

## PUBLIC MEETING SUMMARY

**KY 245 Widening Project  
From I-65 to Clermont  
Bullitt County  
Item No. 5-8509.00**

**Bernheim Middle School  
700 Audubon Drive  
Shepherdsville, KY**

**Tuesday, July 26, 2011, 5:00p.m. – 7:00p.m.**

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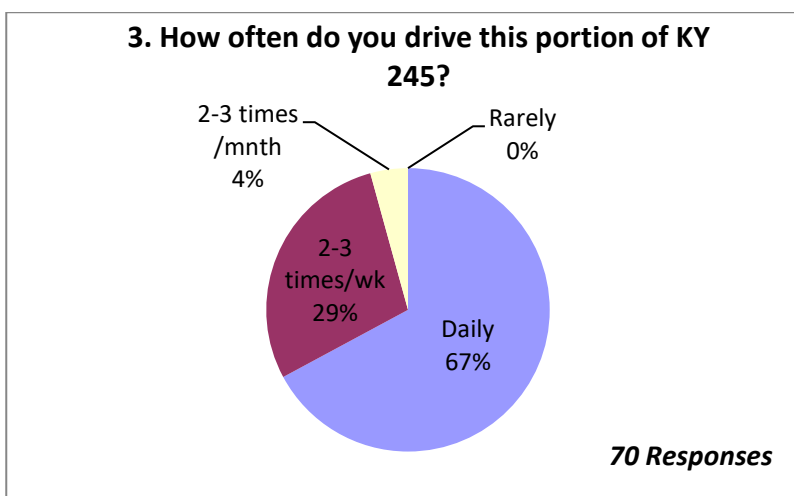
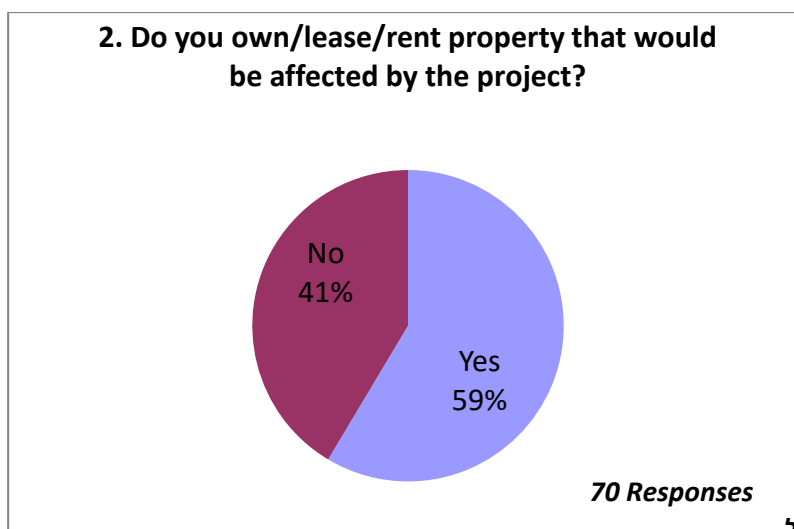
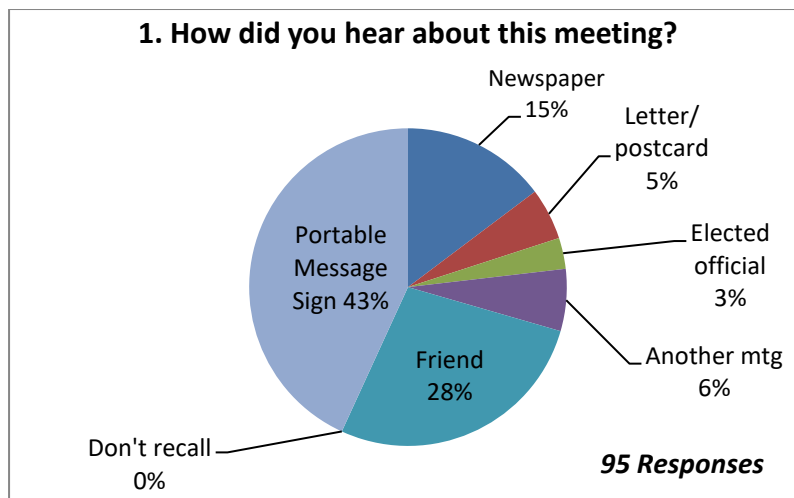
A public information meeting for the KY 245 widening project was held on Tuesday, July 26, 2011 from 5:00 to 7:00 pm at Bernheim Middle School in Shepherdsville. The purpose of the meeting was to provide information about the project, discuss potential alternative improvements to be considered, and solicit input from the public. The following individuals from the Kentucky Transportation Cabinet were in attendance:

Charlene Barnett	KYTC - District 5 Meeting Coordinator
Matt Bullock	KYTC - District 5 Chief District Engineer
Andrea Clifford	KYTC - District 5 Public Information Officer
Brian Meade	KYTC - District 5 Preconstruction Branch Manager
Brad Bottoms	KYTC - District 5 Design
Tala Quinio	KYTC - District 5 Design
Travis Thompson	KYTC - District 5 Design
Pat Matheny	KYTC - District 5 Design (Project Manager)
Ron Geveden	KYTC - District 5 Right-of-way
Cathy Cornish	KYTC - District 5 Utilities
Richard Barker	KYTC - District 5 Utilities
Bob Farley	KYTC - Central Office Design

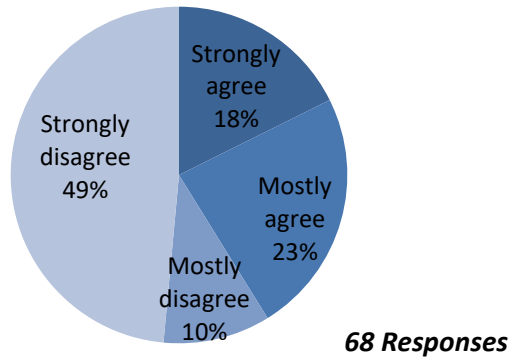
The public information meeting was held in an open house format. A sign in table was set up where attendees signed in and were given a project handout and questionnaire. KYTC staff were available to answer questions and discuss issues. Based on the sign-in sheets, there were 71 lines of signatures on the public register, many couples signed in on one line. The following project exhibits were on display:

- Complete Alternative 1 Corridor Map with Proposed Improvements (two boards)  
*-widening equally both to the north and south with a combination of center left turn lane and 20' raised grass median*
- Complete Alternative 2 Corridor Map with Proposed Improvements (two boards)  
*-widening primarily to the south with a 24' raised grass median allowing for controlled left turns*
- Complete Alternative 3 Corridor Map with Proposed Improvements (two boards)  
*-widening primarily to the south with a 40' depressed grass median allowing for controlled left turns with a limited area of center left turn lane*
- Potential Typical Sections (two duplicate boards)
  - 1) *five lanes with center left-turn lane*
  - 2) *four lanes with raised grass median*
  - 3) *four lanes with depressed grass median*

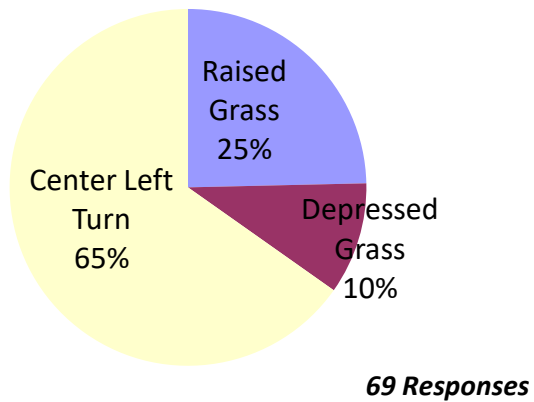
Public meeting attendees were given the option to either fill out their questionnaire at the meeting or return it by mail after the meeting. A total of 70 questionnaires were returned. The results of the questionnaire are summarized below:



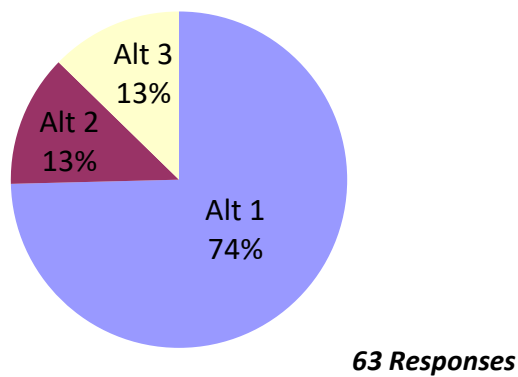
**4. Agree with spacing left-turn access  
(i.e. medians, RIRO)?**



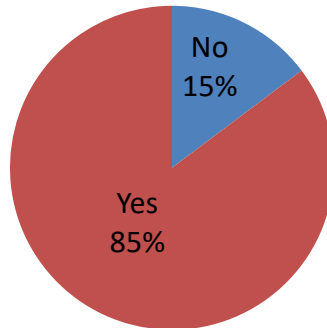
**5. Which type of Median do you Prefer?**



**6. Which alternative do you prefer for widening  
of KY 245?**

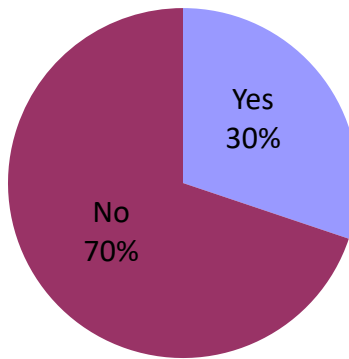


**7. Aware of any environmental issues or sensitive areas?**



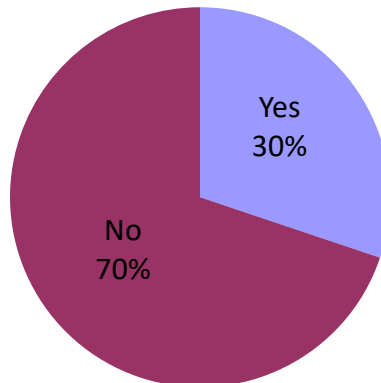
**63 Responses**

**8a. Pedestrian/Bike underpass cost justified?**



**62 Responses**

**8b. Would you use pedestrian/bike underpass?**



**63 Responses**

### **Respondent Information**

Almost half respondents indicated they heard about the meeting from the variable message sign placed on KY 245 at Audubon Drive. Over a quarter respondents said they heard about the meeting from a friend, potentially showing a high interest by people who live, work, or attend church along the route. Only 15% of respondents indicated they had heard about the meeting from the local news paper, The Pioneer News.

There was considerable interest generated by members of the Vine Hill Baptist Church after the public meeting. Some members attended the meeting while a large amount responded with photocopied questionnaires to communicate the church's interest. In all, 25 of the 71 respondents (35%) showed interest in access to the church.

The majority of the survey respondents (41 responses, 59%) indicated they own or lease property that may be affected by the KY 245 widening project. In addition, two out of three respondents (67%) said they drive the route daily. 29% said they drive the route two or three times per week.

### **Median and Access Options**

A number of changes to existing access have been proposed with the project, and the public meeting attendees were asked how they felt about the preliminary access concepts. Close to half of the respondents (33 responses, 49%) said they "strongly disagree" and an additional 10% said they "mostly disagree" with limiting the left turns and converting some entrances to right-in/right-out. Some respondents (12 responses, 18%) said they "strongly agree" with limiting the left turn access.

Three median types were presented as options; a raised grass median, a depressed grass median, and a flush shared left turn lane. The majority (45 responses, 65%) said a center left turn lane was preferable. This reflects the dissatisfaction with the possibility of U-turns and right-in/right-out entrances among property owners adjacent to the highway. Additionally, there was interest in reducing speeds in conjunction with a five lane section. Of the other two median options, 25% (17 respondents of 69) preferred the raised grass median while only 10% (7 respondents of 69) preferred the depressed grass median.

### **Widening Alternatives**

Three widening alternatives were displayed along with their potential impacts to adjacent parcels. 75% of respondents (47 of 63) preferred Alternative 1 which displayed widening equally both to the north and south with a combination of center left turn lane and 20' raised grass median. Alternative 2 displayed widening primarily to the south with a 24' raised grass median allowing for controlled left turns. Alternative 3 displayed widening primarily to the south with a 40' depressed grass median allowing for controlled left turns with a limited area of center left turn lane. Preference for the two alternatives widening to the south were split evenly with 8 respondents for each. Both Alternatives 1 and 3 showed the potential need to relocations. Alternative 1 showed 4 homes to the north potentially needing relocation, all in the vicinity of Plenmar Drive. Alternative 3 showed 3 residences to the south potentially needing relocation with likely impacts to others.

### **Other Concerns**

When asked about a possible bicycle/pedestrian connection (either at-grade or an underpass) between Bernheim Forest and the Jim Beam facility, 68% of respondents (42 of 62) said the cost would not be justified. When asked if the respondent would use such a facility, 70% (44 of 63) said they would not.

Some respondents (9 responses, 15%) said they were aware of environmental areas/issues that should be considered or avoided by the project. The issues included the lowland (possible wetland) to the south between the Shell station and Plenmar Drive and the standing water at the Shell station. Other concerns were the possibility of moving roadside ditches closer to residents, disrupting landscaping. Additionally, there was some concern with wildlife crossing the road and noise abatement consideration.

Additional written comments were received as part of the questionnaire. Common concerns for the project area included the Audubon Drive intersection. There was much desire for a traffic signal at this location with the adjacent Shell station entrance being removed from KY 245 and joining to Audubon Drive. Additionally, Bernheim Middle School is located on Audubon Drive and school busses experience very long delays when attempting to turn onto KY 245. Some said that the signal would be beneficial during the morning and evening rush hours at a minimum. Four respondents would like to see a traffic signal at Plenmar Drive due to long waits and potentially unsafe conditions.