

May 7, 2009

RECEIVED

MAY 07 2009

PUBLIC SERVICE  
COMMISSION

Mr. Jeff R. Derouen  
Executive Director  
Public Service Commission  
211 Sower Boulevard  
Frankfort, KY 40601

Re: Schimmoeller/Lemley v. KAWC, Case No. 2009-00096  
Complainants' Response to KAWC's Motion to Dismiss

Dear Mr. Derouen:

As Complainants representing ourselves, we respectfully request that the Public Service Commission reject KAWC's Motion to Dismiss for the following reasons: 1) the Commission has jurisdiction over Case No. 2009-00096; and 2) The substance of the complaint is clearly the responsibility of the Commission as expressed by another agency seeking PSC direction in the matter.

First, the Commission alone bears the responsibility of issuing a Certificate of Public Convenience and Necessity for utility projects. Certificates are granted to approve particular projects whose details have been thoroughly examined and subject to public comment and administrative review. A Certificate of Public Convenience and Necessity does not constitute a blank check that grants its recipient broad discretion in changing the parameters of the project; rather it approves a very specific project for the purposes described by the Commission.

If a recipient of a Certificate abuses or otherwise redefines the rights granted to it by a Certificate of Public Convenience and Necessity, the only entity that has jurisdiction over the matter is the Commission. The public has no other recourse than to appeal to the Commission. A higher court cannot assume the job of granting or withdrawing Certificates of Public Convenience and Necessity.

The appeal of Case No. 2007-00134 to Circuit Court (Division One, Civil Action No. 08-CI-1055) focuses exclusively on the rationale employed by the Commission in its April 25, 2008 decision of Case No. 2007-00134. The appeal does not challenge the fact that the PSC has sole jurisdiction over issuing Certificates of Public Convenience and Necessity.

Moreover, the complaint deals with actions that have arisen since the appeal was filed, and the complainants are not the Appellant in the Circuit Court case.

Defendants seek to characterize the appeal in Circuit Court as an abdication of the PSC's rights and responsibilities over Case No. 2007-00134. This is simply not true. A Certificate of Public Convenience and Necessity represents a contract between the state and the permittee. If the terms of the contract are not adhered to, the state has the right to revoke the permit. Certainly, at the very least, the state has the right to investigate allegations of contract violations.

Under the Defendants' line of reasoning, the Commission does not have the jurisdiction even to weigh the allegations of misuse of a Certificate of Public Convenience and Necessity. If that were the case, recipients of Certificates would have broad immunity to unilaterally change plans and the public and the Public Service Commission would have little or no recourse to challenge their actions. 807 KAR 5:001 Section 13 allows for complaints to be filed before the commission.

The Commission established Case No 2009-00096 as a separate proceeding in order to fairly judge the substance of the complaints. The issues in this case are separate and distinct from the appeal in Circuit Court. No other entity but the Commission has jurisdiction over Case No 2009-00096.

Secondly, Defendants argue that the Transportation Cabinet, not the Commission, has jurisdiction over the road closures and permits granted by the Cabinet. Defendants' argument is disingenuous. On April 10, 2009, ten days prior to the filing of Defendants' Motion to Dismiss, the Transportation Cabinet wrote Ms. Linda Bridwell of Kentucky American Water: "KAW's original permit application to the Cabinet did not include any total road closures which was consistent with the project approach presented to the PSC. KAW proposed to the Cabinet to complete the pipeline construction while maintaining traffic with occasional, short duration road closures. The recently proposed permit modifications include total road closures at two separate locations for numerous days. We believe this request constitutes a material change in the execution of the pipeline construction project that was approved by the PSC. We further believe the Cabinet does not unilaterally have the authority to modify how the pipeline construction project is conducted. Therefore, we are requesting that KAW seek and obtain approval from the PSC to materially change how this pipeline construction project is conducted in regards to total road closures." (April 10, 2009 letter, Attachment A)

Responsibility for this matter thus falls squarely on the Commission. Unaddressed by Defendants are the violations to the permits issued by the Transportation Cabinet and the Cabinet's failure to enforce those permits. (See Attachment B)

As for condemnation, while the jurisdiction for the particular cases indeed reside with Circuit Court, the larger issue of potentially dramatic route alterations in light of landowners prevailing would certainly represent project changes that would fall within the jurisdiction of the Commission. The briefings on the condemnation case are public record and the record clearly indicates that Defendants have failed to demonstrate that they have the right to condemn land outside their service area. In the event that landowners prevail, other landowners who have already granted their easements could petition the Court to have such easements removed, which would profoundly disrupt the project.

While this issue may not be ripe for the Commission to review at this time, it certainly poses ramifications that could fall under the Commission's purview in the future.

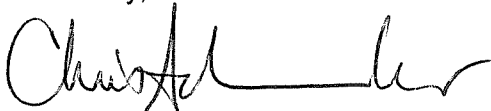
In short, Defendants are attempting to dodge the substance of the complaint by arguing that the Commission no longer has jurisdiction. As argued above, Defendants' logic fails.

Please deny their Motion to Dismiss.

The project can not be constructed, nor completed, as originally proposed and approved, and as such the Application for Certificate of Public Convenience and Necessity sought by KAW pursuant to KRS 278.020 and approved by the Commission should be invalidated.

This is clear from 1) KAW's lack of condemnation authority originally claimed by KAW before the Commission; 2) extensive public impact through construction road closures and delays and environmental problems not set forth in KAW's application; 3) probable rate increases due to KAW's failure to realize regional collaboration for the project; and 4) overall costs increases in the project over what was originally submitted.

Sincerely,



Chris Schimmoeller  
660 Mt. Vernon Rd  
Frankfort, KY 40601  
502-226-5751 ext. 3



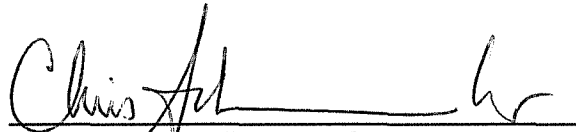
Connie Lemley  
2235 Gregory Woods Rd  
Frankfort, KY 40601

Attachments: A & B

**CERTIFICATE OF SERVICE**

I hereby certify that a true and accurate copy of the above and foregoing Response to Motion to Dismiss was served upon the following person by first class United States mail, postage prepaid, on the 7<sup>th</sup> day of May 2009:

Lindsey W. Ingram III  
STOLL KEENON OGDEN PLLC  
300 West Vine Street, Suite 2100  
Lexington, KY 40507-1801

  
Chris Schimmoeller – Co-Complainant



Attachment  
A

Steven L. Beshear  
Governor

**TRANSPORTATION CABINET**

Frankfort, Kentucky 40622  
www.transportation.ky.gov/

Joseph W. Prather  
Secretary

April 10, 2009

Ms. Linda C. Bridwell  
Project Delivery Manager  
Kentucky American Water  
2300 Richmond Road  
Lexington, KY 40502

Dear Ms. Bridwell:

This is in response to your February 16, 2009 letter requesting modifications to Kentucky American Water's (KAW) current encroachment permit with the Kentucky Transportation Cabinet. KAW's original permit application was prepared and submitted to the Cabinet in accordance with the Kentucky Public Service Commission's (PSC) review and approval of the desired pipeline project.

KAW's original permit application to the Cabinet did not include any total road closures which was consistent with the project approach presented to the PSC. KAW proposed to the Cabinet to complete the pipeline construction while maintaining traffic with occasional, short duration road closures. The recently proposed permit modifications include total road closures at two separate locations for numerous days. We believe this request constitutes a material change in the execution of the pipeline construction project that was approved by the PSC. We further believe the Cabinet does not unilaterally have the authority to modify how the pipeline construction project is conducted. Therefore, we are requesting that KAW seek and obtain approval from the PSC to materially change how this pipeline construction project is conducted in regards to total road closures. Upon receiving approval from the PSC that total road closures are necessary to complete this project, we will work with KAW to modify the current encroachment permit.

We would also like to take this opportunity to share with you concerns and complaints we have received from residents living along the pipeline construction project in Franklin County. Attached for your review is a list of these concerns and complaints. Please provide us a written response to these concerns and complaints.

We appreciate the difficulties and challenges of a major construction project. We are committed to working with KAW to complete this project, but we must be reassured that the PSC is agreeable to the total road closures. We also await your response to the attached concerns and complaints.

Sincerely,

Michael W. Hancock  
State Highway Engineer

MWH:CAK

Attachment



An Equal Opportunity Employer M/F/D

Attachment  
B

May 6, 2009

Secretary Prather  
Secretary of Transportation  
Mero Street  
Frankfort, KY 40601

Dear Secretary Prather:

Thank you for meeting with us on April 14, 2009 to discuss our concerns about persistent permit violations committed by Kentucky American Water (KAW) during its pipeline/water treatment plant construction project.

As you know, citizens in northern Franklin County have suffered from the results of daily permit violations ranging from safety hazards to erosion control failures to violations of the work curfew within the right of way.

For ten months we have repeatedly contacted your office to notify you of problems on the ground and request that the Transportation Cabinet enforce its permits.

While your office has put an inspector on site and increased monitoring, persistent violations have continued. For example, the school bus did not travel on Jones Lane on April 23, 24, and 27 because of safety concerns. The Cabinet's permit of encroachment clearly states that safe travel conditions must be maintained on the roadway at all times. Since our 4-14-09 meeting with you, KAW has also continued to violate its permitted work hours and create numerous roadway hazards. An updated list of these violations is attached.

Other persistent violations, such as failure to re-contour and sod ditch lines and reseed with a mix of annual and perennial grass seed, continue to be unaddressed.

In an internal memo from the manager of the Permits Branch, Cass Napier, to Matt Bullock, Chief Engineer of District 5, Mr. Napier clearly states that *"...traffic can be maintained on crushed stone for no more than 3 days at any given location and then the roadway should be restored to its original condition pavement wise."*

This project has been underway for nearly a year and only a few hundred yards of asphalt has been laid, but not to its original condition. The public has been driving for months on loose gravel, a severe safety hazard.

In total, all of the seven general safety provisions of the 6-16-08 permit of encroachment (No. 05-1038-07) have been or continue to be violated and four of the six right of way restoration provisions have been or continue to be violated. Additionally, conditions #4, 5, 9, 10, 14, 15 of Attachment B of the encroachment permit have been violated.

We understand that permits are issued by the Transportation Cabinet to ensure the safety of the public and the integrity of our roadways.

We also understand that not one notice of violation, citation, fine, or other punitive measure has been issued by the Cabinet for any of KAW's actions.

Apparently, the only mechanism to force KAW to abide by its permits is to revoke the permit, and officials in your cabinet at every level express an overwhelming reluctance to do so.

We feel that the threshold for pulling the permit was reached months ago. We are extremely frustrated that your cabinet continues to fail to enforce its permits. What faith can the public have in contracts made by the government if the terms of the contract are not enforced?

At our April meeting you stated, "A contract is only as good as the two parties that enter into it."

As stipulated by your permit of encroachment (terms and conditions #8), your cabinet can revoke the permit, which constitutes leverage over the other party.

Please explain why the relevant permits have not been pulled for this project and what material events would have to happen before the permit is pulled. Are there established criteria that would trigger this action?


As we explained in our meeting, we believe that the system for enforcing encroachment permits is broken. If citizens are experiencing these types of gross violations in Franklin County, Kentucky, the seat of state government, what is happening in the rest of the state?

Please describe your time frame for enforcing the restoration aspects of the encroachment permit. Due to the large scope of this project, restoration work should be done as soon as construction work is completed in each area rather than waiting for the entire project is completed.

Please explain who will pay for the resurfacing of all 4 digit state roads after the pipeline is complete, as per the permit and who will pay for repairs of auxiliary roads that are not directly in the pipeline path but that have been damaged by the project.

Thank you for your attention.

Sincerely,

  
Chris Schirra  
660 Mt. Vernon Rd.  
Frankfort, KY 40601  
(502) 226-5751

Cc: Carl Rollins  
Julian Carroll  
Public Service Commission  
Tom FitzGerald

<b>date</b>	<b>observer</b>	<b>incident</b>
17-Jun	Marcella Wiley	Semi truck blocked 1262 near pump station site for approximately 30 minutes while attempting to turn around. No flagmen. Levelled a traffic sign.
10-Jul	Marcella Wiley	Surveying equipment left in road after dark on hill on 1262.
14-Aug	Jim McWilliams	Dangerous and unprotected huge pit left adjacent to US 127 -email to District 5.
14-Aug	Jim McWilliams	Large concrete or gravel trucks routinely parked partly on the shoulder and partly on the highway without any flagmen to warn of the danger. Mr. Poe indicated that they did not have anyone to enforce contractor violations because that position was vacant. - email to District 5.
5-Sep	Jim McWilliams	construction worker working well after dark 10:50pm near the county line on US 127
10-Sep	Jim McWilliams	A mile south of the Owen/Franklin County line on US 127. Two open "bore pits" left adjacent to the shoulder on either side of the road, similar to the pit shown in the attached pictures. --email to Mike Hancock and Matt Bullock
10-Sep	Gloria Toftness	Work noise after dark. --email to Mike Hancock and Matt Bullock
10-Sep	Jim McWilliams	KAW contractors working past 11:00 PM during the week and late into the evening on Saturdays. --email to Mike Hancock and Matt Bullock
11-Sep	Jim McWilliams	Contractor dumping waste on the Mucci farm adjacent to the KAW property. The dump site is a low-lying area adjacent to the road, an area that fills-up during rain storms.
11-Sep	Dara Carlisle	open "bore pit" in Swallowfield.
19-Sep	Lee Troutwine	Trees cleared on private property apparently beyond ROW boundary along 1262.
22-Sep	Jim McWilliams	road closures announced to begin as the trencher moves off of US127 and onto 2919 --email to Matt Bullock
25-Sep	Kay Harker	KAW trespass and clear private property without the landowner's permission.
1-Oct	Andy McDonald	KAW has heavy equipment on the shoulder of US127. No flagmen. A backhoe does a u-turn across both lanes.
7-Oct	Beulah Bowman	KAW surveyors place ROW stakes near her front door, over 20 feet from the center of the road SR1262
12-Oct	Tim Peiffer	No flagman to direct traffic. Turned onto 2919 detour gravel road through field and almost hit barbed wire barricade. Had to back up onto 2919.

13-Oct	Jim McWilliams	Company operating heavy equipment in roadway ROW without flagmen after dusk on Indian Gap/2919.
14-Oct	Jim McWilliams	In an effort to NOT close the state roads, KAW re-routing Indian Gap/2919 motorists through cow pastures and tobacco fields.
21-Oct	Jim McWilliams	heavy equipment working in ROW after sunset
22-Oct	Jim McWilliams	heavy equipment working in ROW before sunrise
28-Oct	David and Angela Riddle	KAW cleared trees on private property apparently beyond ROW boundary (5645 Rocky Branch Road)
9-Nov	Andy McDonald	9:00am back hoe backed into the road then drove off. No flagmen. Traffic had to stop to avoid accident.
10-Nov	Chris Schimmoeller	8:40am KAW truck parked in 1707 just over a hill. No flagmen.
10-Nov	Chris Schimmoeller	4:15pm Rough gravel in 1707 where pipeline has just been laid. No flagmen.
14-Nov	Mark Schimmoeller	Semi truck carrying pipe traveled in center of Sullivan Lane for miles and then blocked 1707 with no warning and no flagmen.
17-Nov	Laurie Schimmoeller	Encounters large equipment on roadway. No flagmen. Difficult and dangerous to negotiate.
3-Dec	Jim McWilliams	Heavy equipment unloading, blocking 1262. No flagmen.
4-Dec	Charles Schimmoeller	Heavy equipment sweeping road near 1262 bridge. Dust impairs visibility. No flagmen/warning.
4-Dec	Laurie Schimmoeller	Heavy equipment in road and on side of 1262 near Peaks Mill. No flagmen.
5-Dec	Jim McWilliams	Trencher does not stop operating while traffic passes in very close proximity.(1262) Dust and debris thrown onto vehicle.
8-Dec	Jim McWilliams	No flagmen. Heavy equipment operating in close proximity to road (1262).
8-Dec	Lee Troutwine	KAW crew working in ROW after 4:30 on 1262.
8-Dec	Laurie Schimmoeller	Heavy equipment blocking one lane of 1262 - no flagman.
9-Dec	Marcella Wiley	Heavy equipment operating in 1262 right of way. No flagman.
9-Dec	Karen Carey, Jane Bogardus, Linda Kubala	5:45pm it was very dark and raining. KAW crew were operating 2 large pieces of heavy equipment, one with no lights, no flagmen, no signs, very rough road with large pot holes (southbound on 1262 just past the old Peaks Mill Elementary)
10-Dec	Pat Whitley	Large chunks of clay obstructing roadway on 1262 near pump station site.
11-Dec	Heather Housman	5:45pm Trencher operating in ROW at dusk on 1262.
11-Dec	Dara Carlisle	4:20pm on 127 next to treatment plant, flagman stopping cars and no signs indicating such.
11-Dec	Debbie Cooper	7:30pm - one lane closed - trencher operating - no flagman to warn oncoming traffic to stop.
15-Dec	Chris Schimmoeller	Bare ground/no straw on Camp Pleasant construction area.



15-Dec	Laurie Schimmoeller	Semi trucks carrying oversized loads of pipe traveling down middle of Sullivan Lane (1262) without accompanying caution vehicles.
18-Dec	Chris Schimmoeller	Heavy equipment entering and exiting 1707 from temporary access road. No signs or flagmen.
18-Dec	Chris Schimmoeller	Slow-moving street sweeper operating on 1262 without signs or flagmen
18-Dec	Chris Schimmoeller	One lane of traffic closed at 4:30PM while heavy equipment continued to operate in violation of permit curfew of 3:30PM
20-Dec	Chris Schimmoeller	No sod, silt fence or straw on disturbed ground at Sulphur Lick creek crossing.
22-Dec	Heather Housman	1262 ROW: two large pits adjacent to the road without barricade to protect traveling public.
24-Dec	Jim McWilliams	Road floods because of damaged drainage ditch on Indian Gap (1707).
24-Dec	Connie Lemley	9:00 pm SR1262 no signage about the abrupt shift from paved roadway to rough gravel.
26-Dec	Pat Kennedy & Dara Carlisle	KAW crew operating heavy equipment in the road (1262) with no flagman.
30-Dec	Chris Schimmoeller	1262 ROW two large pits adjacent to the road, still no barricade. Backhoe in the road near Sulphur Lick, no flagman.
5-Jan	Tim Peiffer	No flagmen. Heavy equipment operating in close proximity to road (1262).
6-Jan	Chris Schimmoeller	Two five-foot pits still adjacent to the roadway. New 20 foot long pit immediately adjacent to road without any barricade or warnings.
6-Jan	Chris Schimmoeller	Sulphur lick crossing still without straw or any type of erosion control.
6-Jan	Betty Troutwine	On-going work in 1262 ROW with no ditches in place to direct water away from road in the event of rain.
16-Jan	Jennifer Lindberg	3:30PM On Ironworks Pike near I-75: huge bulldozer in road with oversized load; no flagmen or caution signs.
16-Jan	Jennifer Lindberg	5:00PM Trucks and heavy equipment entering and exiting Ironworks Pike near I-75 without flagmen.
17-Jan	Joel Dufour	11:30AM 1262/Rocky Branch. One lane road. Heavy equipment operator continued to move bucket while vehicle passed.
2-Feb	Laurie Schimmoeller	One lane of traffic closed on 1262 outside of the permit's 9am - 3:30pm allowed hours of operation.
2-Feb	Dara Carlisle	Silt fence is down in several places just past Peaks Mill going towards Frankfort on 1262. It also appears that there is no silt fence just before Sulphur Lick near the creek.
2-Feb	Dara Carlisle	SR1262 near Sulphur Lick, two tractor trailers were stopped in the road without signs or flagmen.

6-Feb	Karen Carey and Jane Bogardus	7:45am Huge backhoe in the road blocking traffic on 1262 near Peaks Mill. No flagman. 4:40pm KAW working past 3:30 curfew with one lane of 1262 closed and only one flagman to operate both ends on the lane closure.
23-Feb	Chris Schimmoeller	
24-Feb	Chris Schimmoeller	5:40pm One lane of 1262 closed in violation of 3:30 curfew. Ditch line obliterated on long stretches of 1262/Rocky Branch.
26-Feb	Heather Housman	Water flowing over road. Important drainage pipe on 1262 blocked by booster pump construction.
25-Feb	Pat Whitley	
27-Feb	Chris Schimmoeller	5:10pm Truck parked in one lane of 1262/Rocky Branch. No flagman. Trencher created dangerous driving conditions just downhill from Lucas Lane intersection on 1262. Soft gravel/ lack of signage going to lead to an accident.
27-Feb	Bob Isaacs	
2-Mar	Andy McDonald	Gravel truck pulled into lane of traffic after traffic had been directed to travel on by the flagman. 8:55am 1262 (Rocky Branch) Heavy equipment pulling onto roadway without any warning. Construction truck pulled into traffic without notice. Backhoe driving in middle of road toward oncoming traffic.
4-Mar	Heather Housman	
5-Mar	Jim McWilliams	Oversized trucks traveling on 1262 and 2919 without proper permits.
12-Mar	Sarah Hunt	6:00pm Vehicle parked on 1262 blocking one lane of traffic; no flagman.
14-Mar	Andy McDonald	Heavy equipment operating on Rocky Branch in steady rain. Two construction vehicles were stopped blocking both lanes of traffic.
14-Mar	Joel Dufour	11:00am Backhoe operating and one lane of traffic closed in the steady rain on Rocky Branch in violation of the ROW permit.
15-Mar	Marcella Whiley	Large amount of mud/clay in roadway in front of pumping station construction site on 1262 creating a driving hazard.
17-Mar	Connie Lemley	4:30pm Bulldozer operating in the roadway on Rocky Branch (1262). Personal vehicle of a construction worker parked so that it was partially blocking one lane of traffic. A total of five flowing streams running into Rocky Branch between Switzer and Lucas lane on 1262 have been bulldozed through; no erosion control in place, no silt fence in one area. One stream had a huge pile of dirt dumped in it, blocking water flow.
19-Mar	Chris Schimmoeller	Flagmen waved vehicle through on 1262/Rocky Branch, but heavy equipment continued to operate, making safe passage impossible.
21-Mar	State Representative Carl Rollins	Turned around.

21-Mar	Rex Hunt	Saturday 2:40pm Lanes blocked by heavy equipment operating on the ROW with flagmen present (DOT inspector also present). 5:00pm Semi-truck loaded with a backhoe, backed out of the booster pump station construction site onto SR1262 nearly colliding with an oncoming vehicle. No flagmen.
23-Mar	Janice Tomes	8:40am A semi-truck backed across both lanes of traffic before traveling on US 127 at the pumping station construction site. No flagmen.
25-Mar	Dara Carlisle	Two KAW cars parked in driveway all day blocking access (1262).
1-Apr	Lois Barnes	
2-Apr	Marcella Wiley	Semi-tractor trailer blocking road (1262) with no flagmen. 3 separate dangerous incidents along the pipeline worksite: 1) heavy equipment operating dangerously close to passing traffic (1262/Rocky Branch); 2) Semi/trencher/trucks blocking 1262/Rocky Branch near Switzer; no flagman; 3) trucks parked on blind curve on Jones lane; no flagmen
2-Apr	Trina Peiffer	One lane of traffic closed; KAW worked until 7:45pm on 1262 near Switzer intersection
7-Apr	Bea Hutchison	
9-Apr	Steve Summers	Large debris in roadway (1262) with no flagmen.
10-Apr	Lois Barnes	Personal vehicles of KAW employees blocking driveway again. One lane of Rocky Branch closed. Rainy day.
10-Apr	Judy Isaacs	Insufficient culvert put under driveway to replace the one ruined by construction.
13-Apr	Bea Hutchison	KAW works until 8pm near Switzer bridge with one lane closed.
14-Apr	Pat Whitley	KAW working from 6:30am until dark within the ROW.
14-Apr	Penny Greathouse	1:35pm Cane Run Road ext. in Scott county. A large truck parked partially blocking lane with no signs or flagmen. Rain.
15-Apr	Marcella Wiley	Phone lines cut by trencher. KAW patches it and fails to tell AT&T. Water line broken.
15-Apr	Pat Whitley	KAW working from 6:30am until dark within the ROW.
15-Apr	Marcella Wiley	6:50pm Lane blocked by sweeper. No flagmen.
16-Apr	Marcella Wiley	Phone lines cut again. Water lines broken again, but residents do not get boil water advisory.
17-Apr	Marcella Wiley	8:50am Both lanes of traffic blocked by vehicles parked in 1262 in two different places. No flagmen.

18-Apr	Fran Pinkston	Construction crew working on a Saturday starting at 7am.
18-Apr	Marcella Wiley	Construction crew working on a Saturday starting at 7am.
20-Apr	Marcella Wiley	Critical injury to worker as bucket hits head.
23-Apr	Marcella Wiley	School bus driver refused to drive its route on Jones Lane; safety concern cited. Stopped for a long time on 1262 near Switzer (1:16pm to 1:29pm) then had to stop for backhoe after being waved through by flagman. Stopped again a mile or so later for several minutes (1:33 to 1:37).
23-Apr	Heather Housman	School bus did not run; kids didn't get dropped off with their caregivers; kids stressed out.
24-Apr	Bea Hutcherson	One lane of traffic closed /10 minute wait on 1262/Jones Lane at 3:45pm in violation of 3:30pm permit curfew.
27-Apr	Marcella Wiley	Extra long tractor trailer pulls out onto 1262 near pump station blocking both lanes of traffic; no flagmen.
27-Apr	Marcella Wiley	8:30am, one lane of traffic blocked on 1262 near Switzer Bridge by large truck loading equipment; no flagmen.
28-Apr	Chris Schimmoeller	20 minute delay on 1262.
28-Apr	Janice Tomes	8:45am, one lane of traffic on 1262 closed; 10 minute wait, roads should be clear until 9:00am.
29-Apr	Linda Hutcherson	Pot holes and loose gravel dangerous on 1262 near Old Peaks Mill School. No warning/speed limit signs.
2-May	Tim Peiffer	Heavy equipment backing onto 1262 repeatedly while dumping gravel. No warning signs or flagmen.
4-May	Jennifer Lindberg	
5-May	Jennifer Lindberg	Crew working after 5:00pm with one lane closed on Iron Works.