items, are very general in nature and refer to such considerations as acquiring properties and relocating utilities and not specific line-item construction costs.

Mr. Schneider expressed a desire to have definable parameters placed on alternative evaluation measures such as number of properties that need to be...
acquired, cost of alternative, number of farmland parcels affected, etc. He also asked that potential stormwater impacts also be considered and that a hydrologist, geologist and watershed experts also be asked to review and provide comment on the alternatives under consideration.

Ms. Donohoue emphasized concern that if KY 536 is redirected onto a new road, the safety problems of the existing roadway would not be fixed, therefore the goal of improving safety for local residents will not be met. Ms. Callan-Ramler explained that as part of the KY 536 Scoping Study process, information will be shared with Frankfort. Frankfort KYTC may be able to make spot improvements to the existing KY 536 roadway between now and the time the solution identified through the Scoping Study is implemented. Ms. Warnick also told the group that traffic modeling results show that if a new 536 is built, all commuting/pass-through traffic will use the new road, which will significantly reduce the number of cars using the old 536 route. Presumably, only local residents who know the road well and need to access local properties will be using it at that time, which could reduce some of the hazards (people unfamiliar with the road) now experienced along the roadway.

Mr. Knochelmann asked what will happen to the existing road at the Visalia hill if KY 536 is moved to a new location. Ms. Callan-Ramler said that has yet to be determined. Options to be discussed include turning the road over to the county for management, or close the road and remove the pavement, or re-designate the road for other use.

Mr. Wallace presented the draft alternative evaluation matrix which is a side-by-side comparison of the pros and cons and how they compare. The goals of the study were used to establish the matrix criteria presented today. He said Red is High, Yellow is Medium and Green is Low level of impact for each goal in relation to the draft alternative.

Mr. Maxey thanked OKI and Parsons Brinckerhoff for their work on the KY 536 Scoping Study. He raised two points. First, the issue regarding safety particularly in the area of the Licking River. There currently is a switch [railroad] track at this crossing, so this dual switch at Visalia causes back up to Campbell County line and KY 177. Mr. Maxey stated that this issue really needs to be examined and addressed. Second, the total width of 62 feet with 12 feet paved shoulders is inconsistent with what Campbell County has now. Farm equipment throughout this area keeps getting larger and paved shoulders are very important. In addition, if more traffic will be traveling this corridor, the shoulders outside the KY 536 Scoping Study area in Campbell to US 27 are not currently paved.
Mr. Ramler asked that more consideration be made between KY 16 and the Licking River to include a dedicated multi-use path alongside the road rather relying on shoulders to serve that similar purpose. He noted that though they are not finalized, plans are being made to create a bike path along the Licking River and it would be good for this project to connect into that future trail system.

In regards to Alternatives 7 and 8: Mayor Carran pointed out that as the road straightens out, there appear to be a larger number of dips in the roadway which creates potential hazards if people drive too fast over the hills and “catch air.” Mr. Brannon assured the group that the roadway will be built in accordance with KYTC standards which will prevent this from happening.

Mr. Bridges wanted the alternatives broken out by segment when presented to the public and for public to be able to vote on them.

Ms. Callan-Ramler said a solid alternative will need to be decided to move forward for the study.

**Public Involvement**

Ms. Bancroft reminded the PDT members that the KY 536 public open house will be held on Monday, July 6, 2015 from 3-6pm at William E. Durr Public Library. She announced that all the information presented today will be available on the website in conjunction with the July 6th open house.

Meeting adjourned at 12:15pm.
Appendix E. PDT Consensus Points
Questionnaire Response Summary
Appendix F. PDT July 31, 2015 Meeting Minutes

PDT Meeting Minutes July 31, 2015
William E. Durr Public Library

MEMBERS
Mr. Andrew Aiello, TANK
Mayor Dan Bell, City of Taylor Mill
Ms. Kathy Donohoue, South Kenton Citizen Group
Mr. Dennis Gordon, Kenton PDS
Mr. Robert Hans, Kentucky Transportation Cabinet/D6
Mr. Marc Hult, Kenton County Planning Commission
Mr. Roger Kerlin, OKI Resident Board Member
Judge/Executive Kris Knochelmann, Kenton County Fiscal Court
Mr. Alex Kraemer, Northern Kentucky Chamber of Commerce
Mr. Larry Maxey, OKI Resident Board Member
Ms. Cindy Minter, Campbell County Planning/Zoning
Judge Executive Gary Moore, Boone County Fiscal Court
Mayor Bill Rachford, City of Alexandria

GUESTS
Mr. Jim Brannon, Parsons Brinckerhoff
Mr. Gailen Bridges, Kenton County Planning Commission
Ms. Carol Callan-Ramler, Kentucky Transportation Cabinet/D6
Mr. James Fausz, Kenton PDS
Ms. Corrin Gulick, Parsons Brinckerhoff
Mr. Nicholas Hendrix, Kenton County Fiscal Court
Mr. Daniel Menetrey, Kentucky Transportation Cabinet/D6
Mr. Chris Moriconi, City of Independence
Mr. Richard Ritter, Citizen
Mr. Andy Videkovich, PDS of Kenton County
Mr. Jeff Wallace, Parsons Brinckerhoff
Ms. Laura Whitman, Rasor Marketing Communications
Mr. Matt Wooten, Sanitation District 1

OKI STAFF
Ms. Robyn Bancroft
Ms. Regina Brock
Mr. Robert Koehler
Mr. Mark Policinski
Ms. Lorrie Platt

Call to Order/Welcome

Ms. Bancroft called the meeting to order at 10:00 AM.

Judge/Executive Knochelmann asked everyone to introduce themselves.

Judge/Executive Knochelmann asked if there were any corrections or amendments to the KY 536 PDT meeting minutes from June 30, 2015. Mayor Bell moved to approve the minutes as presented. Mr. Hans seconded the motion, motion carried.

Eight Draft Alternatives Recap

Mr. Brannon reviewed briefly the characteristics/descriptions of each of the eight draft alternatives.

Public Involvement Activities/Summary

Ms. Bancroft said press representatives from the River City News and Local 12 and approximately 150 people attended at the July 6th public open house. As of Wednesday, July 29th, 142 public comment forms had been received with 52 percent of comments from the public open house and 48 percent from the online survey. A reminder of the August 6th public comment deadline was sent to the almost 400 email contacts OKI has collected during the Study. She thanked the PDT for sharing information on the 536 Study and mentioned that every question received to date from the public via the website, email or phone call has received a response. She also mentioned that 400 letters were mailed directly to property owners along the corridor directing them to the website and the draft alternatives. OKI’s phone number was also provided for those without access to a computer, and printed materials are being mailed in response. In regards to www.oki.org/536 website activity, 1,008 page views with 367 individual emails were received in July to date. There have been six Facebook posts with 1,866 individuals that saw the posts, and three tweets with 684 impressions (which is the number of individuals that saw the tweet). Seventeen of the 22 PDT members completed the PDT Consensus Points Questionnaire (responses will be discussed later in the meeting). All of the public outreach conducted during Phase Two of the Study (April 25-August 6) will be included in a Public Comment Summary Report for Phase 2. This report will be completed and posted to the Study website by August 31.

The PDT email reminder for this meeting included a chart which summarized the public comment form responses (109) received through July 22. Ms. Bancroft presented an updated version of the chart that included all responses (142) received through July 29. Ms. Bancroft noted that she had been reviewing the responses and trends on a weekly basis, and although the numbers differ slightly from week to

536
Scoping Study
East-West Connectivity
Ms. Bancroft stated that she would email to the PDT members a final version of the chart following the close of the public comment period on August 6.

Ms. Bancroft stated that in addition to the responses members of the public gave as to their degree of “Like” and “Dislike” for each alternative, the open comments provided information to the Study Team on WHY people “Like” or “Dislike” each alternative. She also shared that a huge majority of respondents took the time to share comments on each alternative. Ms. Bancroft stated that her review of the public comments each week has exhibited/highlighted the same three general trends:

1. Alternatives 1 and 2 have the highest percentage of dislikes and Alternative 2 has the lowest percentage of likes overall. The main reasons given for the lack of public support is that these alternatives do not address KY 536 problems (specific problems listed include: safety, Visalia Hill, Decoursey Pike and 16 dog-legs, east/west continuity). In addition, although Alternative 2 stays on the existing KY 536 and does bring it up to current standards, members of the public are concerned that Alternative 2 leaves several right/left turns, causing discontinuity. It also severely impacts utilities and brings the road much closer to homes.

2. Alternatives 5, 6, 7 have the greatest percentage of likes (these alternatives follow new alignment, and are also referred to as “off-alignment”). Alternative 5 has shown the greatest level of public support every week during the public comment period, though not by a very large percent. The main reasons given for public support of these alternatives are that they impact the fewest number of houses, remove traffic away from homes, address all current KY 536 concerns (specific concerns listed include: less curves/turns, separates road from RR tracks, addresses travel safety concerns of Visalia Hill). Although Alternatives 5, 6 and 7 received the highest public support (“Like”) percentages, there’s almost an equal percentage of respondents that “Strongly Disliked” these same alternatives. The public is torn because on one hand, the alternatives keep/maintain the rural character of current 536 and divert the most traffic/remove dangers/have the shortest and/or straightest route to the bridge. Meanwhile, on the other hand, people don’t like them because of impacts to forested hills, grasslands, and wildlife habitats; and they represent a new road through the countryside.
3. There is no clear "winner" between the “Liked” alternatives. Respondents contradict one another – some people for the road to stay on its existing alignment and others ask for a new alignment. All seem to agree though that it is important to minimize impacts to residents and homes. Data also suggests that, as the alternatives are refined, consideration should be given to creating a hybrid or combination of the most supported aspects of these off-alignment alternatives.

Ms. Bancroft noted that some of the most frequently occurring comments observed included: preserve the rural feel of the corridor and minimize impacts to residents. Ms. Donohue said she also reviewed responses received to date (obtained through an update Ms. Bancroft distributed via email to PDT members prior to the meeting) and felt that the comments submitted were more telling than the ratings given to the various alternatives. Therefore, she put more weight towards the comments. She too observed that the most frequent comments received were about safety, preserving the rural heritage of the corridor, and preserving land.

**Consensus Points Questionnaire Discussion**

Ms. Bancroft led a discussion of responses received from PDT members on the Consensus Points Questionnaire. She noted that 73 percent of PDT members (17 people out of the 22) completed the survey and that responses received tended to reinforce what the public said on the public comment forms.

*Question 1: Should the study’s recommended alternative stay on or as close as possible to the existing KY 536 path or should it go off of the existing roadway onto a new alignment?*

Six people said stay on or close to existing road; four said create a new alignment; one said I don’t know; and four said “other.” Comments received for “other” were a combination of stay on the existing alignment; go onto a new alignment; stay on KY 17 to KY 16, then go onto a new alignment; get traffic away from White’s Tower Elementary School using a new alignment.

Ms. Bancroft mentioned that she had spoken with Sherry Eagler, the PDT representative for Kenton County Public Schools, who said that a major concern of theirs is that buses have to use the school parking lot to avoid the sharp incline of the Harris Pike/Taylor Mill Road intersection and that during peak morning and afternoon times, the public is doing the same. Ms. Bancroft followed on to say that the Study Team has heard loud and clear that the KY 536/KY 16 intersection needs to be fixed and traffic needs to be removed from the school zone. Mr. Brannon said Alternatives 4 and 5 show this and also keep traffic from school.
Question 2: Should the Study’s recommended alternative include improvements to the existing KY 536/KY 16 intersection or should the KY 536 corridor direct traffic along a new, alternate alignment and new intersection with KY 16?
Nine people said create a new alignment; three said fix the existing intersection; one didn’t know and two said “other.”

Ms. Minter asked the group to come back to the previous question of do people really want to stay on the existing alignment. If that option is chosen, what can be done to stay away from curb cuts? If you adjust those, you are going to impact homes. A brief discussion followed about the impact of curb-cuts.

Ms. Donohoue said that KY 16 by the bridge floods and the Study Team may want to consider raising the road in that area to address that problem. She also suggested directing the road around the fairgrounds.

A PDT member said that if you go with the existing alignment, people who live there will be surprised once engineering plans have been completed – there will be more impact that you would think. The Study Team needs to consider how homes and yards will be impacted when refining their designs.

Ms. Minter suggested that if a new alignment is ultimately selected, the team should consider including some “sidebar recommendations” to address problems that will remain on the old/original alignment.

Question 3: If you had to choose one or the other, is it best for the preferred alternative to minimize impacts to residences or is it best to minimize impacts to farmland?
Ms. Bancroft reported that nine people said minimize impacts to residents; staying away from residences was the top concern identified which is the same thing that the general public said.

Ms. Donohoue said that in the country, it doesn't have to be one choice or the other. There, land is what is valuable, not necessarily houses next to the road. If your house is taken, you can rebuild further back on the land. Ms. Callan-Ramler said that that viewpoint has been echoed in other area studies completed by the Kentucky Transportation Cabinet. Mr. Bridges agreed that people can replace their house but not their land. Ms. Donohoue suggested that impacts to homes may be more important for people on Harris Pike section of the corridor.

Question 4: If a new alignment is recommended that moves KY 536 off of the existing road and turns the existing road into a local road, how far do you think residents would be willing to drive in either direction in order to access the new KY 536?
Ms. Bancroft reported that accordingly to survey results, 59 percent of PDT members (10 people) felt that residents would be willing to drive less than a mile. Mr. Brannon mentioned that though this is a topic to consider when discussing alignment options, access/connector roads are a design element that would be addressed in later phases of project design and development. Therefore, access/connector roads may not be shown on the final drawings of the preferred alternative. Mr. Bridges said that he heard some people at the public open house saying that they did not like the cul-de-sac concepts that were shown on some alternative maps as those features would cause them to have to “drive-around.” Ms. Bancroft replied that, like the access/connector roads, the cul-de-sacs are a design element that will not likely be addressed in this phase of project development by our KY 536 Scoping Study. However, comments received related to those issues will be documented and shared with the design team.

**Question 5:** If a new alignment is recommended that relocates KY 536 off of the existing road and turns the existing road into a local road, should the existing road end just east of Klein Road via a cul-de-sac at the top of Visalia Hill?

Ms. Bancroft reported that seven PDT members said yes, close the hill, and four said no. The majority of comments received from the public however have said that it is important to get people/traffic off the hill. Further discussion was held regarding the steep grade of the hill and the merits of keeping the road open or closed. Ms. Donohoue mentioned that one benefit to keeping the road open is that it could be used as a “bail out” option for drivers who get stuck on another portion of the road due to an accident, road closure or other such reason.

**Question 6:** If a new alignment is recommended that relocates KY 536 off of the existing road with a new bridge over the railroad tracks, should there be ramps that connect down to KY 177 or should KY 177 be relocated west and raised approximately 35 feet to create a more traditional intersection with KY 536?

Ms. Bancroft reported that PDT members tended to like the ramp concept, which was in line with what the general public said. Further discussion included comments that people need to be able to visualize what this bridge and ramp system would look like. Some people who favor this option may not understand what this system would look like when completed – it will be a major transformation and disruption to the area. It was suggested that visuals depicting what the system would look like be developed. Mr. Hans suggested taking photos of an example along KY 1039 in Gallatin County near the Kentucky Speedway. Mr. Brannon mentioned that KY 547 would be another example that is more local. Ms. Bancroft said the team will try to look into it further, but again the actual design of the intersection of KY 177/KY 536...
will be addressed in the next phase (design/engineering) of the project and is not a level of detail included within the scope of our current planning study.

**Alternative Refinement Discussion**

Mr. Brannon said that one of the goals the Study Team wanted to accomplish at this meeting is to narrow the number of alternatives under consideration down to two. Mr. Brannon also passed out a new alternative for the group’s consideration – Alternative 9 – which is a hybrid of features people liked about other alternatives. He stated that the new option was based primarily off of Alternative 5 between KY 17 and KY 16, but rejoins 536 east of KY 16 and travels roughly along the existing alignment until it approaches the Visalia hill. He said this may be a more viable solution for the roadway’s alignment until it gets to Visalia hill, a point at which the majority supports a re-alignment of the roadway. Mr. Bridges mentioned that Alternative 9 is a concept that was proposed by a PDT member after listening to comments and reviewing public feedback at the July 6 public open house.

Judge/Executive Knochelmann thanked all the PDT members for their continued engagement and teamwork. He then turned the meeting over to Mr. Nick Hendrix to continue for the remainder of the meeting as the Chair in his absence.

The group continued to review the merits of the various alternatives and discussed the following:

- One advantage to following the existing road is that there will be fewer “leftover” parts of the old road. Mr. Moriconi stated that this will be easier on emergency vehicles and dispatchers who will not have to differentiate between “old KY 536” and “new KY 536.” Residents also won’t have to change their addresses.
- Ms. Callan-Ramler remarked that the segment of KY 536 to the west of the Study segment (coming from Independence) will mostly be on existing alignment, but maybe off in spots by a half-mile or so. However, it will tie in to the other projects.
- Alternative 9 includes a lot of curb-cuts and “hits” virtually every other house, which greatly impacts local residents and property owners. However, when counting the number of driveways impacted, Alternative 9 is pretty comparable to the other proposed alternatives.
- Mr. Fausz stated that the alternatives do not show multi-use paths along the roadway, however, being able to tie in to the Licking River Greenway would be an asset for the community. Ms. Donohoue commented that while desirable, paths like these tend to get covered in gravel, trash and detritus unless regularly maintained, rendering them unusable. Though desirable, wider roads with dedicated lanes for alternative vehicles were suggested. It was noted, though, that this is not a good option for novice bicycle riders. Another suggestion was a path that follows the topography of the land, and not necessarily the road, however, that would be a different project. It was requested that the concept of multi-use
connectivity not be thrown out at this point as people are still interested in it. Mr. Brannon said that the final study report will show typical sections both with and without multi-use connectivity options.

- When considering Alternative 7, pay close attention to streams and stream crossings. These features are very complicated and culverts cannot resolve all issues and can be expensive and become maintenance issues. Also, addressing environmental issues related to topography – particularly that in the middle section – can be very expensive as well. Several additional brief discussions were held about the impacts of the alternatives on streams, watersheds, and other water-based resources. It was noted that Alternative 5 minimizes impacts to streams.

- Questions were asked about costs of the alternatives. Mr. Brannon said that the Study Team will prepare and distribute to the PDT high-level cost estimates including right-of-way acquisition, utility impacts, etc., for the two final alternatives to be considered prior to the next PDT meeting.

- It was observed that the further south you go with the alignment options, the fewer impacts there seem to be.

- Several PDT members asked how many parcels will be affected by Alternatives 5 through 8, as parcel lines were not marked on the maps. Mr. Brannon said his team would add the parcel lines and redistribute them to the group.

**Consensus Items**

Following these discussions, Ms. Bancroft asked if the group was ready to make some decisions as to which alternatives or what elements of the alternatives they want to advance to the next phase of development/refinement. The group voted on the following:

Ms. Donohoue moved to accept portion of Alternative 5 that extends between KY 17 and KY 16, which moves KY 536 onto a new alignment and away from White’s Tower Elementary School and advance Alternative 9 as the “on-alignment” alternative for further Study consideration. Mr. Hult seconded the motion, motion carried.

Mr. Maxey moved to create a hybrid of Alternatives 5, 6, 7 and 8 as the “off-alignment” alternative for further Study consideration. The motion was seconded by Ms. Donohoue, and carried.

**Next Steps**

Mr. Brannon and Ms. Bancroft asked that PDT members provide any additional suggestions they had for the off-alignment alternative to Ms. Bancroft by close of business on August 21, so that the Team could consider all input in their refinement of the alternative. Ms. Bancroft told the group that the Study Team will complete refinements on two alternatives – an “on-alignment” and an “off-alignment” option.
and share maps and supporting data (evaluation matrix and cost estimates) with the PDT via email prior to the September 25 PDT meeting. The PDT will review the two alternatives and come prepared to discuss the options at the next meeting on September 25 (10 to noon, Independence Senior and Community Center), with the goal of identifying a “final, preferred alternative.” The Study Team will then present both alternatives and identify which of the two the team recommends advancing as the “final, preferred alternative” at the third public open house scheduled for Monday, October 5 (City of Independence Senior and Community Center from 4-7pm). A public comment period will be open from October 5 through November 5 during which the public will have an opportunity to provide their input. The Study Team will take comments from the public into account before finalizing their recommendations and presenting the final report and recommendation to the OKI Board in November.

Mr. Bridges expressed his concern that the PDT would not meet again following the October 5 public open house to review the public input and before board adoption.

Mr. Wallace said the public open house will discuss the entire KY536 study.

Mr. Policinski said that any decision from public input that would/could change the final outcome would go before the Board with the concerns expressed and before the Board’s approval of this plan.

Ms. Bancroft concurred with Mr. Policinski’s statement and stated that just as she has managed the entire Study to date, she will continue to keep the PDT members well informed of what the public’s comments are regarding the final recommendation.

After further discussion, Ms. Bancroft confirmed with the PDT that in addition to emailing the refined, two alternatives to the PDT members, the information will also be posted on [www.oki.org/536](http://www.oki.org/536) for public review. She will share any public comments received at the September 25 PDT meeting.

Mr. Hendrix reiterated that Judge/Executive Knochelman thanked everyone for coming today and for all their time and work on the study.

Ms. Callan-Ramler made a motion to adjourn the meeting. Ms. Donohoue seconded the motion, motion carried Meeting adjourned at 12:25

8/5/15
rmb
Appendix G. August 7 PDT Constant Contact Message

Good afternoon,

Well, the 30-day public comment period on the draft alternatives has now concluded and we heard from an additional 68 people in the last week for a grand total of 210 responses!

See below an updated chart and attached graphics. You will note that percentages changed only slightly from the chart I presented one week ago at our last PDT meeting which confirms the following public opinions held true throughout the entire 30-day comment period:

- Alternatives 1 and 2 received the greatest number of "Dislikes"
- Alternatives 5-8 received the greatest number of "Likes," while at the same time receiving an almost equal amount of "Dislikes"

<table>
<thead>
<tr>
<th>RESPONSES Percentage (Number of People)</th>
<th>Alt 1 Answered 19 Skipped</th>
<th>Alt 2 Answered 15 Skipped</th>
<th>Alt 3 Answered 22 Skipped</th>
<th>Alt 4 Answered 21 Skipped</th>
<th>Alt 5 Answered 28 Skipped</th>
<th>Alt 6 Answered 28 Skipped</th>
<th>Alt 7 Answered 28 Skipped</th>
<th>Alt 8 Answered 22 Skipped</th>
</tr>
</thead>
<tbody>
<tr>
<td>LIKE</td>
<td>16% (31)</td>
<td>9% (17)</td>
<td>17% (32)</td>
<td>15% (27)</td>
<td>31% (57)</td>
<td>28% (51)</td>
<td>28% (51)</td>
<td>28% (49)</td>
</tr>
<tr>
<td>LIKE, BUT CHANGES ARE NEEDED</td>
<td>6% (11)</td>
<td>12% (25)</td>
<td>16% (29)</td>
<td>15% (27)</td>
<td>14% (26)</td>
<td>18% (33)</td>
<td>17% (31)</td>
<td>17% (31)</td>
</tr>
<tr>
<td>OK, BUT PREFER ANOTHER</td>
<td>14% (27)</td>
<td>12% (24)</td>
<td>21% (40)</td>
<td>11% (17)</td>
<td>15% (26)</td>
<td>23% (41)</td>
<td>12% (22)</td>
<td>17% (10)</td>
</tr>
<tr>
<td>DON'T PARTICULARLY LIKE</td>
<td>19% (38)</td>
<td>24% (45)</td>
<td>22% (42)</td>
<td>18% (33)</td>
<td>18% (30)</td>
<td>11% (18)</td>
<td>10% (18)</td>
<td>15% (26)</td>
</tr>
<tr>
<td>STRONGLY DISLIKE</td>
<td>47% (93)</td>
<td>42% (82)</td>
<td>25% (47)</td>
<td>21% (39)</td>
<td>29% (53)</td>
<td>24% (44)</td>
<td>26% (46)</td>
<td>24% (42)</td>
</tr>
</tbody>
</table>

- Percentages have been rounded up to the closest whole number.
- Percentages were calculated using the number of people who responded to each individual alternative.
- Response data includes ALL PUBLIC COMMENT FORMS (210) received during the 30-day public comment period (July 6 through August 6, 2015).
- The Public Comment Summary Report for Phase Two will be made available by August 31, 2015 on www.oki.org/536.
With no new different input received from the public, the Study Team will continue with our work as directed by the PDT at our last meeting — that is to refine the eight (8) alternatives to two (2):

- one ON-ALIGNMENT Alternative
- one, OFF-ALIGNMENT Alternative – for which we are now asking for your feedback on Alternatives 5-8 by August 21st.

Thank you so much for your assistance. If you have questions or want to discuss ANYTHING, please contact me at your earliest convenience.

P.S. The comment form has been removed from www.oki.org/536 and the site has been updated to reflect current status of the Study.

Robyn G. Bancroft, AICP
Strategic Planning Manager
Ohio-Kentucky-Indiana Regional Council of Governments
720 East Pete Rose Way, Suite 420
Cincinnati, OH 45202
www.oki.org
rbancroft@oki.org
O:513.619.7662  C:513.325.8625  F:513.621.9325
Appendix H. Phase Two Fact Sheet

KY 536 Scoping Study
Phase Two Fact Sheet

Summer 2015

Scoping Study Overview
KY 536 is widely recognized as a critical east-west connector in terms of mobility, connectivity and economic vitality for Boone, Kenton and Campbell counties. Phased improvements are being made to upgrade and modernize the entire KY 536 transportation corridor.

The only portion of KY 536 for which specific improvements have not yet been identified is the 6.5-mile segment that extends between KY 17 and the Kenton/Campbell County line. To determine what improvements are needed along this segment of KY 536, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) launched the KY 536 Scoping Study in fall 2014.

A Phased Process
The KY 536 Scoping Study is being conducted in three phases:

- **Phase One, Data Collection** (Status: Complete). Examine the problems and challenges of the existing roadway, define the purpose and need for improvements; gather public input.
- **Phase Two, Draft Alternatives Developed** (Status: IN PROGRESS). Develop and evaluate preliminary improvement alternatives; gather public input.
- **Phase Three, Final Recommendation** (Status: To be completed in early fall, 2015). Narrow down and refine improvement options based on feedback received; gather public input to reach final recommendation.

The KY 536 Scoping Study will conclude this fall with the identification of a “preferred alternative,” which will be a recommendation of specific improvements to be made. Construction timing will be dependent upon funding availability.

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**Map of KY 536 Scoping Study Phase Two**

- **1.** Old Union Road to I-71/75
- **2.** I-71/75 to US 25
- **3.** US 25 to KY 17
- **4.** KY 17 to Kenton/Campbell County Line
- **5.** Kenton/Campbell County Line to US 27
- **6.** US 27 to KY 9 (AA Highway)

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Questions and comments may be submitted to the Study Team at the project website or sent directly to:

Robyn Bonczek
KY 536 Scoping Study, OKI Project Manager
rbonczek@oki.org
(513) 619-7667 (T)
(513) 621-3525 (F)
**Draft Alternatives Development**

Using the information and data compiled in Phase One as well as referencing comments and suggestions received from the public, the Study Team has developed multiple improvement alternatives to address access, mobility and travel safety problems experienced along the KY 536 study corridor, between KY 17 (Madison Pike) and the Kenton/Campbell County line (Licking River). The alternatives were also developed in consideration of the KY 536 Scoping Study Goals.

Improvement options range from upgrading deficiencies along the existing road to relocating KY 536 onto a new alignment while maintaining the existing corridor as a local road. Alternatives developed were designed to maximize functionality and minimize impacts to homes, structures, and farmland to the highest degree possible.

Maps and graphics illustrating each alternative are posted online for public review on the “Phase 2” page at [www.Okt.org/536](http://www.Okt.org/536).

**Alternative Evaluation**

The Study Team is currently in the process of evaluating each alternative based on its own merits to meeting the Study’s goals, as well as how they compare with each other. Primary factors to be considered for each alternative include:

- Its ability to address travel safety issues
- The extent to which it will address existing roadway design/geometry concerns
- How well it integrates with other improvements being made along KY 536 and the regional transportation network
- Potential impacts on:
  - Homes, farmland and other property
  - Environmental resources
  - Current land use and quality of life
  - Local and regional economy
- Special engineering needs and considerations
- Cost factors

Public opinion will also be an important consideration for each alternative. Comments and suggestions received from the public will help the Study Team refine the options being considered and ultimately, help identify a preferred study alternative.

Comments and questions regarding the alternatives currently under consideration can be submitted through the project website at [www.Okt.org/536](http://www.Okt.org/536).

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**Study Goals**

The KY 536 Scoping Study will identify a preferred alternative for improvements to KY 536, between KY 17 (Madison Pike) and the Kenton/Campbell County line (Licking River) to meet the purpose and needs established for the project. It will also identify and evaluate possible alternatives that will:

- Consider community input
- Address travel safety needs, reduce accident rates
- Update road to better connect with the regional roadway system and support multiple travel modes (car, truck, bus, transit, bike, farm equipment and foot)
- Support economic prosperity through more efficient connectivity
- Be consistent with local and regional land use plans
- Maintain or enhance the local quality of life
- Preserve and protect natural resources and hillside areas; maintain or improve local air and water quality
- Demonstrate public support

---

**PUBLIC CONCERNS ABOUT THE EXISTING KY 536 STUDY CORRIDOR**

![Diagram](image-url)

*In Phase One, the public was asked to identify their greatest concerns about the existing KY 536 study corridor. The chart above shows the distribution of responses pertaining to the five most frequently named concerns. The full Public Opinion Summary Report is available on the “Phase 1” page at [www.Okt.org/536](http://www.Okt.org/536).*
Appendix I. July 6 Public Open House Comment Form

## COMMENT FORM

Public Open House, July 6, 2015

Thank you for attending the second KY 536 Scoping Study Open House. We are committed to using input from residents, property owners, businesses and others to help develop roadway improvement concepts. To assist us with this effort, please take a few minutes to complete this comment form.

2. Please use the chart below to indicate your thoughts regarding each of the eight improvement alternatives that have been developed for KY 536, between KY 17 (Madison Pike) and the Kenton/Campbell county line. We want to report back on what everyone thought about each alternative, so PLEASE BE SURE TO CHECK ONE BOX FOR EACH ALTERNATIVE:

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
<th>Like this alternative</th>
<th>I like it, but some adjustments need to be made</th>
<th>It's ok, but I prefer another alternative</th>
<th>I don't particularly like this alternative</th>
<th>I strongly dislike this alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1:</td>
<td>This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and shoulder configurations for the adjacent projects in Boone, Kenton and Campbell counties.</td>
<td></td>
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</tr>
</tbody>
</table>

Please share any specific comments or suggestions you may have regarding Alternative 1:

<table>
<thead>
<tr>
<th>Alternative 2:</th>
<th>Roadways improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/false turns at KY 16, Maverick Road, Stafford Road, KY 17, and KY 536 over the Licking River. It also does not correct the V-intersection at Maverick.</th>
<th>Like this Alternative</th>
<th>I like it, but some adjustments need to be made</th>
<th>It's ok, but I prefer another alternative</th>
<th>I don't particularly like this alternative</th>
<th>I strongly dislike this alternative</th>
</tr>
</thead>
</table>

Please share any specific comments or suggestions you may have regarding Alternative 2:

<table>
<thead>
<tr>
<th>Alternative 3:</th>
<th>Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536, before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.</th>
<th>Like this Alternative</th>
<th>I like it, but some adjustments need to be made</th>
<th>It's ok, but I prefer another alternative</th>
<th>I don't particularly like this alternative</th>
<th>I strongly dislike this alternative</th>
</tr>
</thead>
</table>

Please share any specific comments or suggestions you may have regarding Alternative 3:

<table>
<thead>
<tr>
<th>Alternative 4:</th>
<th>Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) to continue over the bridge on the north side of existing KY 536 east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.</th>
<th>Like this Alternative</th>
<th>I like it, but some adjustments need to be made</th>
<th>It's ok, but I prefer another alternative</th>
<th>I don't particularly like this alternative</th>
<th>I strongly dislike this alternative</th>
</tr>
</thead>
</table>

Please share any specific comments or suggestions you may have regarding Alternative 4:
**Alternative 5:** Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Versailles Bridge.

Please share any specific comments or suggestions you may have regarding Alternative 5.

<table>
<thead>
<tr>
<th>I like this Alternative</th>
<th>I like it, but some adjustments need to be made</th>
<th>It’s ok, but I prefer another alternative</th>
<th>I don’t particularly like this alternative</th>
<th>I strongly dislike this alternative</th>
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</tbody>
</table>

**Alternative 6:** Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Please share any specific comments or suggestions you may have regarding Alternative 6.

<table>
<thead>
<tr>
<th>I like this Alternative</th>
<th>I like it, but some adjustments need to be made</th>
<th>It’s ok, but I prefer another alternative</th>
<th>I don’t particularly like this alternative</th>
<th>I strongly dislike this alternative</th>
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**Alternative 7:** Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1000 feet west of KY 16, remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Please share any specific comments or suggestions you may have regarding Alternative 7.

<table>
<thead>
<tr>
<th>I like this Alternative</th>
<th>I like it, but some adjustments need to be made</th>
<th>It’s ok, but I prefer another alternative</th>
<th>I don’t particularly like this alternative</th>
<th>I strongly dislike this alternative</th>
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**Alternative 8:** Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000 feet east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Please share any specific comments or suggestions you may have regarding Alternative 8.

<table>
<thead>
<tr>
<th>I like this Alternative</th>
<th>I like it, but some adjustments need to be made</th>
<th>It’s ok, but I prefer another alternative</th>
<th>I don’t particularly like this alternative</th>
<th>I strongly dislike this alternative</th>
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</tbody>
</table>

2. Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study Team.
5. Please indicate which of the following best describes you (check all that apply):
   _____ I live within or near the KY 536 study area
   _____ I own property within or near the KY 536 study area
   _____ I own a business within or near the KY 536 study area
   _____ I work in or near the KY 536 study area
   _____ Though I don’t live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it
   _____ Other (please explain):

4. In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line (check the option that best applies to you)?
   _____ Daily or almost daily
   _____ Several times a week
   _____ Once every few weeks
   _____ Once a month
   _____ Once every few months
   _____ Other (please explain):

5. If you would like to receive email updates about the progress of the KY 536 Scoping Study, please provide your email address below.

Thank you again for your comments. Please leave your completed form with a project representative or drop in one of the collection boxes before you leave this evening. You may also email, mail or fax your completed forms to: Robyn Bancroft, OKI Project Manager, 720 East Petre Rose Way, Suite 420, Cincinnati, OH 45202; (P) (513) 821-0825; (E) Email: rbancroft@oki.org
Appendix J. July 6 Public Open House Overview
Slide Show

KY 536 is a critical connector in terms of mobility, connectivity and economic vitality for Boone, Kenton and Campbell counties.

Phased improvements are being made to upgrade and modernize this key roadway.

KY 536 between KY 17 and Campbell County is the only segment for which improvements have not been identified.
Scoping Study Goals

- Consider community input; obtain public support
- Address safety needs; reduce accident rates
- Update road to better connect with the regional transportation system and support multiple travel modes (car, truck, transit, bike, farm vehicles)
- Support economic prosperity through better connectivity
- Be consistent with local and regional land use plans
- Maintain or enhance quality of life
- Preserve and protect natural resources and hillsides; maintain or improve air and water quality

Three Primary Study Phases

Completed To Date

- Examined problems of KY 536 between KY 17 and Kenton/Campbell County line
  - Completed:
    - Purpose and Need Statement
    - Existing Conditions Inventory
    - Red Flag Summary/Environmental Overview
    - Public Comment Summary Report
  - Gathered public feedback:
    - Public Comment Summary Report
- Developed preliminary alternatives for improvements
TOP 5 Community Concerns about Existing Road


Public Input: Study Concerns

Potential impacts:
- Loss of homes, farmland, other property
- Reduced property values
- Impacts to environmental resources
- Increased traffic, more trucks
- Increased noise

Improvements may facilitate new development

Some area residents want to maintain rural nature of study area

Public Input: Suggested Improvements

- Address safety issues
- Consider alternate alignments
- Widen roads
- Adjust speed limits
- Build new bridges/overpasses
- Increase police monitoring of road at night
- Restrict tractor trailer use
- Add lights
- Add bike/walking paths
DRAFT Alternatives

- The Study has developed multiple improvement alternatives based on Phase One data collected, technical analysis and public input.
- Options include:
  - Upgrading deficiencies along existing road
  - Relocating road onto new alignment and maintaining the existing corridor as a local road.

Next Step: Evaluate Alternatives

For each alternative, we will consider:

- Its ability to address travel safety issues
- The extent to which it will address existing roadway design or geometric concerns
- How well it integrates with other improvements being made along KY 536 and the regional transportation network
- Potential impacts on homes, farmland, environmental resources, current and future land use plans, local quality of life, local and regional economy
- Public input
- Cost factors

Your Input is Needed

Tonight is about getting your feedback on the draft improvement alternatives. Please:

- Review exhibits
- Ask questions
- Share comments and concerns
- Complete a Comment Form

Comments, questions, concerns may be shared with the Study Team, sent via mail or email, call in or discuss with your local representatives.

Thank you for your participation!
www.OKI.org/536

- All the DRAFT alternatives you see tonight are available at the Study’s website on the PHASE 2 page.
- Public comments on the DRAFT alternatives will be collected today through August 6.
- Please share the website with friends, family and neighbors.

Thank you for your participation!
Appendix K. July 16, 2015 Letter to KY 536 Property Owners

July 16, 2015

Dear KY 536 Property Owner,

I would like to take the opportunity to introduce myself. My name is Robyn Bancroft and I am the project manager for the KY 536 Scoping Study. I work for the Ohio-Kentucky-Indiana Regional Council of Governments (OKI), who is leading the KY 536 Scoping Study to determine a preferred alternative for the section between KY 17 and the Kenton/Campbell County Line. We wanted to reach out to you directly to ensure that you are aware of the Study and have the opportunity to share your valuable input as a property owner along or adjacent to the KY 536 corridor.

The Study has reached a critical milestone with the drafting of several alternative options that could be constructed in the future to address KY 536 transportation problems. The draft alternatives are available for public review at www.oki.org/536. On the website, you will also find a great amount of data and other information that has been collected and analyzed as part of the Study. An online comment form is available for you to share your input by August 6, 2015. OKI respectfully asks you to complete the comment form and also share with us your email address, so that we can keep you updated on the Study’s progress. We encourage all residents to voice their thoughts and opinions; we hope to hear from as many of you as possible. Public comments will assist us in narrowing the alternatives down to one, final recommendation later this fall. We greatly appreciate you taking the time to share your insight.

If you do not have access to a computer, please contact Ms. Regina Brock, OKI Project Administrator, at 513-619-7664. OKI will send you copies of the draft alternatives and a written comment form you can complete and mail back to us. Our next KY 536 Public Open House is Monday, October 5, 2015 from 4-7 PM at the city of Independence Senior and Community Center, 2001 Jackwoods Parkway, Independence KY 41051.

Please do not hesitate to contact me with any questions or comments you may have regarding the KY 536 Scoping Study. Thank you in advance for your help in determining the best transportation improvement option for KY 536 between KY 17 and the Kenton/Campbell County Line.

Respectfully,

Robyn G. Bancroft, AICP
OKI Strategic Planning Manager and Project Manager of the KY 536 Scoping Study
rbancroft@oki.org
513-619-7662
Appendix L. Comments Received from Website
4/25/15 – 8/6/15

Names and email addresses have been removed from to ensure anonymity and privacy. No edits or grammatical corrections have been made. Comments are presented exactly as written and received

1. Although I missed the deadline for the survey, I am interested in reapplying aspects of road safety being considered in the South Kenton County sub area. These include ways to slow speed, pull-offs for farm vehicles and school buses as well as wider shoulders for bicycles and slower vehicles to allow passing.
2. What do you think of the following route? http://binged.it/1EfABHK. All land south of this route should be kept rural!
3. In case you did not know, there is a piece of property for sale that I believe is the best way to take Rt. 536 over to the bridge into Campbell county, thus eliminating the worst problem in east/west connectivity; the Visalia Hill.
4. Would like to receive information about the project throughout all Phases. Thank you.
5. I would just like to be kept in the loop of this project since we were in the first set of meetings years ago and that there were 3 options thrown on the table then. But would like to see what is going to happen now. Live in Williams Woods subdivision off of 536. -thanks
6. I travel 536 on a regular basis and I care about Kenton County. Please keep me updated. Thanks!
7. I live on Mt. Zion Road. I would like to be kept up on the progress of this study.
8. I would like to know when the meetings are and where.
9. Glad to see this project moving forward. Much needed for better option and safer commuting between the southern parts of the Northern Ky. region.
10. I would like to be updated as 1,2,3, & 4 effect my property on Visalia Rd.
11. Is there anything going to be done about Visalia Rd. Entering onto Mann Rd. I drive a School bus For Kenton County & this road is part of my Route. Morning & Afternoon. There have been many times it has been a close one.
12. I live in this area and am concerned if this new connector goes through, will it impact my property located at Flagg Springs Pike in Alexandria? I have studied the map on this web page, however it is absolutely clear to me where this road will cut through. Thank you.
13. Alternatives 3-8 appear to be costly, in the range of $50-$70 million by my calculations. They also consume substantial amounts of farmland, split private properties in half, cross/disturb numerous natural streams, and require the removal of approximately 1.3 million tons of rock and earth to make two large cuts through hills east and west of Mann Road - a substantial environmental disturbance so close to the Licking River. The desired safety improvements to existing 536 can be made by addressing the areas of concern directly, rather than by constructing an alternate bypass route. Construction of such a new bypass route would leave much of old 536 in its former geometric configuration and still accident-prone. The existing bridge over the Licking River at Visalia is sub-standard and directly connecting to it should not be a priority. Rather, the existing roadway heading east down the hill at Visalia Gap should be enhanced or even wholesale replaced, eliminating the need for making two major hillside cuts west of the existing bridge in order to reach the river. A new bridge should be built further south to better align with existing 536/Visalia Road, thus eliminating the offset intersections with KY 177 Decoursey Pike. Lastly, construction of Alternatives 3-8 would bring larger volumes of commuter and commercial through traffic into the communities of Independence, Nicholson, and the southern end of Kenton County. This would increase noise pollution, air pollution, and congestion for existing residents, thus lowering the good quality of life that they currently enjoy. In summary, Alternatives 3-8 appear to be too environmentally and socially disruptive and the purported benefits too meager to be supported. Alternatives 3-8 do not represent the long-term best interests of the affected communities and are not cost-justifiable for that reason. Taxpayers should not be asked to pay to reduce their own quality of life.

14. I have property in Kenton County. I like to see new alternate 536 plan/phase 3 or more info about alternate plan from river/bridge to hwy. 17. Can I come in your office to see more info about new alternate plan?

15. Original plans for an exit were in my driveway. I am anxiously awaiting the new plans for Mann road.

16. I live on 536 in Kenton County in study area haven`t seen map of plans plus it`s hard to attend meetings when held in middle of a work day please keep me informed thank you

17. I think alternative 5 is the most practical route. It avoids the elementary school. Does not disrupt the rural road aspect of Staffordsburg Visalia road. Seems to be shortest, straightest path to the bridge.

18. I live on 536 the road is always crazy busy even at 6:00 in the morning waiting for the bus. I would like to know it going to solve the traffic issues that is already an issue.

19. This east west route is a must for economic development in Campbell Co.
20. Change the two 8 ft. sidewalks to a 4 ft. sidewalk and a 10 ft. bike trail.
21. I am an avid cyclist. I would prefer that the new construction include one 10' bike path and one 4' sidewalk instead of the current design of two sidewalks. Thanks for listening.
22. I have several concerns with the proposed routes of 536. My biggest concern is the impact that it is going to cause my neighbors. I am sure there are other routes other than what you proposed here that would work better than that. With minimal loss of property and possible relocation of families. I hope you take the time to explore other options before finalizing this. I am dead against it if those routes are the only ones you are examining.
23. Our residence is located in the path of project 6-162.20 East Mount Zion. Updates as they are available would be appreciated.
24. How does this affect my view from Martin Rd?
Appendix M. Comment Forms Received July 6, 2015 through August 6, 2015
INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, July 06, 2015 6:09:41 PM
Last Modified: Monday, July 06, 2015 6:13:47 PM
Time Spent: 00:04:06
IP Address: 74.83.96.64

Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It’s ok, but I prefer another alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 3. It would be nice to see ALL of the alternative before deciding if I like it or not, or if another is worst than the last...
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Respondent skipped this question.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Respondent skipped this question.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Respondent skipped this question.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It’s ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I like it, but some adjustments need to be made

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I don't particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I strongly dislike this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Please protect our rural areas and farmlands. Please push for improvements on the existing 536, so that there is no destruction of farmlands and homes.

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative.

Please use the space below to share what you like and/or don’t like about Alternative 1.

If corrections and updates are needed, then they should be made to prevent future projects and costs. Do it right….the "piece meal" approach in the past has put the state in the position it's currently in now with 536.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made.

Please use the space below to share what you like and/or don't like about Alternative 2.

Corrections to the route to improve flow (removal of stop signs, straightening of route, etc.) should be made.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. 

I don’t particularly like this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

The priority of the route selected should improve traffic flow and access in the area outlined. Straightening of the road, safety improvements, and time of project (i.e., getting started as soon as possible) are important considerations as well.

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.
This has to be the most cost effective and is what the residents of the area want. Maintains the woodlands, farmland, and does not divide resident's property. Don't need sidewalks in this particular area.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.
Same as answer 1 except a little concerned about road widening because of people's homes.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.
Don't want it. Destroys woodland, farmland, and divides people's property. Also don't want the increase in commercial traffic.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

Don't want it. Destroys woodland, farmland, and divides people's property. Also don't want the increase in commercial traffic.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

Don't want it. Destroys woodland, farmland, and divides people's property. Also don't want the increase in commercial traffic.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

Don't want it. Destroys woodland, farmland, and divides people's property. Also don't want the increase in commercial traffic.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

Don't want it. Destroys woodland, farmland, and divides people's property. Also don't want the increase in commercial traffic.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

Don't want it. Destroys woodland, farmland, and divides people's property. Also don't want the increase in commercial traffic.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Why is there not a cost estimate associated with each alternative route? Would be nice to compare. Also pay for the Brent Spence Bridge project first before spending money unnecessarily on this.

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. minimal impact to current residents of 536 most of whom don't seem to see a need for any of this.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3. opening up new undeveloped areas just to allow developers to turn this part of Kenton County into another area completely overrun with cookie cutter subdivisions, completely ruining the charm of this part of southern kenton county, only subdivision developers reap benefits from this plan.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative.

Please use the space below to share what you like and/or don’t like about Alternative 4.

I strongly dislike this alternative.

Please use the space below to share what you like and/or don’t like about Alternative 5.

I strongly dislike this alternative.

Please use the space below to share what you like and/or don’t like about Alternative 5.

I strongly dislike this alternative.

Please use the space below to share what you like and/or don't like about Alternative 6.

I strongly dislike this alternative.

Please use the space below to share what you like and/or don’t like about Alternative 6.
Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.

Please use the space below to share what you like and/or don't like about Alternative 7.

Opening up new undeveloped areas just to allow developers to turn this part of Kenton County into another area completely overrun with cookie cutter subdivisions, completely ruining the charm of this part of southern Kenton County, only subdivision developers reap benefits from this plan.

Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative.

Please use the space below to share what you like and/or don't like about Alternative 8.

Opening up new undeveloped areas just to allow developers to turn this part of Kenton County into another area completely overrun with cookie cutter subdivisions, completely ruining the charm of this part of southern Kenton County, only subdivision developers reap benefits from this plan.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I drive 536 between 177 & 16 almost daily and have no problem with it the way it is. I only see this whole issue as something to benefit developers who want to continue putting up ugly cookie cutter subdivisions and unnecessary shopping centers. Keep all that stuff over on 17. we don't want that on the far eastern side of Kenton County!

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question
| Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? | Daily or almost daily |
| Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? | No |
**Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.**

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. The elimination of the 90 degree turn on Visalia Hill is untouched. Visalia Hill is one of, if not the biggest safety concerns on that road.

**Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.**

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2. Not sure what all is encompassed by the term "roadway improvements", but seeing as the route looks the same and it does not reconfigure the current intersections, the current issues will still plague this alternative.

**Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.**

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3. Obviously there is large cost associated with a redesign this big, but with the volume of traffic seen on the 536 Corridor, a redesign of this magnitude appears as the best option.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I like this alternative, Please use the space below to share what you like and/or don't like about Alternative 4. Again, much larger project than some of the others, but good ideas behind this one

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. I like this alternative, Please use the space below to share what you like and/or don't like about Alternative 5. This is the most direct, straight shot I've seen yet. When pushing this corridor to move the traffic volume that it already does, and do it effectively, this looks ideal

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like it, but some adjustments need to be made, Please use the space below to share what you like and/or don't like about Alternative 6. Could do without the exit ramps in my opinion.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like it, but some adjustments need to be made
Q8: Alternative 8:Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.  

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.  

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

No way this route will provide what Kenton County needs East West Access

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

No way this provides the safety and the east west access Kenton County needs

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

This route will cause a great deal of construction on the current right a way.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 4.
Again really not good for existing home owners.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made,
Please use the space below to share what you like and/or don't like about Alternative 5.
This route requires the least amount of issues for home owners. The route needs to have a bridge over KY 177 and the railroad tracks.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 6.
I support this route

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 7.
This route is also excellent and would provide the east west access needed.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8. This route also is solid and would give Kenton the east west needed.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

This road is long overdue for Kenton County. The road needs to be straight with bridges across the railroad tracks and the Licking river. the route needs to disturb the least amount of homes and provide connectors to the existing roads to create easy access for all residents. In addition the KYTC should purchase additional land for future expansion along the route. The route should have turning lanes at each intersection and passing lanes where needed with wide shoulders across the entire route. The Taylor Mill Road KY 16 intersection should have entry ramps to provide easy access to and from KY 16 and KY 177. KYTC needs to provide a future look to the road to assure that it is built for 2050 not 2018.

Q10: Please indicate which of the following best describes you (check all that apply): Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

I have lived in the southern area of Kenton County since 1960. I have traveled this section of road from 177 to 17 ever since I was a kid. It is extremely narrow, twisty and needs to be updated. I understand that people do not want this to be a major highway bringing all types of new traffic and development but if you are going to update the road, we need to make it as safe as possible. My husband and I attend church in Alexandria. When we were first married we either had to go to Butler or Covington to get into Campbell County. When the Licking River bridge was built, we were extremely happy. However, the road was just like the section you are discussing now. The improvements to the Campbell County section were great and much safer. That is what we would like to see out of this update. Stringing roads together to make an east/west connector is ridiculous. People traveling from Campbell County to I-75 thinking that 536 is a viable road all the way must be really surprised unless they are from the Southern part of the county. This in itself makes it unsafe for all of us who travel it. Visalia Road is extremely dangerous, especially coming down Visalia hill and turning left onto 177. It is also treacherous in the winter when it snows.
Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

Stop signs are confusing all along this route. People who are not familiar with the road do not always stop. This plan does not straighten the road enough and does not get rid of the dangerous crossing turning left onto 177. This is a terribly dangerous intersection! That is why the flashing yellow light is there. This all needs to go.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

I reviewed all of the Alternatives before taking this survey just to get into my head exactly where the road would go thinking about the landmarks, etc. This plan is better and I know that it follows pretty much what is currently there except for bypassing Visalia hill. Crossing over 16 is better. Don't you think round-abouts might be better at some of the intersections such as near Mann Road?

Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

I like that you have straightened some of the curves and that the road would bypass Visalia Hill. Improvements to connecting points along 16 look promising.
**Q5:** Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 5. Each one of the alternatives deserves careful consideration. Since I don't live on this east/west section from 17 to 177, I don't really know how much farm land this would impact. I do know that the area coming down the hill into Visalia is very hilly so I can't imagine that there is a great deal of farmland that will be impacted. It appears from 177 looking up toward the top of Visalia hill that it is very steep and full of trees. Having driven all of these back roads between 16 and 177, especially in the Ryland area, I can't imagine that farmland is a real concern for building sites. However, building a new road makes much more sense to me than updating the ones that are strung together. I do like this configuration but I am concerned about crossing 177 to have a fluid lane of traffic going into Campbell County.

**Q6:** Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6. Out of all of the alternatives, I like this one the best. I realize it may be the most expensive but it looks awesome! For years I have tried to visualize how traveling across this section would be on a completely redesigned road. I wondered how quickly you could get to I-75 and Florence on a road that was safe and was designed for efficient travel. I know that the people who strung the roads together for an east/west route wanted one desperately but the result we got was not much to be desired. I hope that this version is the final one. Going over 177 and the railroad track into Campbell County is wonderful.
Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative,

Please use the space below to share what you like and/or don’t like about Alternative 7.

I like this alternative but I am concerned about the properties along Harris Pike and 16.

Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 8.

This alternative is all right with me but I don’t like the relocating of 177 and elevating the road. I think the other alternatives are better.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Thank you so much for undertaking this task. I know that it cannot have been an easy one. Thank you also for taking into consideration the wants and needs of the people of southern Kenton County. I believe that is extremely important in that we want to preserve this area as much as we can with its rural character. While we want safer roads we must be logical and understand that everything comes with a price. The new houses that have been built from 177 to 17 on each side of the existing roads were built with the idea of living in the country. The roads were meant mainly for local people traveling to and from Independence. However, there are a lot of people who use the roads to go to I 75 for getting to work, etc. Large numbers of school buses travel these twisty, narrow roads, and the more congestion we have on the roads makes it even more dangerous. Just straightening out some of the curves is not enough. We need a safer route from 177 to Independence. I have faith that this committee will take into account all of our comments and ideas to make this the best project that they can. We do not want a super highway with 70 mph speed limits. Why not make this route a beautiful scenic route like Paris Pike into Lexington? That way we could showcase our area and let people enjoy the ride.

Q10: Please indicate which of the following best describes you (check all that apply): 

Respondent skipped this question
**Q11:** In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?  

*Several times a week*

**Q12:** Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?  

*No*
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.  

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.  

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):  

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?  

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?  

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few months

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. Why do none of your options consider the horses of Kenton county? Why are we spending millions of dollars to shave three (literally three) minutes off of our drive across the county? This is not a high-fatality area, but you are proposing to put in roads that will increase the speed limit. Why? This could increase fatalities. How are farmers going to move hay and stuff on high-speed roads?

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2. Why do none of your options consider the horses of Kenton county? Why are we spending millions of dollars to shave three (literally three) minutes off of our drive across the county? This is not a high-fatality area, but you are proposing to put in roads that will increase the speed limit. Why? This could increase fatalities. How are farmers going to move hay and stuff on high-speed roads?
Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3. Why do none of your options consider the horses of Kenton county? Why are we spending millions of dollars to shave three (literally three) minutes off of our drive across the county? This is not a high-fatality area, but you are proposing to put in roads that will increase the speed limit. Why? This could increase fatalities. How are farmers going to move hay and stuff on high-speed roads?

PAGE 5

Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4. Why do none of your options consider the horses of Kenton county? Why are we spending millions of dollars to shave three (literally three) minutes off of our drive across the county? This is not a high-fatality area, but you are proposing to put in roads that will increase the speed limit. Why? This could increase fatalities. How are farmers going to move hay and stuff on high-speed roads? This route would INCREASE my personal drive time to Tractor Supply.

PAGE 6

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5. Why do none of your options consider the horses of Kenton county? Why are we spending millions of dollars to shave three (literally three) minutes off of our drive across the county? This is not a high-fatality area, but you are proposing to put in roads that will increase the speed limit. Why? This could increase fatalities. How are farmers going to move hay and stuff on high-speed roads?
Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

Why do none of your options consider the horses of Kenton county? Why are we spending millions of dollars to shave three (literally three) minutes off of our drive across the county? This is not a high-fatality area, but you are proposing to put in roads that will increase the speed limit. Why? This could increase fatalities. How are farmers going to move hay and stuff on high-speed roads?

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

Why do none of your options consider the horses of Kenton county? Why are we spending millions of dollars to shave three (literally three) minutes off of our drive across the county? This is not a high-fatality area, but you are proposing to put in roads that will increase the speed limit. Why? This could increase fatalities. How are farmers going to move hay and stuff on high-speed roads?

Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

Why do none of your options consider the horses of Kenton county? Why are we spending millions of dollars to shave three (literally three) minutes off of our drive across the county? This is not a high-fatality area, but you are proposing to put in roads that will increase the speed limit. Why? This could increase fatalities. How are farmers going to move hay and stuff on high-speed roads?
Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Why do none of your options consider the horses of Kenton county?

Why are we spending millions of dollars to shave three (literally three) minutes off of our drive across the county?

This is not a high-fatality area, but you are proposing to put in roads that will increase the speed limit. Why? This could increase fatalities.

How are farmers going to move hay and stuff on high-speed roads?

How is this proposed expenditure a good use of funds? Who is paying for this? Who stands to profit?

Why are we being sold a line of crap about safety? These roads aren't dangerous if people drive sober and rationally. Maybe we could trim back a few trees on 536 to make it safer. Oh, there's no profit in trimming a few trees, compared to destroying our way of life.

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily,

Other (please explain)
I also ride horses. My kids ride horses. Horses all over the county. None on your scoping study because you don't live here.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

I like it because its cheapest and does address trouble spots. This rural area does not need to conform to current configurations...

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

Why do i need a 5 lane road in front of my quiet country home? This route is unacceptable in my eyes. Your own document states that congestion is not an issue in this area (until at least 2040) so i see no reason to undertake such a large road in such a rural area.Terrible concept.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

Again... This one brings a 5 lane road into the path of my house and also closer to my front door. I would be a little more accepting with the road moved further south and county improvements to my property to maintain privacy and noise control.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.
I like this alternative because it creates a new intersection with SR16 along with 5 lanes of traffic closer to downtown Independence. This isn't capacity needed yet, but would certainly help with congestion around the time Whites Tower and the Twenhofel campus lets out and prepare the area for growth. I also like this alternative because it keeps 536 to a two lane road with modern improvements and turns Visalia Road into a quiet country lane for local traffic only.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 5.
I like this... You mention impact to valuable farm land in this one. I see some yes.... but i see a lot of woods. I do not like the removal of homes on Staffordsburg close to SR16.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.
What's not to like?!?
Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like it, but some adjustments need to be made

Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. I like it, but some adjustments need to be made

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I support many of these proposals which don't involve widening of Visalia Rd. 5 lanes are NOT needed in rural Kenton County.

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily
Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?  Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

Doesn't address many of the concerns, but impacts my land very little so it's an ok option.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

Impacts my home/land and traffic congestion near me greatly and I do not want this option as it brings my lands value down, and takes away some of my property.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

Impacts my home/land and traffic congestion near me greatly and I do not want this option as it brings my lands value down, and takes away some of my property.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.
Addresses a lot of the concerns with minimal impact to my land/home.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.
Addresses all concerns /major issues and does not effect my home at all. GREAT OPTION!

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.
Addresses all concerns /major issues and does not effect my home at all. GREAT OPTION!

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.
Addresses all concerns /major issues and does not effect my home at all. GREAT OPTION!
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8. Addresses all concerns /major issues and does not effect my home at all. GREAT OPTION!

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

PLEASE DO NOT WIDEN 536 through Visalia... no matter how much you widen the road there the elevation near the end of Visalia will still be an issue and that can never be changed which is why any option that includes that road as the main throughway is a very bad option. Plus it would be horrible to take away the land we just purchased and direct more traffic right in front of our brand new home. THANK YOU

Q10: Please indicate which of the following best describes you (check all that apply):  

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It’s ok, but I prefer another alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don’t particularly like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Must improve elevation changes and eliminate grade level railroad crossing

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative, please use the space below to share what you like and/or don't like about Alternative 1. It does not solve the current issues on 536.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

A project of this scope needs to be concerned with overall safety which includes the crossing with CSX in Visalia.

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.  
I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.  
I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  
I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  
I like this alternative,  
Please use the space below to share what you like and/or don't like about Alternative 7. out of all 8 alternatives 7 with changes would be my 1st choice. would combine the east portion of alt 5 with alt 7
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.  
I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.  
I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.  
I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5. For traffic flow this makes the most sense. It looks to achieve the goal to connect areas of NKY. This also will add the most economic benefit which can improve taxes and fees paid to government to maintain roads and other infrastructure.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. 

I strongly dislike this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. 

I strongly dislike this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6. This alternative route seems to have the least amount of impacts to farmland and residents.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative.
**Q8**: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative

**Q9**: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Can a multi-use path be continued along the whole 536 project?

**Q10**: Please indicate which of the following best describes you (check all that apply):

- Respondent skipped this question

**Q11**: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

**Q12**: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It’s ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative, Please use the space below to share what you like and/or don't like about Alternative 1. Road needs some small improvements, this will accomplish that. Would be ideal to do this plus sidewalk improvements but that is all.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative, Please use the space below to share what you like and/or don't like about Alternative 2. I like that stop signs are kept. They will help slow down traffic,

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative, Please use the space below to share what you like and/or don't like about Alternative 3. Very invasive to natural area. Massive project that seems unneeded.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

Very expensive new sections of road that only fix a few small areas

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

Looks like it would heavily damage mountains and require removal of hill tops

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

Massive project that is unneeded & would impact natural beauty
**Q8:** Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

<table>
<thead>
<tr>
<th>I strongly dislike this alternative,</th>
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<tbody>
<tr>
<td>Please use the space below to share what you like and/or don't like about Alternative 8.</td>
</tr>
<tr>
<td>Too much hillside removal</td>
</tr>
</tbody>
</table>

**Q9:** Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Fix specific areas that are unsafe. Do not rebuild entire road to massive boondoggle project that hurts the natural beauty of this part of KY

**Q10:** Please indicate which of the following best describes you (check all that apply):

| Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it. |

**Q11:** In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

| Once every few weeks |

**Q12:** Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

| No |
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

Please use the space below to share what you like and/or don't like about Alternative 1.
I have no opinion about any particular alignment over

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Respondent skipped this question

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.  

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.  

I have no opinion about the alignment of these options, but the cycling community would like to see a side-path similar to aero-parkway. Distances for walking are long, so I see most kids, families and recreational users riding bikes for the distance rather than walking. It would be nice to have a 5' sidewalk on one side and 12' bike/walk trail on the other side.

Q10: Please indicate which of the following best describes you (check all that apply):  

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?  

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?  

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I like this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I like this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I strongly dislike this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

This area with S. Kenton survey by huge majority wants to remain rural. 3-8 cut up farmland, hurt watershed, and brings economic development to area that does not want economic development. 1&2 improve safety, 3-8 ignore the safety issues.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

Respondent skipped this question

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Respondent skipped this question

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.  

Respondent skipped this question

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.  

Respondent skipped this question

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  

Respondent skipped this question

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  

I like this alternative, straighter-fewer homes are affected. hilly

Please use the space below to share what you like and/or don't like about Alternative 7. 
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Respondent skipped this question

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2. Seems least impactful while maintaining current road.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 3. Seems least impactful with improvements. I would feel bad for some of the owners and that this would split their property and decrease the monetary value and the value they hold in their land personally.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.  

I like it, but some adjustments need to be made, Please use the space below to share what you like and/or don't like about Alternative 4. again seems like this allows the road the most and would impact the least amount of houses. I like this more than 3. Could it be possible to follow the road more before cutting to connect the bridge?

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. 

I strongly dislike this alternative, Please use the space below to share what you like and/or don't like about Alternative 5. being selfish, but this goes through my property

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. 

It's ok, but I prefer another alternative, Please use the space below to share what you like and/or don't like about Alternative 6. I would prefer not to go through people's land if possible. I'm afraid a new road through other's land would decrease their value.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

I would prefer not to go through people's land if possible. I'm afraid a new road through other's land would decrease their value.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I think there should be a large effort to maintain and improve the main road as closely as possible to do the least amount of impact to people's houses and land.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3. It cuts thru wood and farmland thus destroying any value of the land.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4. it cuts thru wood and farmland thus destroying any value of the land.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5. it cuts thru wood and farmland thus destroying any value of the land.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6. it cuts thru wood and farmland thus destroying any value of the land.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7. it cuts thru wood and farmland thus destroying any value of the land.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

it cuts thru wood and farmland thus destroying any value of the land.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I am very concerned that this is being pushed by special interest groups like HBA. I do not think any work other than repairs to the existing road is needed or wanted by the majority of south Kenton residents. I also do not understand why there is not a cost estimate associated with each alternative. Have you figured out how to pay for the Brent Spence Bridge? Maybe figure that out before starting on unwanted projects in our area.

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Other (please specify)
I have friends that live there and also hunt that area.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
**Q1:** Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.  
I strongly dislike this alternative

**Q2:** Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.  
I like it, but some adjustments need to be made

**Q3:** Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.  
I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- Other (please specify) travel to US177 and 27

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don’t particularly like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700′ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,
I own property within or near the KY 536 study area,
I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. I like it, but some adjustments need to be made

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I don’t particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

My property has been handed down from my great great grandparents. I don’t want to move or lose it. Nor will we move our family cemetery.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question

Respondent skipped this question

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Whichever alternative or mix of alternatives that will meet the following criteria: least impact on farmland; least ecological impact; least cost; least impact on homeowners (i.e. not dividing everyone's property)

Q10: Please indicate which of the following best describes you (check all that apply):

- Other (please specify)
  I live south of KY536 but know that creating a 4-lane roadway in that area will impact everyone south of it. A major road will bring development to the entire rural region changing the landscape forever. I thought the citizens of southern Kenton co. completed a survey whose results indicated a desire to remain rural? This will not do that.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Respondent skipped this question

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative, Please use the space below to share what you like and/or don't like about Alternative 1. The most important fix should be about safety and Alt 1 doesn't help much.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made, Please use the space below to share what you like and/or don't like about Alternative 2. We don't need a completely new super-highway, and keeping some stop-signs and bends is quite okay. I like 2 segments of Alternative 2 so that much of the existing path is maintained: 1) between Maverick Rd to just west of the United Methodist Church 2) between Brewster Ln to just east of Mann Rd

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4. I like one segment of Alternative 4: 1) from just west of the United Methodist Church to Brewster Ln.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 5. I like just one segment of Alternative 5: 1) from 17 to Maverick Rd.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Although we have no idea about the cost or affordability of any proposals, I like a hybrid version which includes various segments of 3 of the Alternatives + a new segment not included in any of the current Alternatives proposals. From east to west, I prefer:

1) Alternative 5 from 17 to Maverick Rd
2) Alternative 2 from Maverick Rd to east of the United Methodist Church
3) Alternative 4 from just east of the United Methodist Church to Brewster Ln
4) Alternative 2 from Brewster Ln to east of Mann Rd
5) A new path cutting from SW-to-NE down the hill, which moves the current southern-most 536/177 intersection either to the northern-most 536/177 intersection or as far north from the current intersection as possible. If travelling east, the current southern-most 536-177 intersection is the most unsafe place on the current road, so I routinely avoid it. There is no way for east-bound drivers to see north-bound vehicles approaching that intersection on 177. Intersection would be far safer even if moved only a few hundred feet to the north. This would affect only a few private properties, maybe no actual dwellings. The longer horizontal distance would allow less steep road grade without the large cuts and fills suggested in several of the proposed alternatives.

Improved road safety should be the primary objective, with secondary objectives being lowest costs, least disturbance of existing properties and least regrading of existing terrains.

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don’t live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Other (please specify)
Morning View resident since 1997
**Q11:** In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few weeks,
- Other (please explain)
- Only westbound! I refuse to deal with the southern-most 536/177 intersection coming east on 536.

**Q12:** Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I don't particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative
Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

The best option should impact as few homes and farmable land as possible. We moved to this area to enjoy the country.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made, Please use the space below to share what you like and/or don't like about Alternative 2. Split the difference on the curve by Maverick instead of taking so many houses on one side.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Most alternatives will tear apart many properties leaving many land locked areas that hinder the owners from selling the other section of land. Also these land locked area will force owners to sell to companies forcing development in a rural area off road alternatives. 536 will have negative impact on watershed. At least just widening the original road will allow people to be compensated for their homes. I live on staffordsburg and all major wrecks I have seen are due to excessive speed, driving or texting. I drive them everyday and new never had an issue.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,
Other (please specify)
536 will take my family farm that I had hoped to build and raise my children on

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like it, but some adjustments need to be made.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

will not help just doing improvements

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

need to replace that whole road very dangerous, better to go right through it; need to get rid of Visalia Hill altogether. Plus if need to replace bridge better to go straight on 536 over licking river. Vasalia road had two friends killed on top of that hill.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

Does not due anything to improve Visalia Rd down the hill
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

Too much farm land taken away.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

It is way too far from the regular route 536.
**Q8:** Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative

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**Q9:** Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Worried about taken part farm land away and leave them with a house with very little land left and devalues their homes!!!

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**Q10:** Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

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**Q11:** In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Several times a week

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**Q12:** Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like it, but some adjustments need to be made.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I think efforts should be made to maintain and improve existing roads. Adding additional roads will increase costs, divide properties and irrevocably change the character of the community and the land.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: **Alternative 1:** This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

I'm concerned about house impacts and this road doesn't really fix the dangerous part of the hill down toward Visalia Bridge.

Q2: **Alternative 2:** Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made.

Q3: **Alternative 3:** Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 3.

I like how this road makes use of Old 536, but I'm concerned about house impacts.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative.

Please use the space below to share what you like and/or don't like about Alternative 4.

I'm concerned about house impacts, it depends on the final decision.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

I like that this road does not cut through many houses and instead cuts through land, but also leaves broad groups of land together as opposed to cutting farmable land in halves. It also reduces the curves in the hill down to Visalia bridge.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I either prefer a route that adjusts existing 536 with minimal house/property impacts or a brand new road that greatly "improves" the problems of existing 536 with minimal house/property impacts.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Respondent skipped this question.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Respondent skipped this question

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Respondent skipped this question

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Respondent skipped this question
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made, Please use the space below to share what you like and/or don't like about Alternative 2. Split the difference on the curve

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. I strongly dislike this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

The alternative routes split and land locks too many properties. They are opening the area to economic development that doesn't follow the 2030 plan. Follow the road as much as you can. It keeps people from being "on hold" with their land until something is approved. My land is more important to me than my house. I can rebuild farther back. I don't want my land cut in half. The main problems are at Harris and the hilly windy part of Visalia. Fix those trouble spots and a few curves. Other than that you can stay to the road, in most cases there is room to widen to one side or the other. I counted 12 to 13 houses to house sections other than that is field on the side.

Q10: Please indicate which of the following best describes you (check all that apply): I live within or near the KY 536 study area, I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Once every few months

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

Unless adjustments made to not take homes. I should be clear here, I do not believe this cross county highway is a priority for funds when KY should be focused on the bridge situation. I believe if it is determined that they will go ahead with the project this is the best lease invasive alternative. I would suggest a slightly different route, however, mini work on the existing 536 until the hill at which point they could after the route. Care should also be considered to the up keep of one road as oppose to creating another road increasing cost of maintenance by having to. Also the line could be adjusted more equitably no necessary to cut 5 properties.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsbug Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 2.

If they want to widen the road I would widen it in the direction of fields side of Staffordsbug for the most part impacting north west side as few homes as possible. (see comments for Alternate 1) The line could be redrawn so as to not impact 5 properties, in some instances could be a little from each side.
Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative.

Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made.

Please use the space below to share what you like and/or don't like about Alternative 4. This one has potential but depending on what the final line is could unnecessary negatively impact homes.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative.

Please use the space below to share what you like and/or don't like about Alternative 5. This route destroys the property and greatly, adversely effects the most homes and properties particularly in an area which is not the real issue to problems in the road as is the hill further south and curves. It also land locks property and creates access issues. This seems in addition the one that could be more costly.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative.
Q7: **Alternative 7**: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.

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Q8: **Alternative 8**: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative.

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Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

The people of southern Kenton county have consistently said that we want to remain rural. Farmland is becoming an increasing asset that needs to be preserved. There are areas of 536 that need little change as the traffic flow is smooth and present little safety concerns or needs for passing zones. The route chosen should not unfairly impact property or homes that are not the real issue.

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Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area
| Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? | Several times a week |
| Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? | Yes |
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative
Q4: **Alternative 4:** Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made.

Q5: **Alternative 5:** Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative.

Q6: **Alternative 6:** Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative.

Q7: **Alternative 7:** Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I feel that this is an unnecessary change and waste of money. The road is not in bad condition and the changes being made will destroy homes and disrupt the land that the community has come to love. This money should be spent to bettering the community and making sure the existing roads are maintained.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.
I believe that projects such as the Brent Spence Bridge have higher priority now. Loss of service and hazardous crossing of this (due to congestion) bridge demand immediate attention.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 2.
I would say this could be a good alternative to alternative 1.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 4.

This has potential

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

This route seems to take out many houses east of 16 on the northwest side of Staffordsburg Road. This also seems to land lock property. Definitely NO

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

This seems to cut out a lot of farmland

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

This route seems to take out many houses and properties
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. It's ok, but I prefer another alternative. Please use the space below to share what you like and/or don't like about Alternative 8. This route seems to take out houses and farmland.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I believe if we just widened the existing corridor from RT 17 to RT16 (put in shoulders) and put in shoulders from RT16 to where it drops down to Visalia and take our curves. I would really like to see this part of Southern Kenton Co to remain rural.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,
I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

I am not against trying to utilize the existing road bed to a fair extent. However, this alternative seems to attempt to resolve some of the safety issues by placing the majority of a few property owners versus spreading it out a little or splitting the difference more equally (the bad curves). I think the bad s-curve problem up near Maverick could be resolved by only impacting 2 properties vs 5 org. properties. All routes are subject to the final, actual route (as the fluctuations from side to side adjustments are eliminated.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 2.

Is fine as long as people obey the stop signs! This alternative is the least offensive in some aspects as far as loss of and impact to existing homes. The problem is, this project in some way, shape or form has been on the books for 40-50 years or more. Each time the property owners (and more of them) are drug through the process-only to have funding or some other aspects of major import, pulled and then the project pops back up in 5 or 6 years.
Q3: **Alternative 3:** Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

I think that this route could be melded with portions of other alternatives or have a few adjustments made to lessen the impacts to some of the housing. I still have the concern of land locking some properties and affecting the parcel values of said properties to severely.

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Q4: **Alternative 4:** Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

See comments on alternative #3. I would add that we seem to be trading problems of alternatives #1,3,5. There is also a great concern with alternatives 4,5,6,7&8 is all of the heavy truck traffic and the larger chance of the roadway expanding to 5 or more lanes.

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Q5: **Alternative 5:** Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

You cut through, and effectively land-lock multiple properties and greatly negatively impact everyone of those property owners and their heirs-along with a negative impact to all of those parcels real estate value.
Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made.

Please use the space below to share what you like and/or don't like about Alternative 6.

It's ok, but I prefer another alternative-I think that some aspects of the routes for 6, 7 & 8 are more favorable, but I have the concern of large trucks & truck traffic and also a much greater future expansion of the road. In addition there is still the concern of land-locking some properties.*

Page 8

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made.

Please use the space below to share what you like and/or don't like about Alternative 7.

It's ok, but I prefer another alternative.*

Page 9

Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Please use the space below to share what you like and/or don't like about Alternative 8.

It's ok, but I prefer another alternative.*
Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I think that we should shoot for a hybrid of various sections of the alternatives to come up with a much improved end product. *If safety was really an issue for the road the safety issues would have been addressed two decades ago*.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area,
- I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

We want rural route 536 to stay rural!

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

We want rural route 536 to stay rural.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

We want rural route 536 to stay rural.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

We want rural route 536 to stay rural.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

We want rural route 536 to stay rural.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

We want rural route 536 to stay rural.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

We want rural route 536 to stay rural.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8. We want rural route 536 to stay rural.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few months

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative.

Please use the space below to share what you like and/or don’t like about Alternative 3. To close to home-road elevation concerns noise & water runoff.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I strongly dislike this alternative, Please use the space below to share what you like and/or don't like about Alternative 6. Already below road level (existing Staffordsburg) Possible new road higher put property in a hole noise, water runoff

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like this alternative
Q8: *Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.*

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

To close to home, again road elevation concerns, noise & water runoff.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

*Respondent skipped this question*

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area,
- I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
PAGE 2

Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 1.

Not a single sidewalk-horse path-bike lane. I don’t see a need for a cross county corridor, so I prefer the cheapest option. Add a few stop signs-put some shoulders on the road-slow down traffic and you’ll make it safer. If this is about safety.

PAGE 3

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

This option is silly-make the road a little "safer" and people will just drive faster-and you'll probably have more fatalities.

PAGE 4

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

So you’re going to destroy our neighborhood so a bunch of kids and yuppies can drive faster?
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 4.

Reduce travel time to where? Will increase speed through the neighborhood so more people will die.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 5.

I wonder who will profit from this? I bet if I look on the PVA I will see a major developer-not farmers.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 6.

Too expensive-what do we get for this money?

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 7.

Too expensive-what do we get for this money? and who owns this land?
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8. see above

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

It's seven miles to Florence-six miles to Covington and seven miles to Alexandria. How is this money justified. We moved out here to get away from four lanes and congestion. Add a few stop signs and a few feet to the places in the road with low visibility-and tell the truth about why you want this. If it was about safety, we'd fit rector & oak island. This is all about some relator making money-there are no horse trails, sidewalks, bike paths or improved access to public transportation planned. Please quit lying to us.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 4.

Would prefer 3 lanes from 16 to Licking River versus 2.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 6.

Would prefer 3 lanes from 17 to Licking River

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
**Q1:** Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative.

**Q2:** Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative.

**Q3:** Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.  

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.  

I strongly dislike this alternative,  
Please use the space below to share what you like and/or don't like about Alternative 5.  
Too close to houses on 16

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  

I don’t particularly like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Away from housing use farmlands.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Respondent skipped this question.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes.
Q1: **Alternative 1**: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: **Alternative 2**: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: **Alternative 3**: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Respondent skipped this question

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Respondent skipped this question

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Respondent skipped this question
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

The only two unacceptable alternatives are 1&2 because they don't get rid of white's tower kink and the Decoursey Pike kinks

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area,
- I own a business within or near the KY 536 study area,
- I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative. Please use the space below to share what you like and/or don't like about Alternative 7. I want to keep my property.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. I strongly dislike this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.
Want to keep my property intact at 2864 Harris Pike

Q10: Please indicate which of the following best describes you (check all that apply):
- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?
- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. We do not need to pay for anything connecting Boone to Campbell Co.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. I strongly dislike this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

We need to spend our tax money on fixing our current roads not changing roads. This looks to be a way for someone to make money off land to be sold for subdivisions. We do not need to connect Boone to Campbell Co.

Q10: Please indicate which of the following best describes you (check all that apply):

I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I strongly object to any road. Don't build the road and leave this area rural. This only helps builders & realtors and it will be obsolete before it is built.

Q10: Please indicate which of the following best describes you (check all that apply):

I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
PAGE 2

Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

PAGE 3

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative

PAGE 4

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

PAGE 5
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. It’s ok, but I prefer another alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. It’s ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I think all alternatives but 7&8 will decrease our property values, bring a lot of unwanted & irritating traffic noise to our community, and disrupt our rural setting.

Q10: Please indicate which of the following best describes you (check all that apply):

- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: **Alternative 1:** This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative.

Q2: **Alternative 2:** Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative.

Q3: **Alternative 3:** Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4. Cuts my house access off on Taylor Mill made dead end!!

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

PAGE 10

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

PAGE 11

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,
I own property within or near the KY 536 study area

PAGE 12

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Daily or almost daily

PAGE 13

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don’t particularly like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 7.

Ramps poor choice
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area,
- I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: **Alternative 4:** Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: **Alternative 5:** Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: **Alternative 6:** Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative

Q7: **Alternative 7:** Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few months

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.
Respects status quo of property and topography as well as rural zoning and farmer friendly environment.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.
See #1 above

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.
Still affects too much property in rural subarea
<table>
<thead>
<tr>
<th>Question</th>
<th>Alternative</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.</td>
<td>It's ok, but I prefer another alternative.</td>
<td>Please use the space below to share what you like and/or don't like about Alternative 4. still affects too much property in 2030 rural subarea</td>
</tr>
<tr>
<td>Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.</td>
<td>I like it, but some adjustments need to be made.</td>
<td>Please use the space below to share what you like and/or don't like about Alternative 5. keeps rural character of current Ky536 and diverts biggest traffic to road north... protects rural border with suburban subarea; would like bridge over RR/some creeks to protect wildlife corridors and streams</td>
</tr>
<tr>
<td>Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.</td>
<td>I like this alternative.</td>
<td>Please use the space below to share what you like and/or don't like about Alternative 6. minimizes impact at Staffordsburg, creates buffer with rural subarea 2030 plan</td>
</tr>
<tr>
<td>Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.</td>
<td>I like this alternative.</td>
<td>Please use the space below to share what you like and/or don't like about Alternative 7. minimizes impact at Staffordsburg, diverts traffic from current curvy country roads and buffers suburban and rural subareas.</td>
</tr>
</tbody>
</table>
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 8.

Same as #6..does not seem to affect more farmland than these.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Please add criteria around respecting 2030 comprehensive plan recommendations especially since this is the current arbitrary border between suburban and rural subareas. Please consider in design ways to transition to rural area (protect streams and banks)(bridge not culvert) create wildlife corridors, respect national hillsides and topography, etc.

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I strongly dislike this alternative.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. I strongly dislike this alternative.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I strongly dislike this alternative.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I strongly dislike this alternative.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Other (please explain) never

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It’s ok, but I prefer another alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative.

Please use the space below to share what you like and/or don't like about Alternative 4.

My personal travel would still be on Visalia Road

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don’t particularly like this alternative.

Please use the space below to share what you like and/or don’t like about Alternative 5.

Again my personal travel would be on Visalia Road and the curves

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.  

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: **Alternative 1:** This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: **Alternative 2:** Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative

Q3: **Alternative 3:** Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 5.
Least impact to our home

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,
I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Page 2

Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.
I strongly dislike this alternative

Page 3

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.
I strongly dislike this alternative

Page 4

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.
I like this alternative
**Q4:** Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.  

*I strongly dislike this alternative*

**Q5:** Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.  

*I like this alternative*

**Q6:** Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  

*It’s ok, but I prefer another alternative*

**Q7:** Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  

*I like it, but some adjustments need to be made*
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,

I own property within or near the KY 536 study area.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Living south of the area my prime interest is speed and safety of reaching US27 from KY17

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks,

Other (please explain)
I would travel it alot more if it was a better road.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 3.
Too many homes and farms are affected.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

Too many homes/farms affected.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

Too many farms/homes affected.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

Too many farms/homes affected.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

Too many farms/homes affected.
| Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. | I strongly dislike this alternative |

| Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team. | the road is not busy enough to require these changes and affect lives/property. |

| Q10: Please indicate which of the following best describes you (check all that apply): | I own property within or near the KY 536 study area |

| Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? | Several times a week |

| Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? | No |
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 1.
This area is very scenic. Modifying the high crash curves is a good idea.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative,
Please use the space below to share what you like and/or don't like about Alternative 2.
I would correct the Y-intersection.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 3.
Seems like a major disruption for property owners.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

Once again, major disruption to property owners.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

Too much disruption for property owners.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

Too much disruption for property owners.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

See previous comments.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

See previous comments.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I am much more concerned about 536 from Boone to Independence than Independence to Campbell Co. That is where the true problem lies, especially when considering future business growth for Independence.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few months

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

Unnecessarily impacts homes and waterlines

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

this one seems to avoid homes again but brings traffic near them and again raises concerns about water lines etc

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It’s ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

Would it be possible to go behind the school so it would effect less homes on Harris pike?
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative, please use the space below to share what you like and/or don’t like about Alternative 4. This again effects homes and utilities.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative, please use the space below to share what you like and/or don’t like about Alternative 5. This is the worse option! It is cutting off homes from utilities and land locks homes. It also divides properties in half devaluing the homes and land. I realize you cannot avoid effecting some land and homes but there is a difference between cutting off a small corner and cutting property in two and cutting off access.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative, please use the space below to share what you like and/or don’t like about Alternative 6. It would be even better if they could take the road behind the school.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative, please use the space below to share what you like and/or don’t like about Alternative 7. Again this unnecessarily cuts through homes and devalues property.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I am thankful to have the opportunity to share my thoughts. I think the maps though are slightly deceptive as to the impact they will have. Some of the routes that seem a "straight" shot actually have the worse impact on the most people in a devastating way. I think then there is a danger that some who are not familiar with all the areas affected and voting cannot actually see the homes that exist and how they will be effected. I might also note that for the residence in this area the road is not wanted or needed.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week
| Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? | Yes |
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

Not much of an improvement.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

Still not a very good plan.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

It will increase traffic in a school zone, Whites Tower Elementary.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4. It addresses the Whites Tower intersection problems, and relocates the Taylor Mill from the Shaw Subdivision south. The 5% grade on the Visalia hill is a little steep.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 5. I like the straight route to the Visalia bridge. I prefer a hybrid with Alternative 7 in the Harris Pike area. I like the relocation of the Taylor Mill solving the congestion in the Maverick Rd/Staffordsburg Road area, and the connector to Staffordsburg Road at 510+00.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 6. It still brings traffic to the School Zone.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 7. Still a problem with the School Zone, but I like it being South of Harris Pike with a connector to Oliver Road.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made,
Please use the space below to share what you like and/or don't like about Alternative 8.
Still goes through the School Zone.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

All alternatives have a 5% grade or greater. Is it possible to eliminate the dip at 560+**?

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once a month

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don't particularly like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8. I think you should take into consideration there are more accidents on this part of 536 than any other part even though the traffic count is considered low. Additionally, the traffic continues to increase daily on this road. If the other parts are completed first, the traffic on Visalia Rd. will increase even more thus increasing the number of accidents. Cars go off the road into people's yards so often they can no longer sit in the yard for fear of getting hit. I for one would be happy to live on an old country road again. I like this alternative because it improves the road and leaves me on an old country road.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team. 

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,
I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5. Less curves and turns

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6. Less curves and turns

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7. Less curves and turns
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.
Less curves and turns.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

The last 4 alternatives seem to allow the road to go through a less residential area.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,
I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.  

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. Does not fix issues with the visalia hill

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.  

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2. Impacts too many people’s houses

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.  

I like it, but some adjustments need to be made
Q4: **Alternative 4:** Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative, please use the space below to share what you like and/or don’t like about Alternative 4.

Impacts too many people’s houses.

Q5: **Alternative 5:** Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative, please use the space below to share what you like and/or don’t like about Alternative 5.

Lots of new road maintenance, impacts too many people’s houses, and looks very expensive.

Q6: **Alternative 6:** Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative, please use the space below to share what you like and/or don’t like about Alternative 6.

Seems to impact less people’s houses or farming land, but seems like a lot of new road maintenance; has a lot of pros and less cons.

Q7: **Alternative 7:** Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative, please use the space below to share what you like and/or don’t like about Alternative 7.

Impacts houses and farming land.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It’s ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

New road maintenance, but it doesn't impact too many houses or farming land

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Other (please explain) 1-2 times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3. This Alternative gives many pros including addressing Visila Hill as well as the railroad crossing. However, keeps the rural setting with moderate residential and utility impacts. May be one of the least costly with significate improvements to safety.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

This Alternative affects farmland and would think it would be the most costly. Would probably increase growth for the area and take away the rural setting for southern Kenton County.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week,

Other (please explain)

Drive to work on it five days a week,

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I don’t particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.
Looks expensive

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.
Looks expensive
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative, please use the space below to share what you like and/or don’t like about Alternative 8. Looks expensive.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

A new bridge over the Licking River would cost too much. A realignment at at 16 and improvements on 16 are necessary. Farm impact is better than residential.

Q10: Please indicate which of the following best describes you (check all that apply): I live within or near the KY 536 study area.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Once every few weeks.

Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

I like the minimal impact on the existing land usage and environment.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

Greater environmental impact on current land usage and animal habitat.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Please use the space below to share what you like and/or don't like about Alternative 3.

I want to know what the current landowners want to do. How many farms are impacted and to what extent? How many homeowners would be displaced? I cannot make an educated comment until I hear/read this information.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Please use the space below to share what you like and/or don't like about Alternative 4. I want to know what the current landowners want to do. How many farms are impacted and to what extent? How many homeowners would be displaced? I cannot make an educated comment until I hear/read this information.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Please use the space below to share what you like and/or don't like about Alternative 5. I want to know what the current landowners want to do. How many farms are impacted and to what extent? How many homeowners would be displaced? I cannot make an educated comment until I hear/read this information.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Please use the space below to share what you like and/or don't like about Alternative 6. I want to know what the current landowners want to do. How many farms are impacted and to what extent? How many homeowners would be displaced? I cannot make an educated comment until I hear/read this information.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Please use the space below to share what you like and/or don't like about Alternative 7. I want to know what the current landowners want to do. How many farms are impacted and to what extent? How many homeowners would be displaced? I cannot make an educated comment until I hear/read this information.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Please use the space below to share what you like and/or don’t like about Alternative 8. I want to know what the current landowners want to do. How many farms are impacted and to what extent? How many homeowners would be displaced? I cannot make an educated comment until I hear/read this information.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team. 

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

I own property within or near the KY 536 study area.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few months.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once a month.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don't particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.  

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.  

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):  

- I live within or near the KY 536 study area, 
- I own property within or near the KY 536 study area, 
- I own a business within or near the KY 536 study area, 
- I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?  

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?  

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. I don’t particularly like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I don’t particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area,
- I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I strongly dislike this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I strongly dislike this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I strongly dislike this alternative.
Q4: **Alternative 4:** Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: **Alternative 5:** Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: **Alternative 6:** Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative

Q7: **Alternative 7:** Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area,
- I own a business within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

Does not correct the entire problem

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

Seems to save time and have less curves, saving money and decreasing accidents.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area
- I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Respondent skipped this question
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.  
Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):  
Respondent skipped this question.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?  
Respondent skipped this question.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?  
Respondent skipped this question.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

Please use the space below to share what you like and/or don't like about Alternative 1.

FIX THE ROAD RIGHT THE FIRST. WHY GO BACK AND REDO THE ROAD???

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Please use the space below to share what you like and/or don't like about Alternative 2.

DRIVE THIS ROAD EVERY DAY AND YOU WILL SEE HOW DANGEROUS THIS ROAD IS.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

STRAIGHT LINES ARE BETTER THAN ALL THE CURVES. THE AREA WOULD GROW WITH HOMES AND BUSINESSES.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4. MORE TRAFFIC EVERY DAY NEEDS A NEW ROAD AWAY FROM THE EXISTING ROADS.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5. BEST IDEAL. SETBACK FOR NEW HOMES AND BUSINESS. SAFER FOR EVERYBODY

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6. WHY WOULD ANYONE CONSIDER NOT PUTTING AN WAY FOR KY 177 NOT BEING ABLE TO USE THIS ROAD. WITHOUT BEING ABLE FOR EVERY ABLE TO USE THIS ROAD, THIS IDEA WOULD RUIN THE LAND VALUE FOR EVERYONE IN THIS AREA.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative, please use the space below to share what you like and/or don't like about Alternative 7. this alternative will not destroy beautiful yards of existing homes along 536 between 17 and 16. these people deserve to be able to keep what they have worked so hard for. going behind existing homes on south side of 536 will not require relocation of many utilities as far as i can see. thank you!
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 1.

It does not address all the bad spots like the curve at the bottom of the hill to 177, which seems like the worst one. Otherwise it’s the least invasive.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It’s ok, but I prefer another alternative,

Please use the space below to share what you like and/or don’t like about Alternative 2.

Seems like a lot of money and construction to not fix inconvenient spots like stops, right angles and the bottom intersection and hill at 177.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It’s ok, but I prefer another alternative,

Please use the space below to share what you like and/or don’t like about Alternative 3.

This one fixes the major intersections and the hill to 177. It does cut thru some farmland.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

this one displaces even more residents. I do like the improvements to the hill to 177 and major intersections.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

welcome to the burbs! whites tower and stafforsburg/16 intersections need fixed but 16 in that area has already been rerouted once thru there. this isn't updating 536, this is a whole new road thru the countryside. why can't we take some of the proposed money and fix several other roads that are caving in now in the county?

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

again this just welcomes sprawl. destroys farmland and displaces folks. whites tower intersection needs fixed but 177 intersection looks like overkill. as it slices thru farmland.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

are they having a sale on concrete? someone must be planning for a population explosion. I don't want my taxes to raise to pay for this. just slice thru the rest of the farmland in the county.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

whites tower intersection needs safety improvements as does the 177 intersection. bur rerouting displaces folks and invites sprawl. this one looks less costly than the previous one.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I understand that this is inevitable, but are we doing these improvements for safety, or someone's financial benefit? who owns the level land near the large intersections? why should our property taxes go up while inviting more congestion to the county? how do we really benefit by more developments either housing or commercial???? it seems self defeating to make expensive efficient roads just so people can drive shorter distances to all the modern conveniences we don't need.

Q10: Please indicate which of the following best describes you (check all that apply):

- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Several times a week
Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?  

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 1.
As far as it goes it is ok; but why not start at the Whites Tower School and go straight into it?

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.
Why bother widening the existing path? It is still too confusing to outsiders coming into the area.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.
Now this is what I had in mind. One adjustment: it is really not necessary to connect to Mann Rd., rather you could go over it with a bridge. I don't know if this will save any money or not.
Q4: **Alternative 4**: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

Very close to Alternative 3. This looks similar to my suggestion with a bridge over Mann Rd.

Q5: **Alternative 5**: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: **Alternative 6**: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: **Alternative 7**: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Respondent skipped this question

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. It should be a more direct route from KY 16 to Licking River, why waste the money on this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2. It still has sharp turns and stop signs, don't see much improvement.

Q3: Alternative 3: stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3. It still needs to be a more direct route from Whites Tower to Visalia Bridge.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative, Please use the space below to share what you like and/or don't like about Alternative 4. goes to far south, straighten it out

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative, Please use the space below to share what you like and/or don't like about Alternative 7. still needs to be straightened out at whites tower
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

why not start at the Boone co. line and work eastward all the way to Campbell co. get rid of these narrow crooked unsafe at any speed roads.

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I strongly dislike this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I don’t particularly like this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. It’s ok, but I prefer another alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I think a route that stays away from Whites Tower School would be best from a safety factor would be best for the students. I know bridging across the railroad and river would be quite an added expense, but it would payoff in future years.

Sincerely,
Gene Sipple

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.
The area should be consistent with the adjacent counties with the lane and sidewalk configurations, which would also bring opportunities and expansion of new business and residential development increasing the counties tax revenue.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.
Not removing the stop signs and right/left turns at KY 16, Maverick, Staffordsburg Rd, KY 177 and KY 636 over the Licking River presents too many areas where accidents can occur from travelers to not come to a complete stop.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.
Not sure if this would have the consistent sidewalks as the adjacent counties. If it does, than ok, but prefer another alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It’s ok, but I prefer another alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

We need to have the road consistent with the adjacent counties and provide quick access with limited stops to each county - like the thought of the sidewalks to help bring more residential and business development to the area.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. More needs to be done than what is in this alternative!!!!

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative, Please use the space below to share what you like and/or don't like about Alternative 8. I really like this alternative. I have to drive to Florence for work and drive this road everyday. I believe this choice would be the safest plan. It looks like it could even save me some travel time to work which makes it look even better to me.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,
I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

Doesn't solve enough problems.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

Does not give adequate traffic flow.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

Too many developed residences affected along Harris Pike.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

Too many developed residences affected along Harris Pike.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

Too many residents affected on Harris Pike.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

Too many developed residences affected along Harris Pike.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

Least impact on existing properties on Harris Pike. Has good traffic flow all the way across.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative, Please use the space below to share what you like and/or don't like about Alternative 8. Too many developed residences affected along Harris Pike.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Perhaps an option of Alternate 7 across Harris Pike the switch to Alternate 8 at KY 16 proceeding on eastward to Campbell County could be considered. But of Harris Pike with the hill and drop off in areas on the south side, Alternate 7 would be the best option for flow and construction.

Q10: Please indicate which of the following best describes you (check all that apply):
I live within or near the KY 536 study area,
I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?
Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.
This design does nothing to improve the safety of the road in general.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.
This design does not do enough to correct the safety concerns particularly it does not address the dangerous hill section going down to SR177.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.
This design would cause significant sacrifices from the people who live along the corridor.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4. This design addresses the safety issues with minimal disruption to the existing residents.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 5. This design seems to include more disruption to residents but does address the safety issues on the hill and curves as does design #4.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 6. Addresses safety issues with minimal disruption to residents but I do not like the bridge at the bottom of hill over SR177. This would add significant cost to project and would somewhat isolate the village of Visalia.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 7. As in design #6, I think the bridge would add significant cost to the project and is not needed.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

As with #6 and #7, I feel the bridge idea is too expensive although this design addresses all safety issues.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

The chosen design should disrupt the existing residents as little as possible, address all safety concerns while keeping costs as low as possible.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made.

Please use the space below to share what you like and/or don't like about Alternative 2.

Concern for Visalia Hill

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative.

Please use the space below to share what you like and/or don't like about Alternative 3.

This looks optimal and deals with all the curve issues.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I have seen a map that only corrects the visalia hill area and appears to cut directly through my farm and would like to know the likelihood of this happening.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,
I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Respondent skipped this question

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Respondent skipped this question

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Respondent skipped this question
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like it, but some adjustments need to be made

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative.

Please use the space below to share what you like and/or don't like about Alternative 5. cuts straight across too much farmland, divides properties in half and leaves them landlocked.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made.

Please use the space below to share what you like and/or don't like about Alternative 6. What about coming through the fairgrounds and behind the school and then hook into this?

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.
**Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.**

I strongly dislike this alternative

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**Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.**

Whites Tower is a problem but it is in a bad location period. I wouldn't change the intersection and Taylor Mill Rd because of that. 16 will widen sooner or later and the school board could make money by selling it and moving the school down to the old Twinhoeffel property where it is easier to expand and off the road.

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**Q10: Please indicate which of the following best describes you (check all that apply):**

- I own property within or near the KY 536 study area

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**Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?**

- Once every few months

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**Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?**

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

The fact that most of the severe curves have been removed on this section.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

It still leaves the road as dangerous as before.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

I have lived on the corner of Visalia and Decoursey pike for over 10 years and the traffic and accident rates have increased to the point that I feel unsafe. I love the fact that the hill has been removed and the intersection has been moved to a more business, straight sight location.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

Again, I like this plan since it relocates 536 away from Visalia hill and the current Visalia, 177 intersection.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

Very nice layout. It removes almost all if not all dangers form the existing 536.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

Possibly the best plan I've seen so far. Love the fact it bridges over 177 and the railroad tracks. I have had to go down through latonia or butler due to a train blocking the tracks for hours.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

Again the bridge over 177, csx, and the river would improve traffic flow and safety in the area.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative.

Please use the space below to share what you like and/or don't like about Alternative 8.
No bridge over 177 still creates an intersection.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

It leaves Visalia hill as is, I don't like that.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

I don't like that it leaves Visalia hill.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

I don't like this one because of its negative impact on a lot of residential property.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 4.

Its ok, but I like another better

PAGE 6

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 5.

I like this one, it addresses all the problems without major residential impact.

PAGE 7

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don’t like about Alternative 6.

I don't like the 90 degree curve

PAGE 8

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 7.

Don't like the almost 90 degree curve
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

It seem to correct all the problem areas

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I have no problem with trying to improve the roads, but would like to do it without major residential property impact. I have lived on 536 for 41 of my 45 years and I like it the way it is, that would be my concern.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like it, but some adjustments need to be made.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative

PAGE 10

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

PAGE 11

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

PAGE 12

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

PAGE 13

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: **Alternative 1:** This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative.

Q2: **Alternative 2:** Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative.

Q3: **Alternative 3:** Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It’s ok, but I prefer another alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Certainly safety is the most important concern, but I think connecting the three counties is also very important

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: **Alternative 1:** This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative, please use the space below to share what you like and/or don’t like about Alternative 1.

It does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

Q2: **Alternative 2:** Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Respondent skipped this question

Q3: **Alternative 3:** Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. 

Respondent skipped this question

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Respondent skipped this question

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Respondent skipped this question

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Respondent skipped this question
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative, Please use the space below to share what you like and/or don't like about Alternative 1. This alternative is not a serious proposal by the OKI project team and the consulting firm. This alternative is disruptive to affected residents yet achieves little substantively. This alternative should have been the "do nothing" alternative, which many would have preferred to this non-plan.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative, Please use the space below to share what you like and/or don't like about Alternative 2. See comments for Alternative 1.
Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 3.

This plan has merit on the western end, however once the route departs and heads north of existing Visalia Road on the eastern end, the intrusion on forested hillsides and grassland is highly undesirable. Further, the blasting of two large cuts in the hillsides west of the 536 bridge is costly, destructive, disruptive, and will create an eyesore on the landscape. Rather, the improved road should include corrections to the deficiencies of Visalia Road and follow the natural gap to the Licking. The general route should turn north and make a direct connection to the 536 bridge.

Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 4.

Same comments as Alternative #3.
Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5. This route is wantonly destructive of forested hills and grasslands. It is unconscionable from a preservation and conservation standpoint, a real crime against the land and the landowners affected. Its configuration will encourage rampant influxes of commercial truck and commuter traffic, adding to noise pollution, congestion, and lower air quality. The bisecting of a large area of wildlife habitat will lead to animal movement problems and an increased risk of deadly high-speed deer strikes. This alternative is aggressively urban in character and is an affront to the Direction 2030 goals of maintaining the rural character of the southern end of Kenton County.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6. This route is wantonly destructive of forested hills and grasslands. It is unconscionable from a preservation and conservation standpoint, a real crime against the land and the landowners affected. Its configuration will encourage rampant influxes of commercial truck and commuter traffic, adding to noise pollution, congestion, and lower air quality. The bisecting of a large area of wildlife habitat will lead to animal movement problems and an increased risk of deadly high-speed deer strikes. This alternative is aggressively urban in character and is an affront to the Direction 2030 goals of maintaining the rural character of the southern end of Kenton County.
Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7. This route is wantonly destructive of forested hills and grasslands. It is unconscionable from a preservation and conservation standpoint, a real crime against the land and the landowners affected. Its configuration will encourage rampant influxes of commercial truck and commuter traffic, adding to noise pollution, congestion, and lower air quality. The bisecting of a large area of wildlife habitat will lead to animal movement problems and an increased risk of deadly high-speed deer strikes. This alternative is aggressively urban in character and is an affront to the Direction 2030 goals of maintaining the rural character of the southern end of Kenton County.

Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8. This route is wantonly destructive of forested hills and grasslands. It is unconscionable from a preservation and conservation standpoint, a real crime against the land and the landowners affected. Its configuration will encourage rampant influxes of commercial truck and commuter traffic, adding to noise pollution, congestion, and lower air quality. The bisecting of a large area of wildlife habitat will lead to animal movement problems and an increased risk of deadly high-speed deer strikes. This alternative is aggressively urban in character and is an affront to the Direction 2030 goals of maintaining the rural character of the southern end of Kenton County.
Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Alternatives 3-8 all propose environmentally, scenically, and financially undesirable cuts on the eastern portion, undertaken as a means to connect with the existing 536 bridge (location) at Visalia. In general these routes bisect large tracts of forested and grassland acreage, depriving wildlife of increasingly scarce habitat in Kenton County. These new "overland" routes also present an intrusive barrier to animal movement and will surely lead to an increased incidence of potentially deadly deer strikes, as the animals try to roam over land that was previously accessible to them without hazard.

What is the engineering justification for recommending these disruptive and costly cuts, rather than following the natural land contours and descend to the Licking through Visalia Gap?

The existing Licking River Bridge at Visalia is reported to be marginally adequate, especially in times of high water. To avoid the massive hill cutting west of the existing bridge, the Scoping Study should more seriously consider the idea of building a new bridge further south that could facilitate connection with the existing 536/Visalia Rd, which follows the natural contours of the topography and avoids the need to make large cuts through those two hills west of the existing bridge, as proposed in Alternatives 3 through 8.

Q10: Please indicate which of the following best describes you (check all that apply):

- Other (please specify)
  I am a resident of southern Kenton County concerned about the aggressive urbanization schemes being pursued in the middle of the County.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Several times a week,
- Other (please explain)
  KY 536 is a lightly-traveled road in my experience, and is a pleasant drive or motorcycle ride. So much so that I often ride the route for personal pleasure.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,
Please use the space below to share what you like and/or don't like about Alternative 1.
May impact property depends on right-of-way and your improvements.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,
Please use the space below to share what you like and/or don't like about Alternative 2.
Will impact my property someway depends on right-of-way and property lines.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,
Please use the space below to share what you like and/or don't like about Alternative 3.
Will destroy everything I have worked for and all the plans I had for my children and family. May come very close to the home I built myself from scratch.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative.

Please use the space below to share what you like and/or don’t like about Alternative 4. will impact some property.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

4 of the studies will affect our family property. #3 will destroy my farm/cut thru it and will be very near my home and barn.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area,
- I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 5.
Combine this with alternate 7

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 7.
Combine this with alternate 5

PAGE 9
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It’s ok, but I prefer another alternative

PAGE 10

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Do a 5 to 7 route

PAGE 11

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

PAGE 12

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once a month

PAGE 13

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Respondent skipped this question

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.  

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.  

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Respondent skipped this question

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Respondent skipped this question

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Respondent skipped this question
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I don’t particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

This route does straighten out Harris Pike. However following that much of the old Staffordsburg rd would be disruptive to the rural feel of that road.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

This route avoids the elementary school. It fixes the intersection at Maverick road. Seems to be the shortest, straightest route to the bridge. Leaves much of Staffordsburg road in place with much less traffic, maintaining the rural feel of the area.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don't particularly like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few months

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: **Alternative 1:** This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: **Alternative 2:** Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don't particularly like this alternative

Q3: **Alternative 3:** Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don't particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Respondent skipped this question.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.  

I like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.  

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.  

I like this alternative
Q4: **Alternative 4:** Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. **I strongly dislike this alternative**

Q5: **Alternative 5:** Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. **I don’t particularly like this alternative**

Q6: **Alternative 6:** Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. **It’s ok, but I prefer another alternative**

Q7: **Alternative 7:** Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. **I strongly dislike this alternative**
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few months

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 3. The straighter the safer I feel it would be. Also it would be quicker so this would help open up Independence to more people coming to spend their dollars at restaurants, shops and other businesses.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It’s ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. It's ok, but I prefer another alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. It's ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don't particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6. Great idea hopefully it gets rid of the intersection hump at Whites Tower School. And also go's over the R/R tracks in to Campbell Co. No more sitting there waiting forever.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I work in or near the KY 536 study area,
- Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

I live within or near the KY 536 study area,
I work in or near the KY 536 study area,
Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, July 24, 2015 11:09:28 PM
Last Modified: Friday, July 24, 2015 11:15:41 PM
Time Spent: 00:06:13
IP Address: 208.102.55.3

Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

Respondent skipped this question

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. Respondent skipped this question

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team. Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply): Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Respondent skipped this question

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? Respondent skipped this question
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply): 

Respondent skipped this question.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Respondent skipped this question.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Respondent skipped this question.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. It’s ok, but I prefer another alternative.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. It’s ok, but I prefer another alternative.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. Respondent skipped this question.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. Respondent skipped this question.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,
Please use the space below to share what you like and/or don't like about Alternative 1. I'm very concerned about many spots as I will have to travel this during bad weather for work.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,
Please use the space below to share what you like and/or don't like about Alternative 2. It doesn't take out the huge blind spot when you are trying to turn left on Decoursey or the big hill.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,
Please use the space below to share what you like and/or don't like about Alternative 3. I'm concerned about the already very busy intersection of 536 and 16 and adding another road into the mix.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4. This eliminates almost all of the problems I have with the road.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 6. I love the bridge over the railroad tracks with exit ramps (CSX is really bad about going over their 15 minute stopping limit here) but I still think it should not connect 536 with 16 by White's Tower, even if adjustments are made. It's too congested already.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 7. Same issues as alternative 6. The bridge and ramps are fantastic, but White's Tower is already very congested. Would like to see this fused with moving the 17 to 16 corridor to the north.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made, please use the space below to share what you like and/or don't like about Alternative 8. Same issues as alternatives 6 and 7 - White's Tower is too congested to handle this. Love the rest of the corridor including the bridge and ramps.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

White's Tower should not be considered a viable location for any kind of intersection. It's too congested and high trafficked at any time of day, even with adjustments. Going north would be a better option, and there are fewer houses and businesses by going north. I love the bridge idea over the RR tracks as CSX frequently breaks the law with stoppages that are over 15 minutes. My main concerns are winter travel, when I will be traveling over the massive hill and curves. Anything that reduces those is what I need. Also, anywhere bridges can be put in to allow wildlife to pass under instead of leveling out land (especially farm land) will help with the deer strikes. I imagine that they will increase significantly if we cut over farm land, where animals are currently unrestricted.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area
- I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. I will fix bad spots, but keep the farms along the way.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Respondent skipped this question

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.
It does not provide along term solution, rather it is a band aid approach to the issues. As opposed to creating a viable east west highway for the long term it continues a dangerous, curvy, narrow roadway. While the least expensive it is the least desirable too.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.
Too little improvement overall. What is needed for the long term is a solution that creates a viable highway like that in western Kenton/eastern Boone counties that will provide a usable east west corridor for the long term.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.
This provides a solution to the far eastern area by straightening out the curves and downhill area but tries to use too much of the exiting roadway on the western portion which will impact on construction and residents and really not provide a quality solution there.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 4.

see comments to alternative 3 which equally apply to this one

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 5.

it does not really improve the Harris Pike area sufficiently

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 6.

ditto

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

while likely one of the most expensive this will provide the long term east west highway long needed in northern KY.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. I like it, but some adjustments need to be made, please use the space below to share what you like and/or don't like about Alternative 8. my concern is with the area between KY 16 and KY 17 and whether this will provide as good a solution as number 7. But the area immediately to the east of KY 16 is the best overall solution for that section.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Regardless of the final solution chosen, this project needs to move ahead as the east west highway is sorely needed now and the need will only worsen with time as this area continues to develop, having to use KY 16 and KY 17 back to I-275 to have decent access to the east only exacerbates the use of those roadways.

Q10: Please indicate which of the following best describes you (check all that apply): I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

Is there an alternative that makes the road safer and rectifies all high crash locations. Also, another concern is how many homes or properties would be affected by this route?

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 2.

The intersection of 536 & 16 can be dangerous and time consuming at peak travel times. Would it not be better to put a stop light or even a 4 way stop at that intersection?

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

I don't like that 16 would be moved to the east.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,
I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

This concept would be good for an interim solution but should not become the long term preferred alternative. In my personal opinion the goal should be to provide a truly regional route that is safer and more efficient.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

The amount of homes that would need to be either taken or put the roadway 20 feet from their front door for this alternative make it unacceptable.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

 Portions of this alternative are okay but I personally prefer one that goes completely off alignment. I also like some of the other concepts that get the new alignment away from the elementary school.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.
I personally like the segments that are off alignment, particularly in the vicinity of the elementary school.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 5.
Getting closer but I would still prefer the section between 17 and 16 be completely away from the existing road.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 6.
Same general comment as alternative 5. I do like the idea of 536 flying over 177, the railroad, and the river. I think that should be included in the final design.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 7.
Good but I personally like the alternatives that take the intersection of 536 and 16 away from the school.
**Q8:** Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Please use the space below to share what you like and/or don't like about Alternative 8.

I believe it would be better if it went off alignment between 16 and 17.

**Q9:** Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I personally prefer an alternative that goes nearly completely off alignment. I personally think this could and should be accomplished by working with the natural environment and existing private property lines, similar to how Paris Pike (US 25) was reconstructed between Paris and Lexington. The final built alternative needs to include bicycle and pedestrian facilities in the form of a shared use path offset from the new roadway. A good example here locally is the new Aero Parkway path. This path is important because the 536 corridor is identified as a major east/west corridor for bicycles and pedestrians in the Tri-State Trails plan. Also, providing access for multimodal users was identified as a goal of this study and none of the cross sections include bicycle/pedestrian facilities. Expecting novice or intermediate users to operate on the paved shoulders is not ideal and will not fulfill the goals of this study or the Tri-State Trails plan. As a parent myself, I would not feel comfortable riding with my children on a paved shoulder with cars traveling at a high rate of speed in close proximity.

**Q10:** Please indicate which of the following best describes you (check all that apply):

- Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.
- Other (please specify)
  I also have family in the area and they use the road daily. I use the road frequently when visiting them.

**Q11:** In general, how frequently do you travel onKY 536 between KY 17 and the Campbell County line?

Once every few weeks
Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?  No
PAGE 2

Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.
This alternative doesn't seem to address enough of the concerns.

PAGE 3

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.
Doesn't address any of the problems with the road.

PAGE 4

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.
This alternative addresses some of the roadways problems but not everything.

PAGE 5
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

This alternative addresses some problems but not all.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

This alternative is ok but not perfect.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

I like the ramps connecting 177 to 536.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

This alternative seems to be address all the concerns with 536 that I've ever had. All the major issues are corrected and it won't have as big of an impact on peoples lives that live along 536. This is by far my favorite choice.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It’s ok, but I prefer another alternative,
Please use the space below to share what you like and/or don't like about Alternative 8.
Not a bad alternative but not the best.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

The alternative 7 seems like a great option, every issue with 536 is addressed and it seems like it impact the least amount of people.

Q10: Please indicate which of the following best describes you (check all that apply):

I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

This is by far the best alternative. It is the most responsible with tax payer's money, improves safety (which is your stated goal), does not divide people's farms and property, and maintains the rural heritage or the area.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

Not needed. Poor use of taxpayers money. Public is not calling for this project. Spending over $50 million for 7 minutes of saved travel time is very poor use of my tax money. On top of it, this route destroys farmland, woodland, and divides people's property. Maybe a few lobbyists want this but the public does not want this major project.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4. Not needed. Poor use of taxpayers money. Public is not calling for this project. Spending over $50 million for 7 minutes of saved travel time is very poor use of my tax money. On top of it, this route destroys farmland, woodland, and divides people's property. Maybe a few lobbyists want this but the public does not want this major project.
Q7: **Alternative 7:** Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Please use the space below to share what you like and/or don't like about Alternative 7.

Not needed. Poor use of taxpayers money. Public is not calling for this project. Spending over $50 million for 7 minutes of saved travel time is very poor use of my tax money. On top of it, this route destroys farmland, woodland, and divides people's property. Maybe a few lobbyists want this but the public does not want this major project.

Q8: **Alternative 8:** Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

Not needed. Poor use of taxpayers money. Public is not calling for this project. Spending over $50 million for 7 minutes of saved travel time is very poor use of my tax money. On top of it, this route destroys farmland, woodland, and divides people's property. Maybe a few lobbyists want this but the public does not want this major project.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.
| Q11: | In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? | Once every few weeks |
| Q12: | Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? | Yes |
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don’t particularly like this alternative.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. This is a no brainer, obviously better than the existing road and it will save lives.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5. This may be the best of all the alternatives.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7. I thought a couple of the other were good, but the straighter 536 becomes the better.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don't particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. It’s ok, but I prefer another alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.
I like the idea of changing the intersection at Whitestower to the north

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?
Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
No
PAGE 2

Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I like this alternative

PAGE 3

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I like this alternative

PAGE 4

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.  

I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.  

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  

I don’t particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  

I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

Need to bring road up to current safety standards

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

Not an efficient egress layout.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own a business within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

To solve the issue of bad curves the burden of road improvements needs to be shared by property owners on both sides of the road in this alternative 1.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 2.

This seems to be workable with the least amount of impact IF IT STAYS EXACTLY LIKE STATED.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

I think the western half of this alternative is workable but the portion of the eastern half from the intersection from Staffordsburg -Visalia to Campbell Co. impacts too many residences and green space.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made, Please use the space below to share what you like and/or don't like about Alternative 4.
I like how this saves more green space but I don't like the impact on the residences at the end of Harris heading east to Rt. 16.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative, Please use the space below to share what you like and/or don't like about Alternative 5.
This is very bad and makes no sense. Too many people are impacted on all sections and green spaces are fragmented and destroyed!

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made, Please use the space below to share what you like and/or don't like about Alternative 6.
This rt.#6 seems least intrusive. However it looks like some may be land locked??? If this is chosen it needs to remain true to this layout so that home owners do not face losing their homes only a few years down the road.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative, Please use the space below to share what you like and/or don't like about Alternative 7.
west of rt 16 looks workable but east hits some residences who will loose everything.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made, please use the space below to share what you like and/or don’t like about Alternative 8. This seems to save a fair # of residences but again it gobbles green space near the Campbell Co. line.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

It is vital we save as much green space as possible- little to no fragmentation. Residences are also a priority. I am in favor of route safety but more development is NOT NECESSARY!!!

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 1.

This alternative solves some of the problems of the road, but places excess burden on a few property owners rather than spreading the burden out more evenly.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 2.

This alternative spreads out impact over the entire road, but removes too many homes to be truly viable.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 3.

I don't entirely like the loss of green space this alternative presents, and some houses are lost, but this alternative is acceptable if steps are taken to minimize impact.
Q4: **Alternative 4:** Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 4.

This alternative is acceptable, but steps need to be taken to minimize home impact; there is a cluster of houses on Staffordsburg and another on Visalia that seem to be heavily affected in almost all of the alternatives I have viewed.

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Q5: **Alternative 5:** Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

This alternative cuts through a large amount of green space and several properties, which could be worsened by future construction. The only positive aspect of this alternative is the cluster of homes that I have seen repeatedly affected by other plans seem to be spared; however, it would be preferable to minimize impact on all properties.

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Q6: **Alternative 6:** Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 6.

I like this alternative. It does cut through green space, but appears to minimize impact on homes.
Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7. This alternative both cuts through green space and has unnecessary impact on homes.

Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 8. This alternative places less impact on homes, but this could still be avoided.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Based on what I have seen, it seems that combinations of some aspects of existing plans could be combined to minimize the cons of particular plans. Also, I am not certain that safety of the road is as large an issue as it is presented as. I have driven on most of this road for years and have only encountered difficulty in perhaps one or two areas that could be fixed without altering the entire road.

Q10: Please indicate which of the following best describes you (check all that apply): I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Daily or almost daily
Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?  
No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

This is not even close to what we need to improve our traffic issues. It does nothing to improve our east-west travel issues.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

This would be the very minimum of what is needed.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 3.

This begins to offer a better east west route and open up more space for business and others.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,
Please use the space below to share what you like and/or don't like about Alternative 4.
I do not like the intersection at 536 and 16, you will still have all of the traffic conditions there where many accidents have occurred. That is a major priority for this road project, with parents, kids, school busses all going into Whites Tower this is a very bad intersection.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,
Please use the space below to share what you like and/or don't like about Alternative 5.
For the same reasons of number four, This does not fix the intersection of 536 and 16. This must be a priority for this project.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 7.
This seems to be a good route, least number of miles of road and does open up areas for future growth
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8. This is also a very good alternative, it fixes intersection issues, minimizes structures, and opens areas for future growth.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

The 536 / 16 intersection must be improved not just moved. There have been numerous traffic accidents with some fatalities here. I would also like to see areas open up for future growth, I realize that may impact some farm land but I think that is very important feature of a new road.

Q10: Please indicate which of the following best describes you (check all that apply):

- I own property within or near the KY 536 study area
- ...
- I own a business within or near the KY 536 study area
- ...
- I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like it, but some adjustments need to be made,
Please use the space below to share what you like and/or don't like about Alternative 1.
Does not move traffic and the intersection away from White's Tower School

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made,
Please use the space below to share what you like and/or don't like about Alternative 2.
Same as Alt#1

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,
Please use the space below to share what you like and/or don't like about Alternative 3.
Same as Alt#1
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 4.

Straightens bad curve on Harris Pike Corrects bad intersection at Maverick, Staffordsburg and RT#16

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

Most direct route will handle future traffic Moves intersection and traffic from school (W.T) Corrects intersection Maverick, Staffordsburg and RT16 Straightens curve on Harris Pike Does not effect many homes 50% of land take is not farmable

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

Does not take traffic and intersection away from school

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

Same as Alt #6
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

Same as above

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,

I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. Although I prefer the winding two lane country roads for peace and aesthetics, if adjacent sections are going to be changed, all sections need to be changed. Having one section that is peaceful while the rest is multi-lane confusion will just add more confusion and possibly create the opportunity for even more accidents.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2. Please no more traffic signals!! The amount of time and money (and toxic fumes spewed) wasted on sitting at unnecessary signals in Northern Kentucky is staggering!. Keep the stop signs to enhance natural traffic flow and keep citizens from wasting time and money and adding more pollutants to our air.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 3. Not sure I want to see more blown out hill sides. I prefer the road to continue in the natural lay of the land, or at least where the impact has already been made.
Q4: **Alternative 4:** Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made.

Please use the space below to share what you like and/or don't like about Alternative 4.
Same answer as 3. No more blown away hill sides.

Q5: **Alternative 5:** Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative.

Please use the space below to share what you like and/or don't like about Alternative 5.
Too much new road - unnecessary expenditure and change/damage to natural areas.

Q6: **Alternative 6:** Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.

Please use the space below to share what you like and/or don't like about Alternative 6.
Same answer as 5. Too much new road and change to natural environment.

Q7: **Alternative 7:** Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.

Please use the space below to share what you like and/or don't like about Alternative 7.
Same as 5 and 6. Too much new road and change to natural environment.
Q8: **Alternative 8:** Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 8.

Same as the previous - too much new road, expense and change to natural environment.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I understand the traffic concern and especially the accident concern, but completely straightening every road in this area is having the affect of losing the country feel. The windy, view filled roads are what give Kenton County it's charm. Keep as much of that as possible while working to make the roadway safer.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few months

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. 

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

I live on Klein Road and this will be out of my way alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,
Please use the space below to share what you like and/or don't like about Alternative 4.
Same as earlier, this does not benefit my route.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don't particularly like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 5.
This is even further away from my home on Klein Road.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 6.
Again, does not benefit my home on Klein Road.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 7.
Even further away from my home on Klein Road.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. I don’t particularly like this alternative, Please use the space below to share what you like and/or don’t like about Alternative 8. Too far from Klein Road

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team. I own property on Klein Road and I am looking for a better/safer alternative for 536.

Q10: Please indicate which of the following best describes you (check all that apply): I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative, Too curvy

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative, Not much change still dangerous

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made, please use the space below to share what you like and/or don't like about Alternative 4. Seems to take less homes.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative, please use the space below to share what you like and/or don't like about Alternative 6. Straight to point.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 8.

It's not as windy

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Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

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Q10: Please indicate which of the following best describes you (check all that apply):

- I own property within or near the KY 536 study area

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Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few weeks

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Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

Respondent skipped this question

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Respondent skipped this question

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3. This will most certainly disturb the rural nature of this area. Don't be like Boone County - there road projects have practically destroyed any farmland and other green space left in the county.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team. Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply): I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. Let's keep our citizens safe!

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

PAGE 5
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. It’s ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

It would be wonderful to have a full circle connection between all three counties; an outer loop of 275.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- Other (please specify): we travel this road way once a week for years, this is overdue.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

I like that this keeps the rural look and feel of the area intact. This is why we purchased a $140,000 10-acre parcel to build our home on.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

I like that this keeps the rural look and feel of the area intact.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

This will radically change the rural feel of the area. This is the OPPOSITE of what we want in our community. Keep the area rural and do not disturb the farm land! The current road is more than adequate, safe, few cars travel it and it is a pleasure to drive on. The road is a perfect example of a small, quiet country road. This proposed plan will change this rural area and diminish the quality of life here.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

This will radically change the rural feel of the area. This is the OPPOSITE of what we want in our community. Keep the area rural and do not disturb the farm land! The current road is more than adequate, safe, few cars travel it and it is a pleasure to drive on. The road is a perfect example of a small, quiet country road. This proposed plan will change this rural area and diminish the quality of life here.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

This will radically change the rural feel of the area. This is the OPPOSITE of what we want in our community. Keep the area rural and do not disturb the farm land! The current road is more than adequate, safe, few cars travel it and it is a pleasure to drive on. The road is a perfect example of a small, quiet country road. This proposed plan will change this rural area and diminish the quality of life here.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

This will radically change the rural feel of the area. This is the OPPOSITE of what we want in our community. Keep the area rural and do not disturb the farm land! The current road is more than adequate, safe, few cars travel it and it is a pleasure to drive on. The road is a perfect example of a small, quiet country road. This proposed plan will change this rural area and diminish the quality of life here.
Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

This will radically change the rural feel of the area. This is the OPPOSITE of what we want in our community. Keep the area rural and do not disturb the farm land! The current road is more than adequate, safe, few cars travel it and it is a pleasure to drive on. The road is a perfect example of a small, quiet country road. This proposed plan will change this rural area and diminish the quality of life here.

 PAGE 9

Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

This will radically change the rural feel of the area. This is the OPPOSITE of what we want in our community. Keep the area rural and do not disturb the farm land! The current road is more than adequate, safe, few cars travel it and it is a pleasure to drive on. The road is a perfect example of a small, quiet country road. This proposed plan will change this rural area and diminish the quality of life here.

 PAGE 10

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

This will radically change the rural feel of the area. This is the OPPOSITE of what we want in our community. Keep the area rural and do not disturb the farm land!

The current road is more than adequate, safe, few cars travel it and it is a pleasure to drive on. The road is a perfect example of a small, quiet country road.

 PAGE 11

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,

I own property within or near the KY 536 study area
**Q11:** In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?  
Daily or almost daily

**Q12:** Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?  
Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It’s ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Respondent skipped this question

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Respondent skipped this question

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Respondent skipped this question
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

Ineffective

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

Ineffective

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

Worried about impact to farms and homes
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,
Please use the space below to share what you like and/or don't like about Alternative 4.
Worried about impact on farms and homes

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,
Please use the space below to share what you like and/or don't like about Alternative 5.
Negatively impacts farms

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 6.
Low impact on farms and I like the bridge over 177. This is my favorite.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 7.
Negatively impacts farms
**Q8:** Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

| I don’t particularly like this alternative, |
| Please use the space below to share what you like and/or don't like about Alternative 8. |
| Negatively impacts farms |

**Q9:** Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I don’t want the farmers to lose their land. We’ve already lost so much farmland.

**Q10:** Please indicate which of the following best describes you (check all that apply):

| I live within or near the KY 536 study area |

**Q11:** In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

| Once every few weeks |

**Q12:** Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

| No |
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once a month

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I strongly dislike this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I strongly dislike this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area,
- I own a business within or near the KY 536 study area,
- I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area, Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few months

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don't particularly like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 1.
It doesn't do much besides take out one 90 degree turn. Seems like a waste of taxpayer dollars.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative,
Please use the space below to share what you like and/or don't like about Alternative 2.
I'd prefer to see the road more continuous.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,
Please use the space below to share what you like and/or don't like about Alternative 3.
Much more fluid roadway, but is it necessary to take that much property towards 177? Could the road follow the existing 536 as it gets close to 177?
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I am concerned about the impact on the land owners.

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

It does not solve the problems and only means that another road project will be needed in the future.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

Again does not keep us from needing further improvements in the future.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

Better
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

better

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

Solves many issues and may not need further improvements in the future

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. I like this alternative, Please use the space below to share what you like and/or don't like about Alternative 8. This is the best alternative in my book. Fixes current issues and is setup to be useful for the future

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team. If we are going to do this project lets do it so we do not have to come back to it in the future for additional improvements

Q10: Please indicate which of the following best describes you (check all that apply): I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Once a month

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I strongly dislike this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I don’t particularly like this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. It's ok, but I prefer another alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 8.

Why do we have to stay on the existing route between route 17 and 16? There is land north and south of the existing route with minimal homes on it that would be a better option for a road. The route needs a new road instead repaving/widening the current buffalo trail/trace. The homes on the existing route need sewer lines. All of the homes on the existing route have septic systems which are located in the front yards of the homes. I would prefer road improvements to take my complete property before having to live with a road in my front yard. Southern Kenton County needs new roads not just improvements to the existing route.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. It's ok, but I prefer another alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like it, but some adjustments need to be made, Please use the space below to share what you like and/or don't like about Alternative 6. it addresses the access issue and reduces travel time.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like it, but some adjustments need to be made.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

this road improvement is needed to help develop the southern portion of the county

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area,
- I own a business within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily,
- Other (please explain) Many of our patrons must also utilize the 536 corridor each day

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 4. You are eliminating many homes and much farm land. Young families are moving into the area, as we did 50 years ago, to raise their families in this atmosphere.

PAGE 6

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It’s ok, but I prefer another alternative

PAGE 7

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative

PAGE 8

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative

PAGE 9
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I attended both public sessions and did not see, or perhaps overlooked, the average daily traffic count from Rt. 177 to Ky 16. Is it in the hundreds or thousands? I live on 536 between Ky 17 and Ky 16 and am aware of the daily traffic that crosses this section. I weekly travel 536 to I-75; also KY 16 or Ky 17 to I-275. The people I know who live in Campbell Co choose to drive 536 because of the country atmosphere, away from the 4 lane Rt. 27 and the traffic on I-275.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few months

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I strongly dislike this alternative
Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative.

Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few weeks

Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like it, but some adjustments need to be made.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. **I like this alternative**

PAGE 6

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. **I like it, but some adjustments need to be made**

PAGE 7

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. **Respondent skipped this question**

PAGE 8

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. **Respondent skipped this question**

PAGE 9
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative

PAGE 6

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

PAGE 7

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

PAGE 8

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

PAGE 9

499 / 657
**Q8: Alternative 8:** Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

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I like this alternative
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**Q9:** Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

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Respondent skipped this question
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**Q10:** Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

**Q11:** In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

**Q12:** Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don’t particularly like this alternative.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7. Believe it's the best since it has the least impact on homes on Harris Pike and homes east of Rt 16. Also appreciate the ramps to KY 177. Most favorable!!
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. I like it, but some adjustments need to be made

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 1.

I do not like that it does not conform to lane and sidewalk configurations.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don’t like about Alternative 2.

Do not like that the high crash rate curves still remain.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don’t like about Alternative 3.

I like this route, but would like to see an adjacent 4’ sidewalk and 10’ bike lane.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made, please use the space below to share what you like and/or don't like about Alternative 4. I like this route, but would like to see an adjacent 4' sidewalk and 10' bike path.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made, Please use the space below to share what you like and/or don't like about Alternative 8. I like this route but would like to see an adjacent 4’ sidewalk and 10’ bike path.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I would like to see an adjacent 4’ sidewalk and 10’ bike path along the corridor no matter what route is chosen.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,
I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative,
Please use the space below to share what you like and/or don't like about Alternative 1.
I like that it keeps the original road. I don't like that it keeps the odd connections at ky16.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 3.
This is the best option as it is, but I like the ky16 connection at Staffordsburg better.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It’s ok, but I prefer another alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team. 

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply): 

I live within or near the KY 536 study area.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? 

Daily or almost daily.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? 

No.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made
Q4: **Alternative 4:** Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.  

I like it, but some adjustments need to be made.

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Q5: **Alternative 5:** Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.  

It's ok, but I prefer another alternative.

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Q6: **Alternative 6:** Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  

I like this alternative.

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Q7: **Alternative 7:** Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  

It's ok, but I prefer another alternative.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. It’s ok, but I prefer another alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team. Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply): Other (please specify) Travel

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Once every few months

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? No
Q1: **Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.**

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 1.

This option needs some variations.

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Q2: **Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.**

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 2.

This option needs variations.

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Q3: **Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.**

I don't particularly like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,
Please use the space below to share what you like and/or don't like about Alternative 5.
This option is the worst out of all the options.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,
Please use the space below to share what you like and/or don't like about Alternative 7.
Not as bad as 5, but still bad.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It’s ok, but I prefer another alternative

PAGE 10

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Personally I think the road work is unnecessary, but out of the options the 5th option is the worst please DO NOT use this route.

PAGE 11

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

PAGE 12

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

PAGE 13

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I don't particularly like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I don't particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I don't particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. I don’t particularly like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I don’t particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I don’t particularly like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

Other (please specify) Kenton Cty. Resident

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 1.

I'm concerned about impacts to housing and properties.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 2.

My concern is for impacts to housing and properties.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It’s ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5. This alternative cuts many properties in half, severely impacting the lives of residents. This factor is of utmost concern.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6. This alternative has the least impact on housing and properties and effectively both reduces curvature in the road for reduced accident rates and resolves issues regarding dangerous inclines on the hill to Visalia. Plus it creates an efficient implementation of Harris Pike.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7. This alternative directly cuts through too many properties and houses.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

My main concerns are about the impacts on housing and properties, especially those of residents with medium size properties (5-15 acres). I'm also concerned about alternatives that cut through the middle of properties, as opposed to slight cuts through the back margins of properties or even slight reductions of property caused by less sizable adjustments. Alternatives that slice properties in half create awkward and dangerous scenarios for property owners that negatively impact the quality of life.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few months

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Respondent skipped this question.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question.
Q4: **Alternative 4:** Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. 

**Respondent skipped this question**

Q5: **Alternative 5:** Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. 

**Respondent skipped this question**

Q6: **Alternative 6:** Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. 

**Respondent skipped this question**

Q7: **Alternative 7:** Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. 

**Respondent skipped this question**
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

No bike lanes

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge. I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177. I don't particularly like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Take the two 8’ sidewalks and make it a 4’ sidewalk with a 10’ bike lane, that would help drive developments I think.

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 1.
Doesn't do enough

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 2.
Doesn't do enough

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,
Please use the space below to share what you like and/or don't like about Alternative 3.
Like the elimination of confusing and time consuming turns. Would like to see all of the road improved however.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 4.

I like the new roadway north of existing 536.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 6.

Not a fan of the section south of existing 536

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once a month

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It’s ok, but I prefer another alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Respondent skipped this question.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Respondent skipped this question.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I strongly dislike this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I strongly dislike this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. Respondent skipped this question.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Respondent skipped this question

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Respondent skipped this question

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Respondent skipped this question
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.  

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.  

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.  

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,
Please use the space below to share what you like and/or don't like about Alternative 2.
Too close to my home.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative.
Q4: **Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.**

It's ok, but I prefer another alternative

Q5: **Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.**

It's ok, but I prefer another alternative

Q6: **Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.**

It's ok, but I prefer another alternative

Q7: **Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.**

It's ok, but I prefer another alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Daily or almost daily

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

No

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: **Alternative 4:** Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: **Alternative 5:** Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made

Q6: **Alternative 6:** Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative

Q7: **Alternative 7:** Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. It’s ok, but I prefer another alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team. Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply): I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like it, but some adjustments need to be made,
Please use the space below to share what you like and/or don't like about Alternative 1.
add bike lanes!

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like it, but some adjustments need to be made,
Please use the space below to share what you like and/or don't like about Alternative 2.
add bike lanes!

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,
Please use the space below to share what you like and/or don't like about Alternative 3.
add bike lanes!
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 4.

add bike lanes!

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 5.

add bike lanes!

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 6.

add bike lanes!

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 7.

add bike lanes!
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made.

Please use the space below to share what you like and/or don't like about Alternative 8. add bike lanes!

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Any and all road improvements should include a bike lane of 10' minimum width!

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few months

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
PAGE 2

Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

I do feel that it does not take care of the job like it should. It's only a bandaid for some of the problems on 536. No bike trail! Waste of money either the tax payers OR grant money.

PAGE 3

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

The turns and curves need to be removed and a decent road put in. No bike trails!!!

PAGE 4

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 3.

This is better where the curves are removed. Question is how much money vs. other alternatives. No bike trails!!!
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 4.
The reason I like this better it takes the roadway away from the school at Rt. 16 and 635. No bike trails.

PAGE 6

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.
I am not seeing $ and cents on each site. If you take the road this far north, aren’t you cutting the homes that are along 536 now? No bike trails.

PAGE 7

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.
Concern of cutting off homes on 536. But it is a shorter route. No bike trails wanted.

PAGE 8

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.
Again it cuts off homes on 536. How do they feel about it? No bike trails PLEASE!
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

Cuts off homes on 536 and please no pike trails!

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once a month

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. Although this alternative improves safety, it does not provide a contiguous corridor or improve regional connectivity.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2. Although this alternative improves safety, it does not provide a contiguous corridor or improve regional connectivity.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. It's ok, but I prefer another alternative,
Please use the space below to share what you like and/or don't like about Alternative 1. I travel this section of 536 often. While spot improvements are better than no improvements, having a less curvy, hilly option with wider lanes, will improve visibility, nausea rates and efficiency as I travel too and from work.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. It's ok, but I prefer another alternative,
Please use the space below to share what you like and/or don't like about Alternative 2. I feel this is the minimum that needs to be done.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. It's ok, but I prefer another alternative,
Please use the space below to share what you like and/or don't like about Alternative 3. My preferred options include more changes between routes 16 and 17.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It’s ok, but I prefer another alternative.

Please use the space below to share what you like and/or don’t like about Alternative 4. This alternative holds potential especially for the improvements on route 16. I suspect land owners will continue selling property for residential development off of 16 and very soon the roadway between the intersection of 16/17 and Hands Pike won’t be adequate.

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Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made.

Please use the space below to share what you like and/or don’t like about Alternative 5. Combine with alternative 8. I like this for the space between routes 16 and 17.

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Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative.

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Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Liking River via a bridge. Ramps connect new KY 536 with KY 177.

Please use the space below to share what you like and/or don’t like about Alternative 7. My 2nd choice option for the space between routes 16 and 17.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. I don't particularly like this alternative, Please use the space below to share what you like and/or don't like about Alternative 8. I like this option for the space between Route 16 and the Liking River. Combine with with alternative 5 for space between routes 16 and 17.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team. I feel a combination of alternatives 6 and 8 would be best options for "direct route". It's hard to know from these drawings what the hill factor would be but I can only assume that visibility would increase and nausea would decrease with these options. Additionally, it seems that these options would have the least disruption in current traffic until motorists can be directed to the new sections of road. It also seems these options would open this section of Independence up for further residential and commercial development.

Q10: Please indicate which of the following best describes you (check all that apply): I live within or near the KY 536 study area, I own property within or near the KY 536 study area, I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative.

Please use the space below to share what you like and/or don't like about Alternative 1.
Not straight enough.... Still to many curves

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I own a business within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Respondent skipped this question

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Q10: Please indicate which of the following best describes you (check all that apply):

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few months.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

While it is generally a wise decision to simply update a current road one already has in place, I do feel that in this situation we would be better served by taking traffic away from a problem spot as opposed to rebuilding the whole area. This would negatively affect many homeowners along 536 with construction, and then add salt to the wound, if you will, by adding traffic to their recently disturbed location. The people who live near the high crash locations now how to safely navigate the high crash locations, they do it every day. By moving the traffic away from the high risk zone, you remove the people who face the greatest danger from it.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

This alternative has all the problems of Alternative 1 but on a much grander scale. It dramatically increases the number of homes affected by the construction, which is something one would want to avoid.
Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3. This alternative successfully utilizes much of the roadwork already in place and draws all but local homeowner traffic (meaning people who are safe from the hazards of the high crash zones due to constant use) away from high crash zones. It also minimizes homeowner disruption to one or two households at most.

Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4. I approve of using current roadways for practicality’s sake, and this alternative does do somewhat less harm to homeowners along 536, but a large number of houses are still affected and it does not reroute traffic away from high crash zones.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5. This route, while disturbing less homeowners, seems fairly impractical in how it barely utilizes the current road system we have, which is an incredible waste of resources. In several parts it adds new road almost adjacent to existing ones, and then forges out in entirely new directions, wrecking virgin greenspace for no apparent reason.
Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6. While this route has a lack of use of current roadways and a corruption of virgin greenspace which seems a bit random and wasteful, the benefits of the new traffic pattern far outweigh any problems I see there, especially when it comes to the additions near the Visalia Bridge over the Licking River.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7. My issues with seven are that the issues from six are magnified to where they begin to outweigh the benefits near the Visalia Bridge over the Licking. The plows right through a good number of homes and strikes heavily out of the way of current roadways which could be utilized more fruitfully.

Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8. The only better plan I see is Alternative 3. This knocks through a few homes and doesn't use as much of the current roadways as it could, but is most certainly preferable to most of the the other plans we have been presented with.
Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I will restate here that the main things we should be looking for in a solid improvement plan are a rerouting of traffic away from high crash zones, proper utilization of current roadways, and a minimization of damage to homeowners and virgin greenspace. I urge those tasked with this matter to exercise due wisdom in seeking to achieve those three attributes.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I don’t particularly like this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I don’t particularly like this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I don’t particularly like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don’t particularly like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Respondent skipped this question.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

Respondent skipped this question.
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

It accomplished so very little in solving the corridor and regional transportation issues.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

Same as Alt. #1, does not solve the problems.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.

Better than 1 or 2.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4. Getting towards a real solution.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 5. Better than all previous. Waiting to see what's remaining.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 6. Comparable to 5, but the ramps at KY 177 are a good idea.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 7. Looks generally similar to 6, and again, grade crossings at major north-south obstructions are a good idea in the long run.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8. Generally acceptable, Since you need to bridge the railroad and river, so not sure why not 177 as well. In the long run, 177 will carry heavy traffic right? Also, don't forget roundabouts throughout the corridor. P.S., I'm assuming an opportunity later to review and comment the details of bike/pedestrian accommodations for the alternatives, which haven't been discussed yet.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Regarding B/P improvements, I have heard through QCB that an option exists (perhaps for all options) for sidewalks on both side (I don't know the width), with bikes either sharing these with peds, or out on the road with auto traffic. Also, that a QCB option has been offered for a 4-5 foot sidewalk on one side, and an 8-10 foot trail on the other, and perhaps also including minor general traffic lane width reductions. I would favor this configuration. And again, heavy emphasis on roundabouts, such as starting any intersection planning process with a roundabout as the preferred option. Its being increasingly this way throughout transportation agencies.

Q10: Please indicate which of the following best describes you (check all that apply):

Other (please specify)
Retired transportation professional, and QCB member (you probably know who!)

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few months,

Other (please explain)
But, as indicated, I look at 536 as a regional facility, regardless of how often I actually use it.

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.
The current roadway is too hazardous for the daily traffic that travels it. Spot improvements are not adequate to allow this to be a safe state route.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.
The current roadway is too hazardous for the daily traffic that travels it. The road is used as an I-275 or I-75 alternative for vehicles that should not be on a windy, narrow country road. Spot or roadway improvements are not adequate to allow this to be a safe state route.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.
The current roadway is too hazardous for the daily traffic that travels it. The road is used as an I-275 or I-75 alternative for vehicles that should not be on a windy, narrow country road. Spot or roadway improvements are not adequate to allow this to be a safe state route.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4. The current roadway is too hazardous for the daily traffic that travels it. The road is used as an I-275 or I-75 alternative for vehicles that should not be on a windy, narrow country road. Spot or roadway improvements are not adequate to allow this to be a safe state route.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5. This route would provide a roadway suitable for it's traffic, with a low impact on homes, although it does reduce the amount of farm land and would go through a friend's/neighbor's property. Unfortunately, the nature of this beast is that not everyone is going to be happy with the end result. Hopefully fair compensation will be offered to those who's lives would be so disrupted.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsbury United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don't particularly like this alternative
Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative.

Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Several times a week.
Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3. New section cut through back yards of some of the nicest and most expensive home on the road. It looks to cut between a couple of homes going through their side yards. I'm sure they don't want to give up their privacy. This is past the stop at Staffordsburg and the curve traveling east.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5. This alternative would not be intrusive to home owners on existing road and construction would not inconvenience as many people. A more direct route.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6. I like it because it would affect less residents and is a direct route through the area.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 7. I don't think it should leave the existing route on Harris Pike.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative,
Please use the space below to share what you like and/or don't like about Alternative 8.
I think this is the best of all proposed alternatives.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I believe that the less people and their homes are impacted the better this project will go. I think the people like their homes as it is or they would have not bought in this area.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. Helpful, not too damaging to properties and homes

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I don’t particularly like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Needs to protect farmland and not build up additional businesses and potential ghettos or trailer parks. Strictly make things safer and faster to get from point a to point b.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,

I own property within or near the KY 536 study area,

I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It’s ok, but I prefer another alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

It's ok, but I prefer another alternative.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I would rather fewer homes be disturbed by the road.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.
Do not like that the section of Rt 536 will remain a two lane road with no side area to pull off in case of emergency. Also, if the rest of Rt 536 is going to be corrected for the volume of traffic before the Rt. 17 interchange why not finish this major east/west corridor to Campbell County!

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.
The Y-intersection at Maverick needs corrected. The estimated completion time frame of 10 to 15 years will not be able to handle of the volume of traffic that goes over the major east/west corridor especially since I-275 is ALREADY has heavy traffic especially during rush hour times.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative.

Please use the space below to share what you like and/or don't like about Alternative 6. Th alternative has less of an impact on residential homes. It would bring the roadway to current standards. Would eliminating the crossing of the railroad tracks on Rt 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8. This alternative would also benefit especially with a continuous flow of traffic on the RT 536 corridor and leave the old Rt 536 homeowners that live on Staffordsburg and Visalia Roads.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

We need a safer RT 536 and to open for economic growth. Also, for the residents that live in the southern parts of Campbell County and the southeast part of Kenton County to make travel times shorter and safer too.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area,
- I work in or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It’s ok, but I prefer another alternative.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

**I like this alternative**

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

**I like this alternative**

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

**It's ok, but I prefer another alternative**

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

**I like this alternative**
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply): Though I don't live, own property, own a business or work within or near the KY 536 study area, I frequently travel through it.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

It's ok, but I prefer another alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few weeks

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I don’t particularly like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team. Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply): I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. There is not sidewalks or bike paths in Boone or Campbell counties along this route. This is the one the people in Southern Kenton County wanted just improve the problem areas. Not to totally move the road into prime farm land.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2. Why do you need side walks & bike paths on both sides of the road. We get see bikes on the road 1 to maybe 4 times a month. Very few people walk along the road ever.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3. It goes thru the middle my farm & destroys it. Still have the same problems with the road the was to be fixed & another road to maintain.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

It takes a lot of houses on Harris Pike & still has portions of the old road to maintain. Goes way of track & thru farm land to fix the Visalia Hill problems.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

Goes thru a lot of good farms & adds another road to maintain, when they won't maintain the present road like it should be.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

Goes thru my farm & others & destroys them. Plus adds another road to maintain.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

Goes thru my farm & others & destroys them. Plus adds another road to maintain.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

Goes thru my farm & others & destroys them. Plus adds another road to maintain.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Why are the people that were chosen for the development team not the land owners that use the road daily, live on it & will be forever effected by by the changes to it not on the development team, Instead it is people from other cities that don't use the current road or have anything to lose by the changes to the road or surrounding area. To me it is only a way to kill the farms in the area & open up land for development, not the road safety.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area,
- I own a business within or near the KY 536 study area,
- Other (please specify)
  Own a farm & live on 536 drive it for daily for over 43 years

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily,
- Other (please explain) Several times every day.

PAGE 10

PAGE 11

PAGE 12

PAGE 13
Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?  

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like it, but some adjustments need to be made. Please use the space below to share what you like and/or don't like about Alternative 1. This impacts fewest homes and maintains integrity of local landscape, but does not bring highway to code.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like this alternative, Please use the space below to share what you like and/or don't like about Alternative 2. This impacts fewest homes and maintains integrity of local landscape.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative, Please use the space below to share what you like and/or don't like about Alternative 3. As long as not connected to alt # 6,7, or 8 at river/railroad crossing. Also do not like cut in hill.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.
As long as not connected to alt # 6,7, or 8 at river/railroad crossing. Also do not like cut in hill.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.
As long as not connected to alt # 6,7, or 8 at river/railroad crossing. Also do not like cut in hill.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.
Do not like cut in hill or Visalia interchange.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.
Do not like cut in hill or Visalia interchange.
Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative.

Please use the space below to share what you like and/or don't like about Alternative 8.

Do not like cut in hill or Visalia interchange.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

The improvement of 536 through southern Kenton County is a highway project for the sake of a highway project. As a 50+ year resident of the area, I've seen the traffic develop over the years. In the 60's and 70's, traffic was light and infrequent as you would expect from a rural, farm-filled area. With the construction of the Licking River bridge at Visalia, traffic naturally increased. Both Florence and Alexandria commuters found it useful and less congested than traveling to I-275 and using the crowded freeways. However, at no time has traffic along the current 536 route been found to be "heavy" or "bumper to bumper" as you sometimes find closer to town. Even data provided by the scoping study shows that congestion is not currently nor will it be a problem for another 25 years. The diversion of traffic from the AA highway along 536 to I-75 will certainly add congestion as commercial vehicles avoid the lengthier trip to Wilder to access I-275.

The current roads are indeed curve filled, narrow and in disrepair and could, in fact, use some updating. The funds that a project of this scope would require would be better spent on maintenance of the existing roads and other roads in the area. Instead of bypassing the current highways with a new 536 (which would add to the burden of highway maintenance expenditures), perhaps a plan to fund repairs to the (currently) much neglected roadbed and berms we already have would be a better use of transportation dollars.

Many of the roads in southern Kenton County are currently quite low on the priority list for maintenance and snow removal. A new 536 would only lengthen the wait current area residents must endure for county and state services of this nature. Additionally, the residents of the area most affected by the construction of this new highway would derive the least benefit from it. Commuters from the eastern and western extremities would be the greatest beneficiaries of an multi-lane highway along the path proposed, while the local residents would be forced to give up their land and homes for the convenience of people in adjoining communities. The rural qualities that make this area desirable atmosphere for living, for raising a family, maintaining a small farm or just getting away from the clamor of the urban/suburban existence would be laid sacrifice to the idea of development for the sake of development. That is a high price for area residents to pay for the sake of a quicker commute.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area
Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?
Other (please explain) a few times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?
Yes
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1. This impacts the fewest homes and preserves the natural aesthetic of the area.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2. This impacts the fewest homes and preserves the natural aesthetic of the area.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 3. As long as not connected to Alternative 6, 7, or 8 at river/railroad crossing. I feel cutting through the hill will spoil the natural aesthetic of the area, and will lead to deteriorated maintenance of existing roads as the new section will require a great deal of winter maintenance.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.

As long as not connected to Alternative 6, 7, or 8 at river/railroad crossing. I feel cutting through the hill will spoil the natural aesthetic of the area, and will lead to deteriorated maintenance of existing roads as the new section will require a great deal of winter maintenance.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.

As long as not connected to Alternative 6, 7, or 8 at river/railroad crossing. I feel cutting through the hill will spoil the natural aesthetic of the area, and will lead to deteriorated maintenance of existing roads as the new section will require a great deal of winter maintenance.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.

I feel cutting through the hill will spoil the natural aesthetic of the area, and will lead to deteriorated maintenance of existing roads as the new section will require an enormous amount of winter maintenance. I am very much against this plan to fill Visalia with an overpass and on and off ramps.
Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

I feel cutting through the hill will spoil the natural aesthetic of the area, and will lead to deteriorated maintenance of existing roads as the new section will require an enormous amount of winter maintenance. I am very much against this plan to fill Visalia with an overpass and on and off ramps.

Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

I feel cutting through the hill will spoil the natural aesthetic of the area, and will lead to deteriorated maintenance of existing roads as the new section will require an enormous amount of winter maintenance. I am very much against this plan to fill Visalia with an overpass and on and off ramps.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I encourage OKI to keep 536 along its current path and change it as little as possible. I travel 536 often and find it to have little traffic and to be quite safe, if posted speeds are observed. I have lived along 536 for 25 years and am aware of only a handful of bad accidents during that time in the area covered by this survey. Most accidents along this section of 536 are quite minor, usually involving sliding off the road into a farm fence or striking a deer (which at the posted speed doesn't usually involve injuries to the driver). The curves on Visalia Hill have been made even safer in winter in the last few years with the installation of “gripper” pavement, making it easier for tires to get good purchase when weather conditions make the road slippery. I believe the “safety” component of this study has been exaggerated to fit the desires of those encouraging the project. I feel certain that if 536 is turned into a higher speed thoroughfare, the number of fatal accidents will in fact increase dramatically. The large deer population in this area will still be present, but the drivers will be striking them at much greater speeds and the extremely heavy fog from the Licking River that so often shrouds the hills along the route will routinely reduce visibility to extreme levels during morning rush hour travel. The steep grade shown on the alternative routes providing a contiguous corridor will be prone to very slick conditions whenever below freezing temperatures and the frequent river fog coincide.
The current railroad crossing at the end of the Visalia Bridge is also very safe, and I have never seen an accident occur there. Although one must stop at the crossing, it has a very reliable gate and signal system and wide visibility. As someone who has used the crossing nearly everyday for many years, I can honestly say that waiting for crossing trains is usually infrequent and brief. Once in the 25 years I've lived here, I had to alter my route because a train was temporarily stranded at the crossing. This is a pretty good record in my opinion.

I feel there is no need for a faster east to west corridor at this time. Even the 536 Study shows that congestion is not an issue in this area and is not expected to be an issue far into the future. I believe that if this project proceeds in the near future, the state and county will find that it will be a drain on resources to maintain, especially considering our typical winter weather. I feel the conviction of those pushing this project in the hopes of economic advantages for themselves and their companies is misplaced, and that any economic gain would take at least three to four generations to even begin to materialize. The strain on state and county budgets concerning the added maintenance will begin immediately after completion however. Speaking of added work and strain on the budget, will Decoursey Pike and other important already existing roadways be placed on a lower priority to clean off snow in winter and suffer longer episodes of slipping edges and spring potholes and landslides as the new road takes precedence for cleaning and maintenance or is the state/county truly prepared to employ more workers and spend more on salt, sand, brine, and snow cleaning equipment? I fear residents of southern Kenton County will be left to deal with the roads they often utilize being neglected, while allotted resources are committed to maintain the high speed thoroughfare for commercial trucks and commuters (who don’t live in or routinely do business in our area) but merely pass through our once beautiful rural locale in a big hurry. Surely the large amount of money the state is considering investing in this project would be better spent in improvement of the infrastructure of the many aging roads, overpasses, and bridges already present and in decline in Northern Kentucky.

If the project includes an elevated roadway over the CSX railroad with on and off ramps to Decoursey Pike, I will most likely lose my beloved country home. Obviously, this is something that I am really dreading and am very sad about. But to know that I may be forced from my home for something that is truly not needed, and will come with a whole set of new problems for others living in this area, and no real advantage for the people of southern Kenton County makes it even more painful. This area is really the last bit of unspoiled and naturally beautiful land in Kenton County. I think that is significant and should be taken into consideration. If 536 is turned into a high-speed thoroughfare cut through the picturesque hills, it will mar the beauty of the area, and I believe be a detriment rather than a boost to local agribusiness. Part of the experience of the annual farm tour, and frequenting any of our local agribusinesses throughout the year is traveling over the lovely country roads, enjoying the seasonal beauty and the sight of wild deer and turkeys, and grazing horses and cattle on the drive there. Perhaps instead of worrying about how quickly commuters can travel through southern Kenton County, we should encourage them to drive along the current and lovely 536 when they can take a few extra minutes to enjoy the sights and perhaps even stop to patronize a local business.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area,
- I own property within or near the KY 536 study area
| Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? | Several times a week |
| Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? | Yes |
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.

I would like to see a 12' separated and protected pedestrian and bicycle path on one side of KY 536 and a 5' sidewalk on the other side. This corridor is called out in the Green Umbrella Regional Trails Plan, and it has the potential to serve as a powerful east-west connection for pedestrians and cyclists.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.

I would like to see a 12' separated and protected pedestrian and bicycle path on one side of KY 536 and a 5' sidewalk on the other side. This corridor is called out in the Green Umbrella Regional Trails Plan, and it has the potential to serve as a powerful east-west connection for pedestrians and cyclists.
Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 3.

I would like to see a 12' separated and protected pedestrian and bicycle path on one side of KY 536 and a 5' sidewalk on the other side. This corridor is called out in the Green Umbrella Regional Trails Plan, and it has the potential to serve as a powerful east-west connection for pedestrians and cyclists.

Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 4.

I would like to see a 12' separated and protected pedestrian and bicycle path on one side of KY 536 and a 5' sidewalk on the other side. This corridor is called out in the Green Umbrella Regional Trails Plan, and it has the potential to serve as a powerful east-west connection for pedestrians and cyclists.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 5.

I would like to see a 12' separated and protected pedestrian and bicycle path on one side of KY 536 and a 5' sidewalk on the other side. This corridor is called out in the Green Umbrella Regional Trails Plan, and it has the potential to serve as a powerful east-west connection for pedestrians and cyclists.
Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 6.

I would like to see a 12' separated and protected pedestrian and bicycle path on one side of KY 536 and a 5' sidewalk on the other side. This corridor is called out in the Green Umbrella Regional Trails Plan, and it has the potential to serve as a powerful east-west connection for pedestrians and cyclists.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700' east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 7.

I would like to see a 12' separated and protected pedestrian and bicycle path on one side of KY 536 and a 5' sidewalk on the other side. This corridor is called out in the Green Umbrella Regional Trails Plan, and it has the potential to serve as a powerful east-west connection for pedestrians and cyclists.

Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made,

Please use the space below to share what you like and/or don't like about Alternative 8.

I would like to see a 12' separated and protected pedestrian and bicycle path on one side of KY 536 and a 5' sidewalk on the other side. This corridor is called out in the Green Umbrella Regional Trails Plan, and it has the potential to serve as a powerful east-west connection for pedestrians and cyclists.
Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I would like to see a 12’ separated and protected pedestrian and bicycle path on one side of KY 536 and a 5’ sidewalk on the other side. This corridor is called out in the Green Umbrella Regional Trails Plan, and it has the potential to serve as a powerful east-west connection for pedestrians and cyclists.

Q10: Please indicate which of the following best describes you (check all that apply):

- Other (please specify)
  Due to the long-term impact this corridor will have on the region, I am concerned that there are not currently plans for separated pedestrian and bicycle paths called out in the alternatives.

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once every few months

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don’t particularly like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like it, but some adjustments need to be made

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

It doesn't make any difference on safety factors unless you lower the speed limit. They use straight stretches to speed. An electric pole had to be replaced cause it was hit so many times because of speed on a straight stretch.

Q10: Please indicate which of the following best describes you (check all that apply):

Respondent skipped this question

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Respondent skipped this question

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties. I strongly dislike this alternative, Please use the space below to share what you like and/or don't like about Alternative 1. This offers no true improvement and does not address the danger and broken up flow of the route.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick. I strongly dislike this alternative, Please use the space below to share what you like and/or don't like about Alternative 2. This offers no true improvement to address the broken up flow of the route or make it a more viable east/west corridor.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River. I don't particularly like this alternative, Please use the space below to share what you like and/or don't like about Alternative 3. This would improve on the current, but I still don't think it turns it into a major east/west corridor that will benefit business and travel.
Q4: **Alternative 4:** Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative.

Please use the space below to share what you like and/or don't like about Alternative 4. This is definitely better than the current road, but still is not a major update with the future use in mind. A straighter path would be better to reduce travel time.

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Q5: **Alternative 5:** Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made.

Please use the space below to share what you like and/or don't like about Alternative 5. I think a bike trail would be a huge benefit to the area and could be included with this.

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Q6: **Alternative 6:** Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

It's ok, but I prefer another alternative.

Please use the space below to share what you like and/or don't like about Alternative 6. Would be a big improvement, but I still prefer a straighter trajectory. A bike trail should also be included.

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Q7: **Alternative 7:** Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made.

Please use the space below to share what you like and/or don't like about Alternative 7. Would be an acceptable improvement, but still prefer a straighter, shorter path east/west.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

This is the route I prefer the most. I live in Independence and am building a house on Walton Nicholson Rd, but work in Campbell county and attend church there. This would be my preferred route to travel each day. My wife will also be working in Campbell county and this would be the most efficient and safe route for her to travel.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I think is it very important to include a bike trail along the new route, no matter what draft is chosen. It is a very popular area for road cyclist and would be much safer and draw even more of them to the area. It would be a great feature to draw people to our community.

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,

I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once every few months,

Other (please explain)

I currently avoid it whenever possible because it is so dangerous, broken up, hilly and curvy. I would travel it daily if it was turned into a true east west corridor. Now, my only safe option is to travel up to 276 and go east to US 27 to travel south in Campbell county.
| Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? | No |
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don't particularly like this alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I don’t particularly like this alternative

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I don’t particularly like this alternative

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Once a month

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 1.
This alternative would eliminate 2 of the very sharp curves that cause problems, but would also allow people to drive too fast through this area.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 2.
This alternative doesn't seem to accomplish very much.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.
Worst option for us. This would go through our backyard and/or too near our house.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

I don’t particularly like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 4.
Eliminating curves would help.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 5.
This route looks like it would affect fewer homes and we would like to see this be the alternative that is chosen. The new road would be used by commuters and the old roads for residents of those roads. Less traffic and road noise to contend with.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 6.
A new road is the preferred alternative for those of us who live on KY 536.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.
Same as comments on Alternative 6.
Q8: **Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000' east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.**

I like this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8. Same as comments for Alternative 6.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

If all you do is straighten out the curves, it could lead to more accidents due to people driving faster on residential roads. It is already difficult to leave or pull in to driveways on KY 536.

Q10: Please indicate which of the following best describes you (check all that apply):

- I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Respondent skipped this question.

Respondent skipped this question.

Respondent skipped this question.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536. I like this alternative, Please use the space below to share what you like and/or don't like about Alternative 8. I want a bridge over the CSR RR. I like the fact of bypassing Visalia hill. I like going straight across in front of Whites tower school instead of pulling out onto Taylor Mill. This intersection will need a traffic light also.

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

We need a bridge over the railroad tracks! We need to find a better solution to Visalia hill especially the curve you have to make when you get to the bottom of the hill.

Q10: Please indicate which of the following best describes you (check all that apply): I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line? Several times a week

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library? No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I strongly dislike this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I strongly dislike this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative

PAGE 6

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

I like it, but some adjustments need to be made

PAGE 7

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like it, but some adjustments need to be made

PAGE 8

Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I like this alternative

PAGE 9
Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I like this alternative

Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

Respondent skipped this question

Q10: Please indicate which of the following best describes you (check all that apply):

I live within or near the KY 536 study area,
I own property within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

Once a month

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

No
Q1: Alternative 1: This alternative only includes spot improvements on some curves that have high crash rates. It is not an attempt to bring the entire KY 536 (KY 17 to Licking River) corridor to current roadway standards or to rectify all high crash locations. It also does not conform to the lane and sidewalk configurations for the adjacent projects in Boone, Kenton and Campbell counties.

I like this alternative

Q2: Alternative 2: Roadway improvements would be made to the entire existing corridor to achieve current Commonwealth of Kentucky standards. Does not remove the stop signs and right/left turns at KY 16, Maverick Road, Staffordsburg Road, KY 177, and KY 536 over the Licking River. It also does not correct the Y-intersection at Maverick.

I like this alternative

Q3: Alternative 3: Stays on the existing KY 536 roadway from KY 17 to KY 16. KY 536 crosses KY 16 south of existing KY 536 before crossing existing KY 536 east of Estate Lane. A new KY 536 road would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative,

Please use the space below to share what you like and/or don't like about Alternative 3.
I like this plan as long as it is not connected to river/railroad crossing on alternatives 6, 7, and 8. I also think that cutting through the hill will cause a deteriorating rural atmosphere. I also foresee road problems due to weather conditions.
Q4: Alternative 4: Stays on the existing KY 536 roadway east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16. New road would then follow the existing KY 536 (except for curve revisions) until it would continue on new roadway on the north side of existing KY 536, east of Estate Lane. A new KY 536 roadway would continue on the north side of existing KY 536 before connecting to the Visalia Bridge over the Licking River.

It's ok, but I prefer another alternative. Please use the space below to share what you like and/or don't like about Alternative 4. I like this plan as long as it is not connected to river/railroad crossing on alternatives 6, 7, and 8. I also think that cutting through the hill will cause a deteriorating rural atmosphere. I also foresee road problems due to weather conditions.

Q5: Alternative 5: Stays on the existing KY 536 east of KY 17 before relocating to the north side as it approaches KY 16, creating a new intersection with KY 16; KY 16 is relocated to the east for a short stretch; a new road stays on the north side of existing KY 536 until it connects to the Visalia Bridge.

It's ok, but I prefer another alternative. Please use the space below to share what you like and/or don't like about Alternative 5. I like this plan as long as it is not connected to river/railroad crossing on alternatives 6, 7, and 8. I also think that cutting through the hill will cause a deteriorating rural atmosphere. I also foresee road problems due to weather conditions.

Q6: Alternative 6: Stays on the existing KY 536 from KY 17 to KY 16; extends south of existing KY 536 before crossing to the north side of KY 536, west of Staffordsburg United Methodist Church; road remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative. Please use the space below to share what you like and/or don't like about Alternative 6. I think that cutting through the hill will cause a deteriorating rural atmosphere. I also foresee road problems due to weather conditions. I am very much against the plan to fill Visalia with on and off ramps. If this plan is implemented, the town of Visalia will be no more. People who have lived in their homes for over 50 years and families that have been on their land for generations will be displaced.
Q7: Alternative 7: Relocates existing KY 536 between KY 17 and KY 16 with a new roadway south of existing KY 536; road extends south of existing KY 536 before crossing to the north side of KY 536 approximately 1700’ east of KY 16; remains on the north side and crosses over existing KY 177, the CSX railroad, and the Licking River via a bridge. Ramps connect new KY 536 with KY 177.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 7.

I think that cutting through the hill will cause a deteriorating rural atmosphere. I also foresee road problems due to weather conditions. I am very much against the plan to fill Visalia with on and off ramps. If this plan is implemented, the town of Visalia will be no more. People who have lived in their homes for over 50 years and families that have been on their land for generations will be displaced.

Q8: Alternative 8: Remains on the existing KY 536 between KY 17 and KY 16; moves a small portion of KY 16 to the east; road extends on the south side of existing KY 536 until it crosses existing KY 536 approximately 4000’ east of KY 16; road stays on the north side of existing KY 536 until it crosses the CSX RR and the Licking River via a bridge; KY 177 is relocated west and raised approximately 35 feet to create a traditional intersection with KY 536.

I strongly dislike this alternative,

Please use the space below to share what you like and/or don't like about Alternative 8.

I think that cutting through the hill will cause a deteriorating rural atmosphere. I also foresee road problems due to weather conditions. I am very much against the plan to fill Visalia with on and off ramps. If this plan is implemented, the town of Visalia will be no more. People who have lived in their homes for over 50 years and families that have been on their land for generations will be displaced.
Q9: Please use the space below to share any additional comments, concerns or suggestions you may have regarding the improvements being developed by the KY 536 Study team.

I have lived in Visalia all of my life and personally I see no reason for this new road to be built. Yes, the old roads need repairing. Wouldn't the funds designated for this new road system, which takes away from our beautiful rural community and destroys our homes, be better spent on fixing and maintaining the existing roads? And if the new road does go through, will it take away from the maintenance of the existing roads? Will the county/state hire more road workers and be willing to spend more on snow removal. Even if this road does go through, the people using it will be truckers and commuters that do not use the already existing roads. People that reside on the existing roads will still need just as much attention to road maintenance as they always have. The original purpose of this new road was to connect the AA Highway to the interstate. I've heard that this is no longer then plan. If it is no longer the plan, then there is no point in ruining the beautiful countryside, especially when this new road would connect into a rural country road that leads to an increasingly congested, although recently renovated, US 27. Putting this new road in would destroy our community, generations of family history, and would only increase congestion on US 27. It would also take years to build. Anyone whose house was not taken for the purpose of the road would be tortured by the sounds of construction and dynamite blasting through the hills instead of enjoying the usual peace and quiet of the countryside. People say the reason for this new road is to lessen the amount of traffic that goes through this area and to decrease the amount of wrecks. I have lived here all of my life and I have only seen a few incidences that were fatal. Most are people siding off the road in bad weather or hitting a deer. Some are even due to drag racing that happens on the weekends. And as far as the congestion of the area goes, even the 536 Scoping Study states that congestion is not an issue and will not be an issue for at least 25 years into the future. There is also the matter of the railroad tracks. Many people don’t want to have to deal with going over the tracks and waiting for the train. In my experience, there are very few problems with the train. I have never had to make a detour to avoid a train and it takes very little time for a train to pass. In my opinion, instead of building a new road that takes away people’s homes, diminishes the beautiful rural area, and makes more roads to take care of, we should enjoy a beautiful escape from the hub-bub of everyday life and relish in the fact that we have this wonderful place.

Q10: Please indicate which of the following best describes you (check all that apply):

- I live within or near the KY 536 study area

Q11: In general, how frequently do you travel on KY 536 between KY 17 and the Campbell County line?

- Daily or almost daily

Q12: Did you attend the July 6, 2015 Public Open House at the William E. Durr Public Library?

- Yes
Appendix N. Public Phone Messages Received by Project Manager

Call received on April 27, 2015 at 9:18am. The gentleman shared that he had just put an offer in on a 33 acre parcel on Staffordsburg Road. He was curious to know what impact the Study will have on his property and why the desire to open up the corridor. The Project Manager returned the call the same day at approximately 9:30am. She answered the gentleman’s questions by stating that the Study was in midst of developing draft alternatives and that no final recommendations had been made. She also shared the Study’s goals. The Project Manager acquired the gentleman’s email address and informed him that he would be added to the Study’s general contact list, so that he would receive updates as they develop. In the meantime, she emailed him with the www.oki.org/536 link. Upon inquiry, it was determined that the gentleman had heard about the Study through the April 20, 2015 Enquirer Article. The gentleman’s name and email addresses are not included in this report to ensure anonymity and privacy.

Message received on July 7, 2015 from the owner of a business located at the intersection of Harris Pike and Taylor Mill Road. Project Manager returned the call same day and spoke with the business’ receptionist. Main questions were in regards to timing of future improvements. The Project Manager shared information, website address and encouraged staff to complete the online comment form. Receptionist said she would pass on the information to the owner and have him call with any further questions.

Above, same business owner called again on July 28, 2015. Owner’s major concern was not where the road is built, but that the improvements open up the area for growth and improves east/west connectivity through the region. He emphasized the overall importance of the corridor being improved for the future of the county and safety of KY 536 intersections. He also stated that even if only local traffic would remain on Harris Pike as it joins Taylor Mill Road, something has to be done to that intersection and the severe incline. It poses a huge safety risk.

Message received on July 19, 2015 from gentleman who resides on KY 536 in the study area. He had just received the July 16 letter from OKI. His comments asked for the Study Team to consider doing away with Visalia Hill due to traffic and the wrecks over the years and big trucks using it. Close the hill to traffic and let traffic travel east/west at Mann Road. Hill very dangerous even in dry weather. Please
get rid of hill. The gentleman’s name is not included in this report to ensure anonymity and privacy.

Call received on July 30, 2015 from a Visalia Road property owner residing in one of the worst, most dangerous curves. She is a mother of an autistic child. Her house sits close to the roadway and her property is frequently the location of traffic incidences (overturned vehicles land in her yard, run off the road into her yard, etc). She stated calling 911 at least 20 times from crashes occurring in her yard. She stated alternatives 1 through 4 affect her property and that she will likely have to move. She stated a preference for the on-alignment alternatives – not wanting an off-alignment fix. The woman’s name is not included in this report to ensure anonymity and privacy.

Message received on July 30, 2015 from property owner residing on Visalia Road. OKI Project Manager returned the call at 3:30pm on July 31, 2015. The gentleman stated that he preferred alternatives 6, 7, and 8. He had not completed the online comment form, but said he would following the phone conversation. He asked about timeline. Project Manager stated it would be a minimum of 10 years before construction would commence on any segment of the KY 536 corridor between KY 17 and the Licking River. Caller said, “That’s what my neighbor said he was told at the July 6 open house.” He said to, “Keep up the good work” and thanked staff for their time and returning his call. The gentleman’s name is not included in this report to ensure anonymity and privacy.
Appendix O. Comment Forms Free Response Summary

Questions 1 through 8 of the Phase Two Comment Form allowed individuals to provide additional comments regarding Alternatives 1 through 8. Respondents offered a variety of comments identifying elements that they like and did not like about the various alternatives. Statements of a similar nature were grouped into general categories. The pages below identify the various categories identified for each alternative and the number of responses attributed to each. In addition, suggestions received as part of the comments submitted are also documented.
**Alternative 1**
Respondents offered a variety of comments identifying elements they liked about Alternative 1 and what they didn’t like. These comments have been grouped into the general categories outlined below. The Number of Comments Received column identifies the number of times comments assigned to their respective categories were mentioned. These categories only include comments that appeared at least two times or more.

**Elements LIKED About Alternative 1**

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Number of Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Low/Less Impact:</strong> Alternative has lower/less overall impact, particularly to homes and properties. Of these comments, three also mentioned lower impacts to farmland and/or open space</td>
<td>11</td>
</tr>
<tr>
<td><strong>Maintains Rural Character:</strong> comments in this category stated that this alternative will help keep the rural look and feel of the area</td>
<td>6</td>
</tr>
<tr>
<td><strong>Like - General:</strong> These were comments in which respondents indicated they liked the alternative. (Some additional statements accompanying these comments included: “better than what we have now,” “South Kenton County people want this alternative,” “by far the best,” “is what residents of area want,” and “least invasive”)</td>
<td>6</td>
</tr>
<tr>
<td><strong>Addresses Safety Issues:</strong> Comments specifically mentioned that Alternative 4 addresses safety issues. Of these, two people specifically mentioned curves</td>
<td>4</td>
</tr>
<tr>
<td><strong>Addresses Some Problems/Concerns:</strong> Respondents providing comments included in this category stated that Alternative 4 addressed most problems of the existing roadway</td>
<td>3</td>
</tr>
<tr>
<td><strong>Improvements are needed:</strong> Several respondents made general comments indicating that improvements are needed, though their comments didn’t seem to apply to a particular alternative</td>
<td>3</td>
</tr>
<tr>
<td><strong>Maintain Current Alignment:</strong> comments in this category expressed respondents’ preference that roadway improvements be completed along the existing roadway corridor and not on a new, alternate alignment</td>
<td>2</td>
</tr>
<tr>
<td><strong>Cost Effective:</strong> Respondents said that this alternative was financially responsible and cost effective</td>
<td>2</td>
</tr>
</tbody>
</table>
Elements NOT LIKED about Alternative 1

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Number of Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Doesn't Do Enough:</strong> Comments placed in this category expressed respondents’ concerns that Alternative 1 does adequately address current concerns about and problems with the existing roadway. In their comments, respondents specifically mentioned safety (6 times), curves (3 times), Visalia hill area (4 times), traffic issues (1 time), no direct route to river (2 times) and no shoulders (1). Two respondents referred to Alternative 1 as a band-aid and another said it was an interim solution.</td>
<td>32</td>
</tr>
<tr>
<td><strong>No multi-use/bike path:</strong> Respondents noted that this Alternative did not include a multi-use path/bike lane option.</td>
<td>7</td>
</tr>
<tr>
<td><strong>Lack of Connectivity:</strong> Respondents stated that the alternative either is not consistent with improvements being made along other portions of the roadway or does not improve connectivity within the region</td>
<td>6</td>
</tr>
<tr>
<td><strong>Impacts to Homes/Properties:</strong> comments in this category expressed concerns about impacts to homes and/or other properties</td>
<td>4</td>
</tr>
<tr>
<td><strong>Undue Burden:</strong> Comments placed in this category stated that Alternative 1 placed an undue burden on a small group of property owners rather than spreading out the impacts</td>
<td>2</td>
</tr>
<tr>
<td><strong>Focus on Other Priorities:</strong> Comments in this category suggested that planners focus on other area projects such as the Brent Spence Bridge</td>
<td>2</td>
</tr>
<tr>
<td><strong>Doesn’t Adequately Address White’s Tower:</strong> Respondents felt that the proposed alternative did not adequately address traffic and intersection problems near White’s Tower Elementary School</td>
<td>2</td>
</tr>
<tr>
<td><strong>Dislike - General:</strong> Respondents stated that they didn’t like this alternative because it was disruptive to residents (1) and was a waste of money (1)</td>
<td>2</td>
</tr>
</tbody>
</table>
Suggestions offered in comments for Alternative 1 include:
(Comments included below are copied verbatim; no edits to spelling or language were made)

1. As far as it goes it is ok; but why not start at the Whites Tower School and go straight into it?

2. To solve the issue of bad curves the burden of road improvements needs to be shared by property owners on both sides of the road in this alternative 1.

3. Do not like that the section of Rt 536 will remain a two lane road with no side area to pull off in case of emergency. Also, if the rest of Rt 536 is going to be corrected for the volume of traffic before the Rt. 17 interchange why not finish this major east/west corridor to Campbell County!

4. I would suggest a slightly different route, however, mini work on the existing 536 until the hill at which point they could alter the route. Care should also be considered to the up keep of one road as oppose to creating another road increasing cost of maintenance by having to. Also the line could be adjusted more equitably no necessary to cut 5 properties.

5. While it is generally a wise decision to simply update a current road one already has in place, I do feel that in this situation we would be better served by taking traffic away from a problem spot as opposed to rebuilding the whole area. This would negatively affect many homeowners along 536 with construction, and then add salt to the wound, if you will, by adding traffic to their recently disturbed location. The people who live near the high crash locations know how to safely navigate the high crash locations, they do it every day. By moving the traffic away from the high risk zone, you remove the people who face the greatest danger from it.

6. Add a few stop signs-put some shoulders on the road-slow down traffic and you'll make it safer. If this is about safety.
## Alternative 2

Respondents offered a variety of comments identifying elements they liked about Alternative 2 and what they didn’t like. These comments have been grouped into the general categories outlined below. The Number of Comments Received column identifies the number of times comments assigned to their respective categories were mentioned. These categories only include comments that appeared at least two times or more.

### Elements LIKED About Alternative 2

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Number of Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Low Impact/Least Impactful:</strong> Comments included in this category state that Alternative 2 has a lower overall impact or is the least impactful (mentioned by four of the five respondents) of the alternatives, particularly to homes and properties.</td>
<td>7</td>
</tr>
<tr>
<td><strong>Maintains Rural Character:</strong> comments in this category stated that this alternative will help keep the rural look and feel of the area</td>
<td>3</td>
</tr>
</tbody>
</table>

### Elements NOT LIKED about Alternative 2

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Number of Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Doesn’t Do Enough:</strong> Comments placed in this category expressed respondents’ concerns that Alternative 1 does adequately address current concerns about and problems with the existing roadway. In their comments, respondents specifically mentioned safety (6 times), curves (3 times), Visalia hill area (3 times), traffic flow (1 time), no removal of stop signs (3 times), access (1 time) and regional connectivity (1 time). Two respondents said that Alternative 2 represents the minimum of what should be done.</td>
<td>27</td>
</tr>
<tr>
<td><strong>Impacts to Homes/Properties:</strong> comments in this category expressed concerns about impacts to homes and/or other properties; several people mentioned concerns with decreasing property values</td>
<td>9</td>
</tr>
<tr>
<td><strong>Dislike - General:</strong> Respondents indicated that they didn’t like this alternative. Comments included: “not efficient egress,”</td>
<td>7</td>
</tr>
</tbody>
</table>
“still dangerous,” “not very good plan,” “doesn’t accomplish much,” and “not needed”

| No multi-use/bike path: Respondents noted that this Alternative did not include a multi-use path/bike lane option. | 2 |

Suggestions offered for Alternative 2 include:
*(Comments included below are copied verbatim; no edits to spelling or language were made)*

1. If they want to widen the road I would widen it in the direction of fields side of Staffordsbug for the most part impacting north west side as few homes as possible. (see comments for Alternate 1) The line could be redrawn so as to not impact 5 properties, in some instances could be a little from each side.

2. I would correct the Y-intersection.

3. I'd prefer to see the road more continuous.

4. The Y-intersection at Maverick needs corrected. The estimated completion time frame of 10 to 15 years will not be able to handle of the volume of traffic that goes over the major east/west corridor especially since I-275 is ALREADY has heavy traffic especially during rush hour times.

5. **DRIVE THIS ROAD EVERY DAY AND YOU WILL SEE HOW DANGEROUS THIS ROAD IS.**

6. I like that stop signs are kept. They will help slow down traffic,

7. Corrections to the route to improve flow (removal of stop signs, straightening of route, etc.) should be made.

8. This option needs variatons

9. Please no more traffic signals!! The amount of time and money (and toxic fumes spewed) wasted on sitting at unnecessary signals in Northern Kentucky is staggering!. Keep the stop signs to enhance natural traffic flow and keep citizens from wasting time and money and adding more pollutants to our air.

10. The turns and curves need to be removed and a decent road put in. No bike trails!!!

11. need to replace that whole road very dangerous, better to go right through it; need to get rid of Visalia Hill altogether. Plus if need to replace bridge better to go straight on 536 over licking river. Vasalia road had two friends killed on top of that hill.

12. Too little improvement overall. What is needed for the long term is a solution that creates a viable highway like that in western Kenton/eastern Boone counties that will provide a usable east west corridor for the long term
13. We don't need a completely new super-highway, and keeping some stop-signs and bends is quite okay. I like 2 segments of Alternative 2 so that much of the existing path is maintained: 1) between Maverick Rd to just west of the United Methodist Church 2) between Brewster Ln to just east of Mann Rd

14. Split the difference on the curve

15. Split the difference on the curve by Maverick instead of taking so many houses on one side.

16. The intersection of 536 & 16 can be dangerous and time consuming at peak travel times. Would it not be better to put a stop light or even a 4 way stop at that intersection?
**Alternative 3**
Respondents offered a variety of comments identifying elements they liked about Alternative 3 and what they didn’t like. These comments have been grouped into the general categories outlined below. The Number of Comments Received column identifies the number of times comments assigned to their respective categories were mentioned. These categories only include comments that appeared at least two times or more.

**Elements LIKED About Alternative 3**

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Number of Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Straightens Curves:</strong> Respondents stated that they liked that Alternative 3 straightens out problematic curves in the roadway. Some said that this will make them feel safer and will improve traffic flow</td>
<td>7</td>
</tr>
<tr>
<td><strong>Low/Less Impact:</strong> Alternative has lower/less overall impact, particularly to homes and properties; one person said it appeared to be the least impactful.</td>
<td>4</td>
</tr>
<tr>
<td><strong>Addresses Many Problems:</strong> Respondents providing comments included in this category stated that Alternative 4 addressed most problems of the existing roadway</td>
<td>3</td>
</tr>
<tr>
<td><strong>General Like:</strong> These were comments in which respondents said they liked the alternative. (Some additional statements accompanying these comments included: “appears to be the best solution,” better,” and “better than 1 and 2.” Comments also mentioned that the alternative supports economic development and provides better connectivity.</td>
<td>3</td>
</tr>
<tr>
<td><strong>Addresses Concerns with Visalia Hill:</strong> Comments state that they like that Alternative 3 takes traffic away from Visalia hill</td>
<td>2</td>
</tr>
<tr>
<td><strong>Maintain Current Alignment:</strong> comments in this category expressed respondents’ preference that roadway improvements maximize the use of existing infrastructure</td>
<td>2</td>
</tr>
</tbody>
</table>
Elements NOT LIKED about Alternative 3

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Number of Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impacts to Homes/Properties: comments in this category</td>
<td>21</td>
</tr>
<tr>
<td>expressed concerns about impacts to homes and/or other</td>
<td></td>
</tr>
<tr>
<td>properties as well as loss of property value, increased</td>
<td></td>
</tr>
<tr>
<td>noise and reduced privacy</td>
<td></td>
</tr>
<tr>
<td>Impacts to Farmland/Open Space: Comments placed in this</td>
<td>12</td>
</tr>
<tr>
<td>category expressed concerns about impacts to farmland</td>
<td></td>
</tr>
<tr>
<td>and/or open space and decreases in land value</td>
<td></td>
</tr>
<tr>
<td>No multi-use/bike path: Respondents noted that this</td>
<td>4</td>
</tr>
<tr>
<td>Alternative did not include a multi-use path/bike lane</td>
<td></td>
</tr>
<tr>
<td>option.</td>
<td></td>
</tr>
<tr>
<td>Jeopardizes Rural Character: Comments in this category</td>
<td>3</td>
</tr>
<tr>
<td>include stated concerns that the Alternative will</td>
<td></td>
</tr>
<tr>
<td>negatively impact the rural nature of the roadway and</td>
<td></td>
</tr>
<tr>
<td>surrounding community and/or will have a negative impact</td>
<td></td>
</tr>
<tr>
<td>on the quality of life within the corridor.</td>
<td></td>
</tr>
<tr>
<td>River/rail crossing: Respondents said they like this plan</td>
<td>3</td>
</tr>
<tr>
<td>as long as it is not connected to river/railroad crossing</td>
<td></td>
</tr>
<tr>
<td>suggested for Alternatives 6, 7 and 8</td>
<td></td>
</tr>
<tr>
<td>Do Not Like Cut in Visalia Hill: Respondents stated that</td>
<td>3</td>
</tr>
<tr>
<td>they did not like the proposed cut in the Visalia hill</td>
<td></td>
</tr>
<tr>
<td>(some said they were concerned that this option would</td>
<td></td>
</tr>
<tr>
<td>“spoil the natural aesthetic of the area,” result in loss</td>
<td></td>
</tr>
<tr>
<td>of the area’s rural character, and winter maintenance</td>
<td></td>
</tr>
<tr>
<td>needs of the new road would supersede the needs of other</td>
<td></td>
</tr>
<tr>
<td>area roads)</td>
<td></td>
</tr>
<tr>
<td>Dislike - General: Respondents indicated that they didn’t</td>
<td>3</td>
</tr>
<tr>
<td>like this alternative. Some key comments included: “don’t</td>
<td></td>
</tr>
<tr>
<td>want it,” “worst option for us,” and “will destroy</td>
<td></td>
</tr>
<tr>
<td>everything I’ve worked for and plans I had for my children</td>
<td></td>
</tr>
<tr>
<td>and family.”</td>
<td></td>
</tr>
<tr>
<td>Not Needed: Respondents stated that this project is not</td>
<td>2</td>
</tr>
<tr>
<td>needed</td>
<td></td>
</tr>
<tr>
<td>Doesn’t Do Enough: Comments placed in this category</td>
<td>2</td>
</tr>
<tr>
<td>expressed respondents’ concerns that Alternative 3 does</td>
<td></td>
</tr>
<tr>
<td>not do enough to address current needs.</td>
<td></td>
</tr>
<tr>
<td>Doesn’t Adequately Address White’s Tower: Respondents</td>
<td>2</td>
</tr>
<tr>
<td>felt that the proposed alternative did not adequately</td>
<td></td>
</tr>
<tr>
<td>address traffic and intersection problems near White’s</td>
<td></td>
</tr>
<tr>
<td>Tower Intersection</td>
<td></td>
</tr>
</tbody>
</table>
Suggestions offered for Alternative 3

Eight people provided suggestions relative to Alternative 3, each of which are provided below (note that the comments are presented as submitted by respondents; no edits to spelling or language used were made):

1. This plan has merit on the western end, however once the route departs and heads north of existing Visalia Road on the eastern end, the intrusion on forested hillsides and grassland is highly undesirable. Further, the blasting of two large cuts in the hillsides west of the 536 bridge is costly, destructive, disruptive, and will create an eyesore on the landscape. Rather, the improved road should include corrections to the deficiencies of Visalia Road and follow the natural gap to the Licking. The general route should turn north and make a direct connection to the 536 bridge.

2. Would it be possible to go behind the school so it would effect less homes on Harris pike?

3. I think that this route could be melded with portions of other alternatives or have a few adjustments made to lessen the impacts to some of the housing. I still have the concern of land locking some properties and affecting the parcel values of said properties to severely.

4. My preferred options include more changes between routes 16 and 17.

5. I reviewed all of the Alternatives before taking this survey just to get into my head exactly where the road would go thinking about the landmarks, etc. This plan is better and I know that it follows pretty much what is currently there except for bypassing Visalia hill. Crossing over 16 is better. Don't you think round-abouts might be better at some of the intersections such as near Mann Road?

6. still needs to be a more direct route from whites tower to visalia bridge

7. Now this is what I had in mind. One adjustment: it is really not necessary to connect to Mann Rd., rather you could go over it with a bridge. I don't know if this will save any money or not.

8. Much more fluid roadway, but is it necessary to take that much property towards 177? Could the road follow the existing 536 as it gets close to 177?
Alternative 4
Seventy respondents offered a variety of comments identifying elements they liked about Alternative 4 and what they didn’t like. These comments have been grouped into the general categories outlined below. The Number of Comments Received column identifies the number of times comments assigned to their respective categories were mentioned. These categories only include comments that appeared at least two times or more.

Elements LIKED About Alternative 4

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Number of Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General Like:</strong> These were comments in which respondents said they liked the alternative. (Statements included: “good ideas behind this one,” “I like the new roadway north of existing 536,” “corrects bad intersection at Maverick, Straffordsburg at RT #16,” “acceptable,” “has potential,” “better,” “getting toward a solution,” “holds potential, especially for the improvements on route 16,” and “is definitely better than current road, but still is not a major update with future use in mind.”)</td>
<td>6</td>
</tr>
<tr>
<td><strong>Low/Less Impact:</strong> Alternative has lower overall / least impact, particularly to homes and properties</td>
<td>5</td>
</tr>
<tr>
<td><strong>Addresses White’s Tower:</strong> Respondents stated that they like that Alternative 4 addresses the White’s Tower intersection (KY 563 and KY 16) and/or it takes traffic away from this area</td>
<td>4</td>
</tr>
<tr>
<td><strong>Addresses Many Concerns:</strong> Respondents providing comments included in this category stated that Alternative 4 addresses many problems of the existing roadway</td>
<td>4</td>
</tr>
<tr>
<td><strong>Straightens Curves:</strong> Respondents stated that they liked that Alternative 4 straightens out problematic curves in the roadway</td>
<td>4</td>
</tr>
<tr>
<td><strong>Addresses Concerns with Visalia Hill:</strong> Comments state that they like that Alternative 4 takes traffic away from Visalia hill</td>
<td>2</td>
</tr>
<tr>
<td><strong>Like Off Alignment:</strong> Comments in this category expressed respondents’ preference for a new roadway alignment</td>
<td>2</td>
</tr>
</tbody>
</table>
### Elements NOT LIKED about Alternative 4

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Number of Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Impacts to Homes/Properties:</strong> comments in this category expressed concerns about impacts to homes and/or other properties as well as loss of property value</td>
<td>19</td>
</tr>
<tr>
<td><strong>Impacts to Farmland/Open Space:</strong> Comments placed in this category expressed concerns about impacts to farmland and/or open space and decreased land values</td>
<td>9</td>
</tr>
<tr>
<td><strong>Don’t Like Cut in Visalia Hill:</strong> These respondents stated that they don’t like the cutting through the Visalia hill due to visual impacts and a loss of rural feel of the area; one stated that the grade suggested for the hill is too steep and another was concerned about cost</td>
<td>6</td>
</tr>
<tr>
<td><strong>Jeopardizes Rural Character:</strong> Comments in this category include stated concerns that the Alternative will negatively impact the rural nature of the roadway and surrounding community and/or will have a negative impact on the quality of life within the corridor.</td>
<td>5</td>
</tr>
<tr>
<td><strong>No multi-use/bike path:</strong> Respondents noted that this Alternative did not include a multi-use path/bike lane option.</td>
<td>4</td>
</tr>
<tr>
<td><strong>River/rail crossing:</strong> Respondents said they like this plan as long as it is not connected to river/railroad crossing suggested for Alternatives 6, 7 and 8</td>
<td>3</td>
</tr>
<tr>
<td><strong>Increased Maintenance Requirements:</strong> Respondents were concerned that the new road would increase roadway maintenance requirements</td>
<td>3</td>
</tr>
<tr>
<td><strong>Dislike - General:</strong> Respondents indicated that they didn’t like this alternative, and comments didn’t fit in another category. Comments included: “eliminating curves would help,” “don’t want it,” and “Will increase speed through the neighborhood so more people will die,”</td>
<td>3</td>
</tr>
<tr>
<td><strong>Not Needed:</strong> Respondents stated that this project is not needed</td>
<td>2</td>
</tr>
<tr>
<td><strong>Doesn’t Do Enough:</strong> Comments placed in this category expressed respondents’ concerns that Alternative 4 does not do enough to address current needs including safety (1) and support current traffic demand (1)</td>
<td>2</td>
</tr>
<tr>
<td>Comment Category</td>
<td>Number of Comments Received</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Increased Truck/Commercial Traffic:</td>
<td>1</td>
</tr>
<tr>
<td>Responses grouped into this category expressed concerns that this Alternative might increase truck and commercial traffic along the road.</td>
<td></td>
</tr>
</tbody>
</table>

Suggestions offered in comments for Alternative 4 include:

(Comments included below are copied verbatim; no edits to spelling or language were made)

1. Very close to Alternative 3. This looks similar to my suggestion with a bridge over Mann Rd.
2. Would prefer 3 lanes from 16 to Licking River versus 2.
3. goes to far south, straighten it out
4. I like one segment of Alternative 4: 1) from just west of the United Methodist Church to Brewster Ln.
5. Again seems like this allows the road the most and would impact the least amount of houses. I like this more than 3. Could it be possible to follow the road more before cutting to connect the bridge?
6. This plan has merit on the western end, however once the route departs and heads north of existing Visalia Road on the eastern end, the intrusion on forested hillsides and grassland is highly undesirable. Further, the blasting of two large cuts in the hillsides west of the 536 bridge is costly, destructive, disruptive, and will create an eyesore on the landscape. Rather, the improved road should include corrections to the deficiencies of Visalia Road and follow the natural gap to the Licking. The general route should turn north and make a direct connection to the 536 bridge.
**Alternative 5**
Respondents offered a variety of comments identifying elements they liked about Alternative 5 and what they didn’t like. These comments have been grouped into the general categories outlined below. The Number of Comments Received column identifies the number of times comments assigned to their respective categories were mentioned. These categories only include comments that appeared at least two times or more.

**Elements LIKED About Alternative 5**

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Number of Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Has Lower/Less Impact:</strong> Alternative has lower/less overall impact, particularly to homes and properties</td>
<td>5</td>
</tr>
<tr>
<td><strong>Straightens Curves:</strong> Respondents stated that they liked that Alternative 4 straightens out problematic curves in the roadway and/or preferred a more direct route to Visalia bridge</td>
<td>5</td>
</tr>
<tr>
<td><strong>Like – General:</strong> These were comments in which respondents said they liked the alternative. (Some offered reasons including it was addresses safety concerns and improves traffic flow)</td>
<td>5</td>
</tr>
<tr>
<td><strong>Addresses Most Problems:</strong> Respondents providing comments included in this category stated that Alternative 4 addressed most problems of the existing roadway</td>
<td>4</td>
</tr>
<tr>
<td><strong>Alternative is Better:</strong> Comments indicate that respondents feel that this alternative is better than others, has potential, and/or there are good ideas behind it</td>
<td>3</td>
</tr>
<tr>
<td><strong>Maintains Rural Character:</strong> comments in this category stated that this alternative will help keep the rural look and feel of the area intact.</td>
<td>2</td>
</tr>
<tr>
<td><strong>Like Bridge/Ramps at KY 177 Over Railroad Tracks:</strong> These respondents liked the proposed bridge near KY 177 and over the railroad tracks; several respondents also liked ramp concept</td>
<td>2</td>
</tr>
<tr>
<td><strong>Addresses Problematic Intersections:</strong> Respondents said this alternative corrected problematic intersections</td>
<td>2</td>
</tr>
<tr>
<td><strong>Like Off Alignment:</strong> Comments in this category indicated a preference to redirecting KY 536, or portions thereof, on a new alignment</td>
<td>2</td>
</tr>
</tbody>
</table>
Elements NOT LIKED about Alternative 5

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Number of Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impacts to Farmland/Open Space:</td>
<td>17</td>
</tr>
<tr>
<td>Comments placed in this category expressed concerns about impacts to farmland, open space, and/or wildlife</td>
<td></td>
</tr>
<tr>
<td>Impacts to Homes/Properties:</td>
<td>16</td>
</tr>
<tr>
<td>Comments in this category expressed concerns about impacts to homes and/or other properties as well as loss of property value</td>
<td></td>
</tr>
<tr>
<td>No multi-use/bike path:</td>
<td>4</td>
</tr>
<tr>
<td>Respondents noted that this Alternative did not include a multi-use path/bike lane option.</td>
<td></td>
</tr>
<tr>
<td>Cost Concerns:</td>
<td>4</td>
</tr>
<tr>
<td>Comments in this category expressed concern that the proposed alternative would be too expensive</td>
<td></td>
</tr>
<tr>
<td>Jeopardizes Rural Character:</td>
<td>3</td>
</tr>
<tr>
<td>Comments in this category include stated concerns that the Alternative will negatively impact the rural nature of the roadway and surrounding community and/or will have a negative impact on the quality of life within the corridor.</td>
<td></td>
</tr>
<tr>
<td>Don’t Like Cut in Visalia Hill:</td>
<td>3</td>
</tr>
<tr>
<td>These respondents stated that they don’t like the cutting through the Visalia hill; some cited visual impacts and a loss of rural feel of the area as factors</td>
<td></td>
</tr>
<tr>
<td>River/rail crossing:</td>
<td>3</td>
</tr>
<tr>
<td>Respondents said they like this plan as long as it is not connected to river/railroad crossing suggested for Alternatives 6, 7 and 8</td>
<td></td>
</tr>
<tr>
<td>Dislike - General:</td>
<td>3</td>
</tr>
<tr>
<td>Respondents stated that they didn’t like this alternative (one respondent felt it was the “worst” option)</td>
<td></td>
</tr>
<tr>
<td>Increased Truck/Commercial Traffic:</td>
<td>2</td>
</tr>
<tr>
<td>Responses grouped into this category expressed concerns that this Alternative might increase truck and commercial traffic along the road.</td>
<td></td>
</tr>
<tr>
<td>Increased Maintenance Requirements:</td>
<td>2</td>
</tr>
<tr>
<td>Respondents were concerned that the new road would increase roadway maintenance requirement</td>
<td></td>
</tr>
</tbody>
</table>

Suggestions offered in comments for Alternative 5 include:
(Comments included below are copied verbatim; no edits to spelling or language were made)

1. Combine this with alternate 7
2. Combine with alternative 8. I like this for the space between routes 16 and 17.
Alternative 6
Respondents offered a variety of comments identifying elements they liked about Alternative 6 and what they didn’t like. These comments have been grouped into the general categories outlined below. The Number of Comments Received column identifies the number of times comments assigned to their respective categories were mentioned. These categories only include comments that appeared at least two times or more.

Elements LIKED About Alternative 6

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Number of Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low/Less Impact: Alternative has lower/less overall impact, particularly to homes and properties</td>
<td>10</td>
</tr>
<tr>
<td>Like Bridge/Ramps at KY 177 Over Railroad Tracks: These respondents liked the proposed bridge near KY 177 and over the railroad tracks; several respondents also liked ramp concept</td>
<td>10</td>
</tr>
<tr>
<td>Like - General: These were comments in which respondents said they liked the alternative. (Some additional statements accompanying this comment included: it’s my “favorite,” it’s the “preferred” option, and it’s the “best option so far”)</td>
<td>6</td>
</tr>
<tr>
<td>Straightens Curves: Respondents stated that they liked that Alternative 4 straightens out problematic curves in the roadway and/or preferred a more direct route</td>
<td>5</td>
</tr>
<tr>
<td>Addresses Most Problems: Respondents providing comments included in this category stated that Alternative 4 addressed most problems of the existing roadway</td>
<td>3</td>
</tr>
<tr>
<td>Comment Category</td>
<td>Number of Comments Received</td>
</tr>
<tr>
<td>------------------------------------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Impacts to Homes/Properties: comments in this category expressed concerns about impacts to homes and/or other properties as well as loss of property value</td>
<td>11</td>
</tr>
<tr>
<td>Impacts to Farmland/Open Space: Comments placed in this category expressed concerns about impacts to farmland and/or open space</td>
<td>10</td>
</tr>
<tr>
<td>Do Not Like Cut in Visalia Hill: Respondents stated that they did not like the proposed cut in the Visalia hill (some said they were concerned that this option would “spoil the natural aesthetic of the area,” result in loss of the area’s rural character, and winter maintenance needs of the new road would supersede the needs of other area roads)</td>
<td>4</td>
</tr>
<tr>
<td>Jeopardizes Rural Character: Comments in this category include stated concerns that the Alternative will negatively impact the rural nature of the roadway and surrounding community and/or will have a negative impact on the quality of life within the corridor.</td>
<td>3</td>
</tr>
<tr>
<td>No multi-use/bike path: Respondents noted that this Alternative did not include a multi-use path/bike lane option.</td>
<td>3</td>
</tr>
<tr>
<td>Increased Truck/Commercial Traffic: Responses grouped into this category expressed concerns that this Alternative might increase truck and commercial traffic along the road.</td>
<td>3</td>
</tr>
<tr>
<td>Doesn’t Adequately Address White’s Tower: Respondents felt that the proposed alternative did not adequately address traffic and intersection problems near White’s Tower Intersection</td>
<td>3</td>
</tr>
<tr>
<td>Increased Maintenance Requirements: Respondents were concerned that the new road would increase roadway maintenance requirements</td>
<td>3</td>
</tr>
<tr>
<td>Not Needed: Respondents stated that this project is not needed</td>
<td>2</td>
</tr>
<tr>
<td>Encourages Development: Comments placed in this category includes stated concerns that the Alternative will encourage unwanted development.</td>
<td>2</td>
</tr>
<tr>
<td>Don’t Like Proposed Bridge: Respondents said they didn’t like the proposed bridge at KY 177 over the railroad tracks (referred to by some as the Visalia interchange); one cited</td>
<td>2</td>
</tr>
</tbody>
</table>
cost as a factor, another felt that filling in the space would cut off the village of Visalia

<table>
<thead>
<tr>
<th>Cost Concerns: Comments in this category expressed concern that the proposed alternative would be too expensive</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
</tr>
</tbody>
</table>

Suggestions offered in comments for Alternative 6 include:

(Comments included below are copied verbatim; no edits to spelling or language were made)

1. It would be even better if they could take the road behind the school.
2. What about coming through the fairgrounds and behind the school and then hook into this?
3. Would prefer 3 lanes from 17 to Licking River
Alternative 7
Respondents offered a variety of comments identifying elements they liked about Alternative 7 and what they didn’t like. These comments have been grouped into the general categories outlined below. The Number of Comments Received column identifies the number of times comments assigned to their respective categories were made. These categories only include comments that appeared at least two times or more.

Elements LIKED About Alternative 7:

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Number of Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General Like:</strong> These were comments in which respondents said they liked the alternative. (Phrases used to describe this alternative included “best option,” “favorite,” “more direct,” “supports growth,” “route is excellent,” “a new road is the preferred alternative for those of us who live on KY 536,” “and “second choice.”)</td>
<td>8</td>
</tr>
<tr>
<td><strong>Lower/Less Impact:</strong> Alternative has lower/less overall impact, particularly to homes and properties</td>
<td>4</td>
</tr>
<tr>
<td><strong>Straightens Curves:</strong> Respondents stated that they liked that Alternative 4 straightens out problematic curves in the roadway and/or preferred the more direct route (providing a shorter travel time)</td>
<td>4</td>
</tr>
<tr>
<td><strong>Addresses Most Concerns:</strong> Respondents providing comments included in this category stated that Alternative 4 addressed most problems of the existing roadway</td>
<td>2</td>
</tr>
<tr>
<td><strong>Like Bridge/Ramps at KY 177 Over Railroad Tracks:</strong> These respondents liked the proposed bridge near KY 177 and over the railroad tracks; several respondents also liked ramp concept</td>
<td>2</td>
</tr>
</tbody>
</table>
Elements NOT LIKED about Alternative 7

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Number of Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Impacts to Farmland/Open Space:</strong> Comments placed in this category expressed concerns about impacts to farmland and/or open space</td>
<td>18</td>
</tr>
<tr>
<td><strong>Impacts to Homes/Properties:</strong> Comments in this category expressed concerns about impacts to homes and/or other properties as well as loss of property value</td>
<td>15</td>
</tr>
<tr>
<td><strong>Jeopardizes Rural Character:</strong> Comments in this category include stated concerns that the Alternative will negatively impact the rural nature of the roadway and surrounding community and/or will have a negative impact on the quality of life within the corridor.</td>
<td>4</td>
</tr>
<tr>
<td><strong>Doesn’t Adequately Address White’s Tower:</strong> Respondents felt that the proposed alternative did not adequately address traffic and intersection problems near White’s Tower Intersection</td>
<td>5</td>
</tr>
<tr>
<td><strong>Don’t Like Proposed Bridge:</strong> Respondents said they didn’t like the proposed bridge at KY 177 over the railroad tracks (referred to by some as the Visalia interchange); one cited cost as a factor, another felt that filling in the space would cut off the village of Visalia</td>
<td>4</td>
</tr>
<tr>
<td><strong>Don’t Like Cut in Visalia Hill:</strong> Respondents stated that they did not like the proposed cut in the Visalia hill (some said they were concerned that this option would result in loss of the area’s rural character and winter maintenance needs of the new road would supersede the needs of other area roads)</td>
<td>3</td>
</tr>
<tr>
<td><strong>Cost Concerns:</strong> Comments in this category expressed concern that the proposed alternative would be too expensive</td>
<td>3</td>
</tr>
<tr>
<td><strong>Dislike - General:</strong> Respondents stated that they didn’t like this alternative</td>
<td>3</td>
</tr>
<tr>
<td><strong>No multi-use/bike path:</strong> Respondents noted that this Alternative did not include a multi-use path/bike lane option.</td>
<td>2</td>
</tr>
<tr>
<td><strong>Increased Truck/Commercial Traffic:</strong> Responses grouped into this category expressed concerns that this Alternative might increase truck and commercial traffic along the road.</td>
<td>2</td>
</tr>
<tr>
<td><strong>Not Needed:</strong> Respondents stated that this project is not needed</td>
<td>2</td>
</tr>
</tbody>
</table>
Encourages Development: Comments placed in this category includes stated concerns that the Alternative will encourage unwanted development.

Increased Maintenance Requirements: Respondents were concerned that the new road would increase roadway maintenance requirements

Suggestions offered in comments for Alternative 7 include:

(Comments included below are copied verbatim; no edits to spelling or language were made)

1. Would combine the east portion of alt 5 with alt 7
2. Combine this with alternate 5
3. Would like to see this fused with moving the 17 to 16 corridor to the north
**Alternative 8**

Respondents offered a variety of comments identifying elements they liked about Alternative 8 and what they didn’t like. These comments have been grouped into the general categories outlined below. The Number of Comments Received column identifies the number of times comments assigned to their respective categories were made. These categories only include comments that appeared at least two times or more.

**Elements LIKED About Alternative 8**

<table>
<thead>
<tr>
<th>Comment Category</th>
<th>Number of Comments Received</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Like - General:</strong> These were comments in which respondents said they liked the alternative. (Words used to describe this alternative included “safest,” “decreased travel time,” “addresses problematic intersections,” “prepares for future,” “preferred route,” and “most efficient.”)</td>
<td>7</td>
</tr>
<tr>
<td><strong>Lower/Less Impact:</strong> Alternative has lower/less overall impact, particularly to homes and properties</td>
<td>3</td>
</tr>
<tr>
<td><strong>Addresses Most Concerns:</strong> Respondents providing comments included in this category stated that Alternative 4 addressed most problems of the existing roadway</td>
<td>2</td>
</tr>
<tr>
<td><strong>Like Bridge/Ramps at KY 177 Over Railroad Tracks:</strong> These respondents liked the proposed bridge near KY 177 and over the railroad tracks; several respondents also liked ramp concept</td>
<td>2</td>
</tr>
<tr>
<td>Comment Category</td>
<td>Number of Comments Received</td>
</tr>
<tr>
<td>------------------------------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Impacts to Farmland/Open Space:</td>
<td>10</td>
</tr>
<tr>
<td>Impacts to Homes/Properties:</td>
<td>9</td>
</tr>
<tr>
<td>No multi-use/bike path:</td>
<td>5</td>
</tr>
<tr>
<td>Don’t Like Cut in Visalia Hill:</td>
<td>4</td>
</tr>
<tr>
<td>Jeopardizes Rural Character:</td>
<td>3</td>
</tr>
<tr>
<td>Doesn’t Adequately Address White’s Tower:</td>
<td>3</td>
</tr>
<tr>
<td>Don’t Like Proposed Bridge:</td>
<td>3</td>
</tr>
<tr>
<td>Cost Concerns:</td>
<td>3</td>
</tr>
<tr>
<td>Increased Maintenance Requirements:</td>
<td>3</td>
</tr>
<tr>
<td>Increased Truck/Commercial Traffic:</td>
<td>2</td>
</tr>
<tr>
<td>Comment Category</td>
<td>Number of Comments Received</td>
</tr>
<tr>
<td>------------------------------------------------------</td>
<td>----------------------------</td>
</tr>
<tr>
<td><strong>Encourages Development:</strong> Comments placed in this category includes stated concerns that the Alternative will encourage unwanted development.</td>
<td>2</td>
</tr>
<tr>
<td><strong>Doesn't Fully Utilize Existing Resources:</strong> Respondents felt that the proposed alignment did not take full advantage of the existing roadway.</td>
<td>2</td>
</tr>
</tbody>
</table>

**Suggestions offered in comments for Alternative 8 include:**

*Comments included below are copied verbatim; no edits to spelling or language were made*

1. I believe it would be better if it went off alignment between 16 and 17.
2. I like this option for the space between Route 16 and the Liking River. Combine with alternative 5 for space between routes 16 and 17.
Appendix P. Public Open House Meeting Flyer

Public Open House
Monday, July 6, 2015
3:00pm-6:00pm
William E. Durr Public Library
1992 KY 16 (Walton-Nicholson Road)
Independence, KY 41051

This public event is the second in a series of three open house meetings planned for this year as part of the KY 536 Scoping Study. The purpose of the event is to share draft alternative recommendations and gather public input.

In accordance with the American Disabilities Act, if anyone has a disability and requires assistance or, in accordance with the Limited English Proficiency Executive Order, requires translation services, please call Florence Parker at 513-619-7686 or 800-750-0750 (Ohio Relay Service).

ANY QUESTIONS PLEASE CONTACT
Robyn Bancroft at rbancroft@oki.org or 513-619-7662
PUBLIC NOTICE

The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) will host a public open house on Monday, July 6, 2015 from 3:00 p.m. to 6:00 p.m. at William E. Durr Public Library, 1992 KY 16 (Walton-Nicholson Road), Independence, KY 41051. This is the second in a series of three public meetings planned this year as part of OKI’s KY 536 Scoping Study. The purpose of this meeting is to share draft alternative recommendations and gather public input. KY 536 is regionally-recognized as a critical roadway to improve access, mobility and economic vitality through Northern Kentucky. Improvements have already been identified for most of the roadway and work is in varying stages of planning, design and implementation. However, improvements have not yet been determined for the portion that extends between KY 17 and the Kenton/Campbell county line. For more information, contact Robyn Bancroft at rbancroft@oki.org or 513-619-7662. In accordance with the American Disabilities Act, if anyone has a disability and requires assistance or, in accordance with the Limited English Proficiency Executive Order, requires translation services, please call Florence Parker at 513-619-7686 or 800-750-0750 (Ohio Relay Service). www.oki.org/536
DRAFT IMPROVEMENT OPTIONS FOR VITAL EAST–WEST NORTHERN KENTUCKY CORRIDOR TO BE DISCUSSED AT PUBLIC OPEN HOUSE

JULY 6 Meeting will focus on KY 536 between KY 17 and the Kenton/Campbell County Line

Cincinnati, OH (July 2, 2015) - The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) will host a public Open House on Monday, July 6, to discuss improvements to KY 536 between KY 17 and the Kenton/Campbell county line. This is the second in a series of three Open House meetings planned this year as part of OKI’s KY 536 Scoping Study. The purpose of this meeting is for the community to review and give feedback on draft improvement alternatives being considered for this section of the roadway. The Open House will take place between 3:00 p.m. to 6:00 p.m. at the William F. Dunn Public Library, 1991 KY 16 (Walton-Nicholson Road), Independence, KY 41051.

KY 536 is regionally-recognized as a critical roadway to improve access, mobility and economic vitality through northern Kentucky. Improvements have already been identified for most of the roadway and work is in various stages of planning, design and implementation. However, improvements have not yet been determined for the portion that extends between KY 17 and the Campbell County line.

“We received great information from the community about what’s most important to them during our first Open House in March,” said Kenton County Judge Executive Kris Knochelmann, Second Vice President of OKI Board of Directors and Project Development Team Chair for the Scoping Study. “At the July Open House, the community will be able to see and comment on the improvement alternatives that have since been developed based on study results and the feedback. Their additional input will help us refine the alternatives under consideration and ultimately, help determine which improvements will be recommended for construction.”

Improvement options range from upgrading deficiencies on the existing corridor to relocating KY 536 onto a new alignment while maintaining the existing corridor as a local road. Maps depicting the alternatives and information about each will be on display and study team representatives will be available to answer questions and listen to comments. Open House exhibits and handouts as well as an online comment form will be posted on the project website, www.OKI.org/KY536, immediately following the meeting.

For more information, visit www.OKI.org/KY536 or contact project manager Robin Bancroft at rbancroft@OKI.org or 513-519-1901. In accordance with the American Disabilities Act, anyone with a disability and requires assistance or, in accordance with the Limited English Proficiency Executive Order, requires translation services, can call Florence Parker at 513-619-7586 or 800-750-0700 (Ohio Relay Service).

###

The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is committed to improving safe transit and transportation options across the region through collaboration, strategic planning and economic development. OKI serves more than 200 communities in the eight-county, three-state region. For more information about the study, please visit www.OKI.org

Kevin J. Lynch, President | Mark R. Policinski, CEO/Executive Director

720 East Pete Rose Way, Suite 420 | Cincinnati, Ohio 45202 | Phone: 513.621.6300 | Fax: 513.621.6325 | www.OKI.org

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