

MEETING MINUTES

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson County
KYTC Item No. 5-80000

Purpose: Community Advisory Group (CAG) No. 1 | Study Introduction

Date: June 26, 2023

Time: 3:00 PM EST

Place: KYTC District 5 and Virtual – MS Teams

Prepared By: Qk4

		#1	#2	#3	#4	
Community Advisory Group	Andy Rush	KIPDA MPO	P			
	Bert Stocker	Fisherville	P			
	Bob Federico	Eastwood Village Council	P			
	Chris Limpp	Spencer County EMA	P			
	Chris Spaulding	Shelby County EMA				
	Jason Canuel	Louisville Metro Parks	V			
	Jeff Brown	Louisville Metro Public Works	V			
	Jim Bottom	Jefferson County EMA – Metro Safe	V			
	Julie Sweazey	Spencer County Zoning Administrator				
	Juva Barber	Building Industry Association				
	Kevin Beck	Parklands of Floyds Fork	P			
	Lucas Frazier	Louisville Keep Your Fork (LKYF)	P			
	Mike King	Louisville Metro Planning and Zoning	V			
	Mick Logsdon	KIPDA ADD	P			
	Ryan Libke	Triple S Planning Commission	P			
	Susan Biasioli	Jefferson County Public Schools	V			
	Representative	Future Fund				
	Jeff Frank	Friends of Floyds Fork				
	KYTC	Tom Hall	KYTC – D5 Planning Section Supervisor	P		
		Matt Bullock	KYTC – D5 Chief District Engineer	P		
Tracy Lovell		KYTC – D5 Project Development Branch Manager				
Donna Hardin		KYTC – D5 Environmental Coordinator	P			
Pat Matheny		KYTC – D5 Design Section Supervisor	V			
Farzana Hussain		KYTC – D5 Design Support	P			
Morgan Woodrum		KYTC – D5 Public Information Officer	V			
Shelli Venable		KYTC – D5 Public Information Officer				
Stephen DeWitte		KYTC – D5 Planning Engineer				
Larry Chaney		KYTC – CO Planning	V			

Consultant Team	Tom Springer	Qk4 – Project Manager	P		
	Rebecca Thompson	Qk4 – Deputy Project Manager	P		
	Lindsay Hoskins	Qk4 – Planning Engineer	V		
	Andrea Clifford	Qk4 – Public Involvement	V		
	Kate Sautel	Qk4 – Planning Co-op	P		
	Jeremy Lukat	Qk4 – Transportation Engineer	V		
	Greg Groves	AECOM – Design Engineer	V		
	Kevin Dant	AECOM – Environmental	V		
	Jason Ramler	AECOM	V		
	Brian Meade	AECOM – Design Engineer	P		

P = Present, V = Virtual

WELCOME

Tom Hall, KYTC Project Manager, opened the meeting by providing an overview of study, study background, and how the Community Advisory Group (CAG) can inform the study process.

STUDY BACKGROUND

This study is exploring the concept of a potential new interchange and/or connector road. A similar study was completed in 2008; however, it did not advance beyond the planning phase.¹ Since fifteen years have passed, land use has changed, and new opinions and forecasts could better inform current recommendations, a new study is being conducted. This study has a robust public information plan that includes four meetings with the CAG. Future engagement efforts will also include local officials/stakeholders and the general public. The consultant team then presented the attached slides (**Appendix A**) as summarized herein.

The presentation started with an overview of the typical planning process. The reasoning behind the study area was discussed, focusing on its expansiveness to consider potential traffic operations for the larger highway network in the area.

The current Purpose and Need statements were shared. This is a living statement that will be further refined throughout the study process. It will serve as the benchmark for comparing potential build alternatives, ranging

¹ 2008 Planning Study, <https://transportation.ky.gov/Planning/Pages/Project-Details.aspx?Project=I-64%20Interchange%20and%20New%20Connector%20Alternatives%20Planning%20Study>

from No-Build up to a new interchange with north/south connector. Key milestones throughout the study process include:

- Reviewing the existing conditions to refine the Purpose and Need statements;
- Tier 1 Concepts that will broadly consider potential corridors;
- Tier 2 Concepts which will hone in on what actual alignments may look like; and
- The final report which will summarize the entire process; input received from the CAG, LO/S, and public; and study recommendations.

Recommendations from several previous studies overlapping the current study area were reviewed. As well as currently identified planning and committed projects in the area. It was noted that some of these projects are in various phases and others may be only conceptual at this time with no committed dollars.

CAG

The time and input expectations of CAG members were reviewed alongside the study schedule and future engagement milestones. Three more CAG meetings are anticipated:

- CAG Meeting #2: Review Existing Conditions Late Summer/Early Fall 2023
- CAG Meeting #3: Review Tier 1 Concepts Late Fall/Early Winter 2023
- CAG Meeting #4: Review Tier 2 Concepts Summer 2024

A handout titled "Community Advisory Group Expectations" was provided at the meeting (**Appendix B**).

INITIAL STUDY TASKS

While a more detailed review of the existing conditions within the study area will be reviewed at the second CAG meeting, an early look was provided.

Looking at the functional classification of roads within the study area, there appears to be high east-west mobility. North-south connectivity does not currently have the same level of mobility; roadway classifications and speeds are lower on these routes.

There is significant bike and pedestrian mobility options within the parklands, and growing facilities along US 60. The study will consider context sensitive solutions for the area compliant with KYTC's new Complete Streets Policy.²

Current (2023) traffic volumes and operations for the state-maintained routes were reviewed for both the roadway segments and key intersections. Based on existing traffic data, most segments appear to be operating

² KYTC Complete Streets, <https://transportation.ky.gov/BikeWalk/Pages/Complete-Streets.aspx>

at an acceptable levels of service, with segments along US 60 and KY 155 experiencing moderate to major delays. Several of the side street movements at key study intersections experience moderate to major delays.

Historical crash trends were presented, noting a decline in total crashes since the I-MOVE construction project began in 2020.³ There were 6 fatalities within the study area over the five-year analysis period (2018-2022). The higher traffic volume routes (I-265, US 60, and I-64) experienced the most crashes.

NEXT STEPS

The next CAG meeting will take a deeper look at the information presented at this meeting—including taking a look at future traffic forecasts, a refined Purpose and Need statement, and environmental constraints. This information will inform the potential locations for the Tier 1 corridors that will be later refined during a Tier 2 screening process.

The team will look at other meeting locations before the next meeting. A scheduling poll will be sent out ahead of time to find a time of day and day of the week that works best for this group.

The group engaged in a question-and-answer forum summarized below. The study team's responses are provided in *italicized text*.

QUESTION AND ANSWER

Regarding the Level of Service (LOS) Map, there is a lot of green. Eastwood has done two independent traffic forecasts that did not indicate them operating that well.

The map is showing existing (2023) traffic volumes. The LOS is reported for the side street, stop movements. The future (2045) traffic forecast has not been completed yet. The current volumes were derived from comparing current count information, StreetLight data, and historic traffic counts. The study team will review other sources of data as provided by the CAG.

As there are a number of scenic parkways in the area, do you think concepts will be using a scenic parkway template?

As it is a scenic area, the study will explore context-sensitive typical sections appropriate for each roadway. No set typical section has been prescribed, instead information gleaned from the study process will inform the template recommendation, and it could vary in different locations/settings.

The growth in this area is highly dependent on sewer capacity and their ability to take on additional load. This could affect development and traffic. Is the study making assumptions on how sewer capacity may impact growth?

Yes, the study will consider these scenarios, as well as MSD's master plan, as the traffic forecast is developed.

³ I-MOVE, <https://i-moveky.com/>

Is the study considering how more electric and autonomous vehicles may impact future traffic volumes, safety, and road designs?

The potential of autonomous vehicles is speculative at this time. The study could qualitatively consider how the capacity of a road could be improved through the implementation of them, traffic would flow better, number of lanes needed may change. However, it is still theoretical at this time, and the traffic model would not have a way to account for that potential.

Is there a difference in how crashes are reported on state and county roads?

City, county, and state police crash reports are compiled in a centralized database in a standard format.

In 2020 crash rates decreased; what happened at the regional level?

During 2020, the total number of crashes decreased, but the number of injury crashes went up. From KIPDA's research and coordination with LMPD, this is likely due to the fact that LMPD stopped responding to property damage only (PDO) crashes during the pandemic. The data reported for 2020 may not be an accurate representation of the actual number of crashes.

Near misses would be another safety element to consider. Assuming they are not reported, how would the study consider this safety concern?

The study examines these potential problem locations through public engagement. The study StoryMap will include a mapping tool that will allow the public to drop pins and add comments to inform the team about their areas of concern.

Also, field visits and comparing horizontal (curves and bends) and vertical (hills and valleys) curve data with current design standards could also point to those problem areas.

Looking at the Six-Year Highway Plan and previous 2008 Study, there have been estimates for what a future connection may cost. How do you develop those estimates?

The highway plan estimate was derived from the 2008 Study estimate by escalating to today's dollars. This study would also develop current estimates based on preliminary study findings (designs, potential impacts, etc.). However, should a project advance beyond this study, future phase costs could be higher than estimated from this study. Inflation is having a major impact on current projects and recent estimates.

Understanding that some corridors may be costlier than others due to the type of infrastructure they may require, how would the study consider both the costs and benefits to compare them? Would the cheapest alignment automatically be the recommendation?

The study will consider the cost, impacts, and benefits of corridor concepts. A matrix would be prepared to compare the alignments. It would include elements like costs, environmental impacts, public opinion, etc. The study would summarize this information for decision makers to consider. Cost would not be the only deciding factor.

Since anything is on the table from No-Build up to a new interchange, you could consider alignments anywhere (e.g., east of Eastwood). Not just existing roads, but through open land/farms?

The study will present concepts the CAG to hear your opinion and local insight. You will be included at each key study decision point. Each alignment concept will have a mix of impacts to existing land uses. Each will be studied to assess its benefits vs. impacts.

Are the recommendations from the 2008 Study completely off the table?

No. The 2008 Study may have previously dismissed concepts that this study may now consider afresh. Everything that was considered during that study is back on the table and would be reconsidered with today's information. New concepts outside of the ones considered during that study may also be explored.

At what point in the study process would you like the CAG to start sharing information (e.g., possible local development) with the study team?

You can share information with the study team throughout the study process. The second CAG meeting will provide the opportunity for you to react to a map that summarizes the study assumptions. Many development assumptions are already considered in KIPDA's model.

Is the study that considered an I-64 to I-65 Regional connector no longer being considered?⁴

Not necessarily. The study resulted in several recommendations and indicated it was the first component of a multi-phase planning effort. It noted that follow-up studies may be necessary to determine what options, segments, or combinations may perform best. None of the recommendations in that study have been funded or advanced beyond the planning phase. This study would review and consider that studies recommendations.

The 2020 study emphasized that that larger corridor really has a separate purpose and function than the potential interchange/connector we are currently evaluating.

Wasn't there another project that would add an interchange on I-265 between Taylorsville Road and I-64, in the vicinity of Rehl Road?

Yes. That project previously appeared in KIPDA's MTP, but it was never funded and has since lost support and is no longer included in any long-range plans.

Mike King, Director, Louisville Metro Planning and Design, reminded the team that South Floyds Fork Vision Plan⁵ should be referenced and its recommendations included during this current planning process.

⁴ **2020 Regional Connector Study**, <https://transportation.ky.gov/Planning/Pages/Project-Details.aspx?Project=65-71%20Regional%20Connector%20Study>

⁵ **2019 South Floyds Fork Vision** https://louisvilleky.gov/sites/default/files/2021-01/south-floyds-fork-plan_final_ord_8.6.20.pdf

How much traffic would a new interchange attract to the local roads? Would the study consider how those surface roads may be impacted?

The study will consider these potential impacts and make recommendations on where future projects may be needed. If a project advances beyond this study, and that project includes a new interchange, the Federal Highway Administration would require an interchange justification study (IJS) which documents the traffic and safety impacts to both the interstate and local roadway system.

The meeting concluded at 4:09 pm.

MEETING MINUTES

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson & Shelby Counties
KYTC Item No. 5-80000

Purpose: Project Team Meeting (PTM) No. 1 | Existing Conditions

Date: July 18, 2023

Time: 1:00 PM

Place: KYTC District 5 and Virtual – MS Teams

Prepared By: Qk4

		#1	#2	#3	#4
KYTC / KIPDA	Tom Hall	KYTC – D5 Planning Section Supervisor	P		
	Larry Chaney	KYTC – D5 Planning	P		
	Tracy Lovell	KYTC – D5 Project Development Branch Manager	P		
	Pat Matheny	KYTC – D5 Design Section Supervisor	P		
	Farzana Hussain	KYTC – D5 Design Support	P		
	Donna Hardin	KYTC – D5 Environmental Coordinator	V		
	Tom Boykin	KYTC – D5 ROW Supervisor	V		
	Russ Whatley	KYTC – D5 Utilities Supervisor	V		
	Blake Nelson	KYTC – D5 Project Delivery & Preservation Branch Manager	P		
	Matt Bullock	KYTC – D5 Chief District Engineer			
	Morgan Woodrum	KYTC – D5 Public Information Officer	P		
	Joshua Dyko	KYTC – D5 Co-op	P		
	Stephen DeWitte	KYTC – CO Planning – Strategic Planning Branch Manager			
	Jay Balaji	KYTC – CO Planning – Modal Programs Branch Manager	V		
	Connor Schurman	KYTC – CO Planning – Modal Programs	V		
	Keith Lovan	KYTC – CO Planning – Modal Programs			
	Karl Sawyer	KYTC – CO Design Location Engineer	V		
	Andy Rush	KIPDA MPO	V		
Consultant Team	Tom Springer	Qk4 – Project Manager	P		
	Rebecca Thompson	Qk4 – Deputy Project Manager	P		
	Lindsay Hoskins	Qk4 – Planning Engineer	P		
	Andrea Clifford	Qk4 – Public Involvement	P		
	Kate Sautel	Qk4 – Planning Co-op	P		
	Steven Trevino	Qk4 – Transportation Engineer	V		
	Greg Groves	AECOM – Design Engineer			
	Kevin Dant	AECOM – Environmental	V		
	Jason Ramler	AECOM	V		
Brian Meade	AECOM – Design Engineer	P			

P = Present, V = Virtual

MEETING PURPOSE

The purpose of the meeting is to review the existing conditions and prepare for upcoming community outreach.

WELCOME

Tom Hall, KYTC Project Manager, opened the meeting by providing an overview of study¹, study background, and purpose of the meeting.

STUDY BACKGROUND

This study is exploring a potential new interchange and/or connector road east of the Gene Snyder. A similar study was completed in 2008; however, it did not advance beyond the planning phase.² Since fifteen years have passed, land use has changed, and new opinions and forecasts could better inform current recommendations, a new study is being conducted. This study has a robust public information plan that includes four meetings with the Community Advisory Group (CAG). Future engagement efforts will also include a project StoryMap and meetings with local officials/stakeholders (LO/S) and the general public at two key milestones. The consultant team then presented the attached slides as summarized herein.

The presentation started with an overview of the typical planning process. The reasoning behind the study area was discussed, focusing on its expansiveness to consider potential traffic operations for the larger highway network in the area.

Key milestones throughout the study process include:

- Reviewing the existing conditions to refine the Purpose and Need statement;
- Tier 1 Concepts that will broadly consider potential corridors;
- Tier 2 Concepts which will hone in on what actual alignments may look like; and
- The final report, which will summarize the entire process; input received from the CAG, LO/S, and public; planning and environmental linkages elements, and study recommendations.

Recommendations from several previous studies overlapping the current study area were reviewed as well as ongoing and potential future projects in the area. It was noted that some of these projects are in various project development phases and others may be only conceptual at this time with no committed dollars.

EXISTING CONDITIONS

Mapping showing the existing conditions (geometry, speed, 2023 traffic and operations, etc.) in the study area were reviewed. See slides (**Appendix A**) for additional information details.

¹ Listed as 5-80000 and 5-80002 in the FY 2022-2028 SYP, <https://transportation.ky.gov/Program-Management/Pages/2022-Enacted-Highway-Plan.aspx>

² **2008 Planning Study**, <https://transportation.ky.gov/Planning/Pages/Project-Details.aspx?Project=I-64%20Interchange%20and%20New%20Connector%20Alternatives%20Planning%20Study>

Looking at the functional classification of roads within the study area, there appears to be high east-west mobility. North-south connections do not currently have the same level of mobility; roadway classifications and speeds are lower on these routes.

There is significant bike and pedestrian mobility options within the parklands, and growing facilities along US 60. The study will consider context sensitive solutions for the area compliant with KYTC's new Complete Streets Policy³ and in concert with the recommendations from the 2019 South Floyds Fork Vision Study.

Current (2023) traffic volumes and operations for the state-maintained routes were reviewed for both the roadway segments and key intersections. Based on existing traffic data, most segments appear to be operating at acceptable levels of service, with segments along US 60 and KY 155 experiencing moderate to major delays. Several of the side street movements at key study intersections experience moderate to major delays. Future traffic forecasts will be derived from a combined statewide/KIPDA travel demand model, the household and employment inputs are currently being reviewed by planning and zoning representatives from three counties.

Historical crash trends were presented, noting a decline in total crashes since the I-MOVE construction project began in 2020.⁴ There were 6 fatalities within the study area over the five-year analysis period (2018-2022). The higher traffic volume routes (I-265, US 60, and I-64) experienced the most crashes.

PURPOSE & NEED

The working Purpose and Need statement was shared.

- + *Explore options to reduce congestion on the existing roadway network and to improve connectivity to I-64 in the area of eastern Jefferson County between I-265 (Gene Snyder Freeway) in Jefferson County and KY 1848 (Buck Creek Road) in Shelby County.*
- + *The study area has experienced considerable growth recently and is likely to continue at a similar pace.*
- + *With a 9-mile gap between interchanges, limited access to I-64 has contributed to ever-increasing traffic volumes, increased travel times, and delayed responses by emergency services on I-64 as well as US 60, KY 155/KY 148, and other areas roads unable to handle heavy traffic.*

This is a living statement that will be further refined throughout the study process. It will serve as the benchmark for comparing potential build alternatives, ranging from No-Build up to a new interchange with north/south connector.

ENVIRONMENTAL RED FLAGS

Key items such as land use, environmental resources, and railroad facilities were reviewed. The environmental mapping will be updated as new information is collected—studies are still underway. Railroad crossings would

³ KYTC Complete Streets, <https://transportation.ky.gov/BikeWalk/Pages/Complete-Streets.aspx>

⁴ I-MOVE, <https://i-moveky.com/>

be a major item to consider regarding emergency service response times and cost for considering grade-separated facilities.

NEXT STEPS

The future year travel demand model will continue to be adjusted. The purpose and need statement will be refined. The next outreach effort includes meetings with LO/S and the public in August; meeting logistics and online content are coming soon. The existing conditions and feedback from this outreach will help develop the potential locations for the Tier 1 corridors that will be later refined during a Tier 2 screening process. The next PTM is anticipated to occur in Fall 2023.

DISCUSSION & ACTION ITEMS

There was discussion throughout the meeting as summarized here. Action items are in *italicized text*.

Regarding existing and committed projects, 5-525 recently dropped out of the TIP, but KYTC will add it back and plans to construct it with 5-8952.

The map will be revised to show this project.

There was discussion about extending the study area further west to encompass the potential Urton Lane Extension Project.

Since this project is in KIPDA's MTP, KIPDA's model already accounts for it. The study area will not be expanded but the link will be reflected in the model.

There are a lot of bike/ped facilities within the Parklands trail system, will this study impact them or consider these types of facilities?

The study will consider context sensitive solutions for the area.

The observed travel speeds for AM & PM peaks do not show Clarks Station or Conners Station routes. Since the study will be considering them as potential north-south connections, is there a reason they weren't included and should they be accounted for in this type of data collection?

Due to the size of the study area, travel speeds, and traffic conditions, the routes were not originally included in the peak period runs, but the consultant team will collect the data for these routes.

Noted there didn't appear to be bridge data for Clarks Station or Conners Station routes, was this intentional or are there not any on these routes?

Bridge 056C00091N, which was shown on the map and table as being in poor condition, is on Clark Station Road. This bridge is scheduled to be let for replacement in October 2023. No bridge was shown on Conner Station Road. Consultant will confirm and if data is available, will add to mapping and the table.

Existing ADT's appear to have lost some traffic on KY 155 and US 60.

Consultant will double check these numbers.

Regarding the travel demand model assumptions, the Planning and Zoning experts from the CAG have already reviewed anticipated household and employment assumptions. Triple S Planning noted they intend their household growth to be more concentrated near Simpsonville and Shelbyville.

Does the model consider the farm behind Oxmoor Mall will be developed?

Yes. The model shows an increase of over 2,000 jobs in this zone.

Earlier scoping meeting discussed the potential of a Publix opening, do the employment predictions account for that in the model?

Not specifically. The model shows an additional 400 jobs in this zone by 2045 though.

Employment numbers may not account for the new battery plant coming to Shelby County.⁵

Employment predictions for this TAZ will be reviewed and revised accordingly. The current data shows only 66 new jobs in this area. The consultant will coordinate with Ryan Libke of Triple S Planning & Zoning.

Will CDAT analysis also be completed?

Yes, LOSS mapping will be added in the revised presentation.

Have existing utilities been reviewed?

Transmission lines have been identified, but Russ will provide the consultant team with additional mapping. Will also check for radio tower off Clarks Station Road.

In the Purpose and Need statement, a 9-mile gap was noted; however, it could really be considered further than that because the gap is between a system-system interchange, the next local interchange would be Blankenbaker on I-64, US 60 to the north on I-265, or KY 155 to the south on I-265.

New railroad crossing types were discussed. It is assumed that new crossings would have to be grade-separated and that opening a new at-grade crossing may require the closure of other existing at-grade crossings.

⁵ <https://envenue.com/envenue-opening-gigafactory-in-shelby-county-kentucky-to-scale-production-of-its-differentiated-energy-storage-solutions/#:~:text=March%2028%2C%202023-.EnerVenue%20Opening%20Gigafactory%20in%20Shelby%20County%2C%20Kentucky%20to%20Scale%20Production,%20Lithium%20Dion%20battery%20technology> and <https://www.wlky.com/article/new-battery-plant-new-jobs-shelby-county-kentucky/43441582> and https://www.wdrb.com/news/business/energy-company-building-264-million-manufacturing-plant-in-shelby-county-bringing-hundreds-of-jobs/article_a2253326-cd8b-11ed-a9d9-93aa9e34e32f.html#:~:text=As%20part%20of%20Phase%201,Taylorville%20Road%20in%20Shelby%20County.

Two railroads cross the study area east-west. In the north is a CSX line and in the south a NS line. Current policies—May 2023 by CSX⁶ and January 2022 by NS⁷—discourage new at-grade railroad crossing, and favor grade separated crossings for new construction. Each also has very strong language opposing new pedestrian or bicycle at-grade crossings.

LO/S & Public meeting details were discussed.

The team will try to schedule the LO/S the same day as the southern public meeting (8/28) at St. Michael Catholic Parrish. The northern public meeting will be on a different night—location has yet to be confirmed. Suggestions for a northern connection include:

- *Highview Baptist Church (UPDATE: this location has been secured for 8/31.)*
- *St. Patrick Catholic Church*
- *Hite Elementary School*
- *Whitney M. Young Jr. Job Corps Center*
- *Berrytown Recreation Center*

The LO/S could be in a separate room from 3-5, with the open-house public meeting in the cafeteria from 6-8.

The public meeting will have 2 brief intros at 6:15 pm and 7:15 pm to share the purpose of the meeting.

The public meetings will be advertised in the main newspapers of Jefferson, Shelby, and Spencer Counties twice (15- and 7-days in advance). Social media (KYTC D-5 Facebook, Nextdoor, and Twitter), including Facebook boost will also be utilized.

The StoryMap will also share meeting info and have the online version of the survey. Consultant will provide draft materials to KYTC PM for review over the coming weeks.

The meeting concluded at 2:49 pm.

⁶ <https://www.csx.com/index.cfm/library/files/about-us/property/public-project-manual/>

⁷ <http://www.nscorp.com/content/nscorp/en/transportation-terms/other-requirements/public-project-guidelines.html>

MEETING MINUTES

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson County
KYTC Item No. 5-80000

Purpose: Local Elected Officials Meeting No. 1 | Study Introduction

Date: August 28, 2023

Time: 3:00 PM EST

Place: St. Michael Catholic Parrish and Virtual – MS Teams

Prepared By: Qk4

		#1	#2
Local Elected Officials	Adrienne Southworth	Kentucky State Senate District 7 (Jefferson & Shelby)	
	Jimmy Higdon	Kentucky State Senate District 14 (Spencer)	V
	Julie Raque Adams	Kentucky State Senate District 36 (Jefferson)	
	Kevin Bratcher	Kentucky State Representative District 29 (Jefferson)	
	Susan Witten	Kentucky State Representative District 31 (Jefferson)	
	John Hodgson	Kentucky State Representative District 36 (Jefferson)	V
	James Tipton	Kentucky State Representative District 53 (Spencer)	
	Jennifer Decker	Kentucky State Representative District 58 (Shelby)	
	Craig Greenberg	Louisville Metro Mayor	
	Kevin Kramer	Louisville Metro Council District 11	
	Lucas Threlfall	On Behalf of Louisville Metro Council District 19	V
	Angela Webster	On Behalf of Louisville Metro Council District 20	V
	Matt Meunier	On Behalf of City of Jeffersontown Mayor	V
	Byron Chapman	City of Middletown Mayor	V
	Dan Ison	Shelby County Judge/Executive	V
	Karen Waller	Shelby County Magistrate District 2	V
	Ronnie Sowder	City of Simpsonville Mayor	
	Scott Travis	Spencer County Judge/Executive	P
	Jim Travis	Spencer County Magistrate District 3	
	KYTC	Matt Bullock	KYTC – D5 Chief District Engineer
Tom Hall		KYTC – D5 Planning Section Supervisor/Project Manager	P
Tracy Lovell		KYTC – D5 Project Development Branch Manager	
Donna Hardin		KYTC – D5 Environmental Coordinator	P
Pat Matheny		KYTC – D5 Design Section Supervisor	P
Farzana Hussain		KYTC – D5 Design Support	P
Morgan Woodrum		KYTC – D5 Public Information Officer	P
Russell Whatley		KYTC – D5 Utility Section Supervisor	V
Stephen DeWitte		KYTC – D5 Planning Engineer	P

Consultant	Larry Chaney	KYTC – CO Planning	P
	Tom Springer	Qk4 – Project Manager	P
	Rebecca Thompson	Qk4 – Deputy Project Manager	P
	Lindsay Hoskins	Qk4 – Planning Engineer	P
	Andrea Clifford	Qk4 – Public Involvement	P
	Kevin Dant	AECOM – Environmental	P
	Brian Meade	AECOM – Design Engineer	P

P = Present, V = Virtual

WELCOME

Tom Hall, KYTC Project Manager, opened the meeting by providing an overview of study, study background, and the study process with the Local Elected Officials (LEO).

THE STUDY

This study is exploring the concept of a potential new I-64 interchange and/or north-south connector road beyond I-265. A similar study was completed in 2008; however, it did not advance beyond the planning phase.¹ Since fifteen years have passed, land use has changed, and new opinions and forecasts could better inform current recommendations, a new study is being conducted. This study has a robust public information plan that includes four meetings with the Community Advisory Group (CAG) and two meetings with LEOs and the public. No further project development phases are currently funded.

Consultant Project Manager, Tom Springer presented the attached slides that would also be shared at the open house public meetings later that evening and again on Thursday, August 31st (**Appendix A**) and the project StoryMap.² The objective of this first round of engagement is to inform the public of the study, present existing conditions, share the study purpose and schedule, and seek public input. The purpose of this transportation planning study is to explore options to reduce congestion on the existing roadway network and to improve connectivity to I-64. There will be a second opportunity to meet with this group after build concepts are developed. The study is anticipated to wrap up Fall 2024.

LEO DISCUSSION

There are new Floyds Fork Development Review Overlay (DRO) Guidelines to follow.

The Study Team will utilize this resource, <https://louisvilleky.gov/government/planning-design/floyds-fork-dro>

¹ **2008 Planning Study**, <https://transportation.ky.gov/Planning/Pages/Project-Details.aspx?Project=I-64%20Interchange%20and%20New%20Connector%20Alternatives%20Planning%20Study>

² **Current Planning Study StoryMap**, <https://arcg.is/0mm1vq>

Will this study consider the potential Urton Lane corridor? This would be important for both traffic operations and a potential new interchanges proximity to I-265.

The study looks at a larger multi-county transportation network within the model. It includes projects the study team determines to be likely to be implemented by design year, 2045, including the Urton Lane extension.

Considering there is a 9-mile gap between the Gene Snyder and Simpsonville, does the team envision considering two interchanges or just one?

The current study effort is only considering one.

Is the study that considered an I-64 to I-65 Regional connector “outer, outer loop” no longer being considered?³

Not necessarily. The study resulted in several recommendations and indicated it was the first component of a multi-phase planning effort. It noted that follow-up studies may be necessary to determine what options, segments, or combinations may perform best. Studied corridors would result in very large construction costs/impacts and were not widely supported by impacted counties. None of the recommendations in that study have been funded or advanced beyond the planning phase. This study would review and consider that studies recommendations.

The 2020 study emphasized that that larger corridor has a separate purpose and function than the potential interchange/connector we are currently evaluating. It would serve more of the surrounding counties; however, the current study focuses on eastern Jefferson and wester Shelby counties.

Looking at the study area, there are several geographic features that would provide design challenges, including Floyds Fork, the two railroad tracks, and Fisherville Ridge.

Absolutely, that’s why this study is taking a look at a larger study area. The railroad crossing would be a big challenge. Their current policy would require a new road to be grade separated or to close three existing at-grade crossings to be able to open a new at-grade crossing.

³ 2020 Regional Connector Study, <https://transportation.ky.gov/Planning/Pages/Project-Details.aspx?Project=65-71%20Regional%20Connector%20Study>

When considering a new interchange you also have to build surface streets or improve the existing surface streets to handle that increased traffic, this really has the potential to change the characteristics of the communities that may be impacted by these changes. Do you envision the surface routes to warrant a roadway template any wider than three lanes?

The original 2008 study looked at a five-lane roadway template. However, within the current study, no set typical section has been prescribed. Instead information gleaned from the study process will inform the template recommendation, and it could vary in different locations/settings. The updated traffic forecast will inform what lane capacity may be warranted. This road would look at connecting to two main roads (Shelbyville Road and Taylorsville Road). Between the two, it will also explore context-sensitive typical sections appropriate for each roadway.

Are there any future plans to widen US 60 (Shelbyville Road)?

KIPDA's 2025-2050 Transportation Improvement Projects (TIP) and KYTC's 2022-2028 Highway Plan includes a project (5-8952) that would consider widening US 60 to from Eastwood Cutoff to Rockcrest Way.⁴ There is another project in KIPDA's 2040 Transportation Plan that would consider widening from Rockcrest Way to the Jefferson/Shelby County line.⁵

Are there also plans to widen KY 155 (Taylorsville Road)?

Yes. There are projects in KYTC's 2022-2028 Highway Plan to widen Taylorsville Road. Project 5-8908 would consider widening from I-265 (Gene Snyder) to KY 148. Project 5-8954 would consider widening KY 155 (Taylorsville Lake Road) from KY 148 to KY 55 (Shelbyville Road).

Would widening Shelbyville Road and Taylorsville Road address the traffic problems on the existing roadway network?

The existing network would have benefit from these widening efforts. However, considering the anticipated growth in the area, there will likely be traffic issues again by the 20-year design year. The traffic model will take this into consideration.

Is a north-south route in this study area really necessary?

The study will tell us if so or not. The future traffic model will predict how the roadway network would operate in 20 years, accounting for anticipated population growth and other regional highway projects, both with and without a potential north-south route.

Taylorsville Road carries a high volume of traffic, there is big growth in that area, and when it's not congested, cars are traveling at a high rate of speed.

⁴ <https://transportation.ky.gov/Program-Management/2022%20Enacted%20Highway%20Plan/2022%20Enacted%20Highway%20Plan%20Combined%20Book%20June%2028%202022.pdf>

⁵ <https://kipda.maps.arcgis.com/apps/webappviewer/index.html?id=1f10e74494634d4196219f5b21cf4830>

Considering the potential existing north-south routes are windy, narrow, farm-type roads, does one appear to be more feasible for widening than the others? With the new middle school and heavy bus traffic on a narrow route that will only worsen as new grades are added each year, Echo Trail makes sense. Eastwood Fisherville Road, Clarks Station Road, and Connors Station Road would have issues with the topography.

The study will consider all of them, as well as consider public input and potential impacts to be able to answer that question. A connection on a totally new alignment could also be evaluated.

A new roadway would probably be a harder sell for the public than widening or improving an existing road.

That is likely. It would also likely have higher costs and impacts. However, everything is still under consideration at this point in the study process.

If this study recommends a new interchange would the north-south connection and/or surface road projects need to be included in the next highway plan?

The study is considering both an interchange and north-south connection. Surface road needs would not be known until the study is completed in Fall 2024, which would not be done in time to inform the next highway plan needs.

Should Design and Right of Ways funds be programmed in the next highway plan? When is the earliest the design phase could start? Should both of those phases be included in the biennium?

The study will explore different alignments that could be narrowed down to a few potential locations and be carried into a design phase. The design phase could not start until after the planning study is completed in Fall 2024—if a build solution is recommended. For a project of this magnitude the design phase would likely be a multi-year effort and Right of Way would not be needed in the next biennium.

PUBLIC MEETING SUMMARY

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson County
KYTC Item No. 5-80000

Purpose: Public Outreach #1

Date: August 28th and 31st, 2023

Time: 6:00 – 8:00 PM EST

Place: St. Michael Catholic School and Highview Baptist Church East Campus

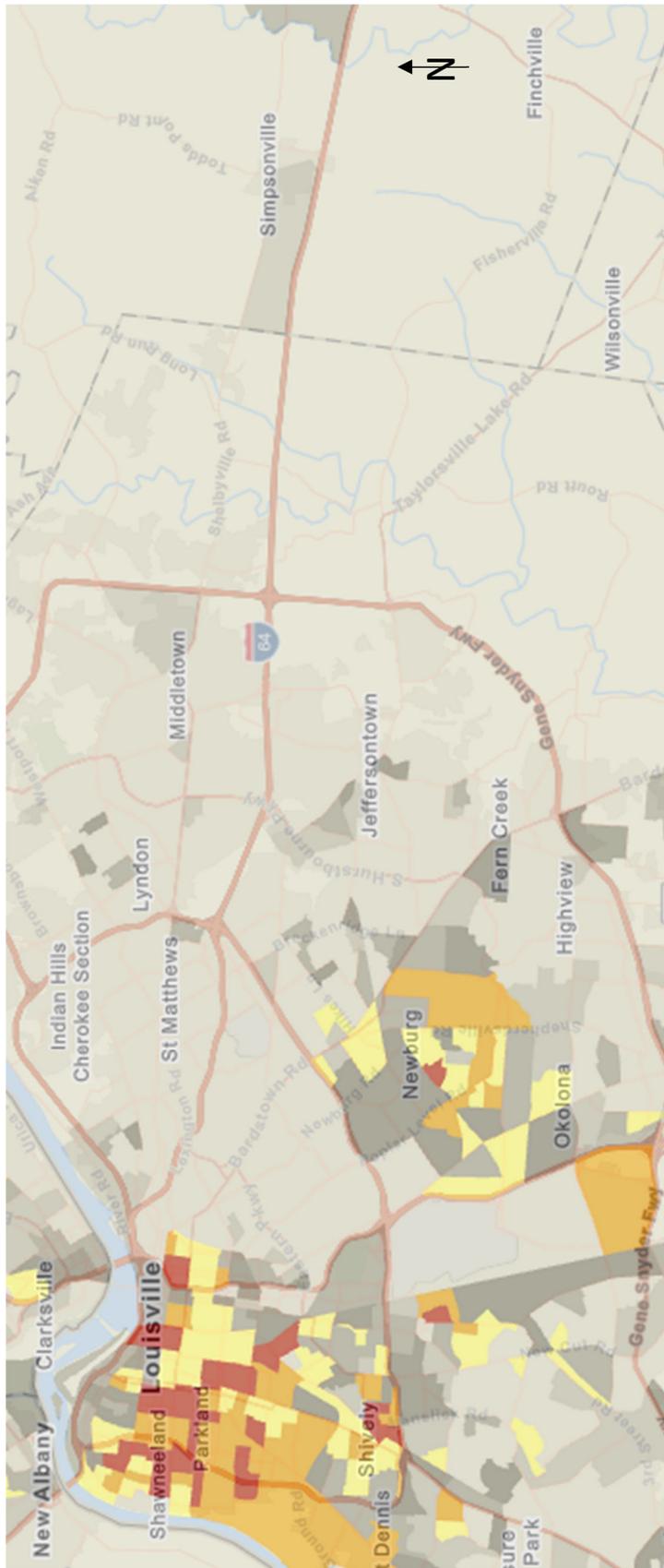
Identical public meetings were held on Monday, August 28, 2023, and Thursday, August 31st. The meetings were advertised via media coverage, legal ad (included in the Courier Journal, Sentinel News, Spencer Magnet), KYTC websites, social media outlets, and by variable message boards near the meeting locations.

The meetings were held in an open house setting with handouts, display boards, loop PowerPoint, and team members available to share information. Similar materials were available online via the project StoryMap and linked to KYTC District 5's website for public access.

Per the USEPA's EJSreen toolbox, demographic indices for the study area do not identify elevated concentrations of sensitive socioeconomic populations; however, Title VI information was made available during both meetings for interested parties.

Public input was requested through September 15, 2023. During that timeframe 273 surveys were returned.

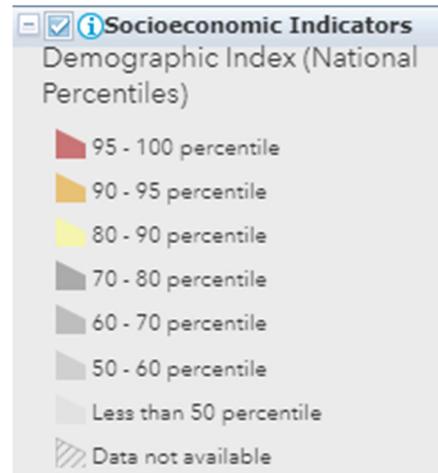




Source:

<https://ejscreen.epa.gov/mapper/>

Accessed October 2023



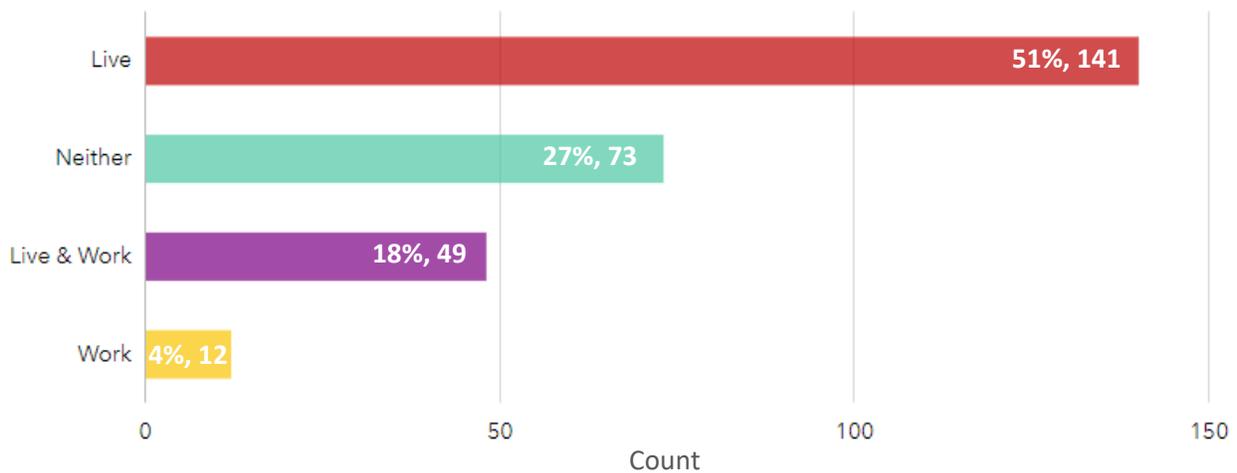
PUBLIC SURVEY SUMMARY

Identical public meetings were held on Monday, August 28, 2023, and Thursday, August 31st from 6:00 to 8:00 pm at St. Michael Catholic Church and at Highview Baptist Church. Similar materials were available online. Public input was requested through September 15th, 2023; **276 surveys** (263 online, and 13 paper) were returned. This memo summarizes the input received.

DO YOU LIVE/WORK IN THE STUDY AREA?

(276 answered)

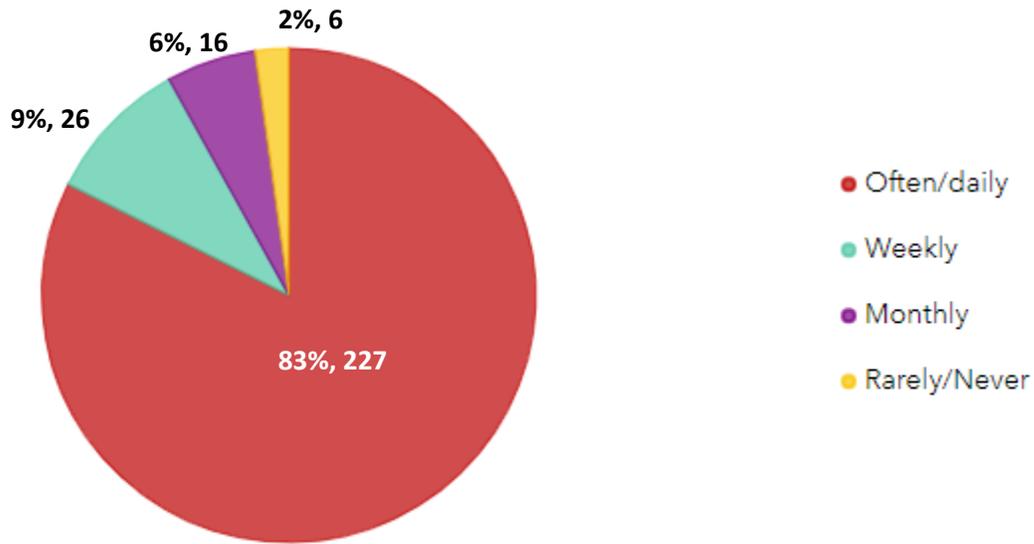
About half of the respondents live in the study area. Nearly a third neither live or work in the study area, meaning the presumably use it for their commute. Less than 20% live & work in the study area.



HOW OFTEN DO YOU TRAVEL IN THE STUDY AREA?

(276 answered)

Most (83%) travel through the study area daily. Another 9% travel at least weekly.

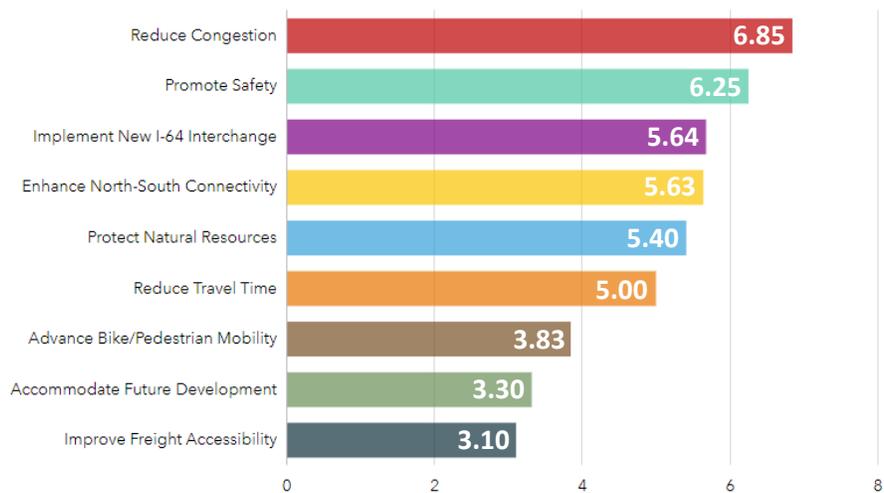


WHAT ARE YOUR TOP PRIORITIES WITHIN THE STUDY AREA?

(276 answered)

The top 5 priorities, ranked from most important to least include:

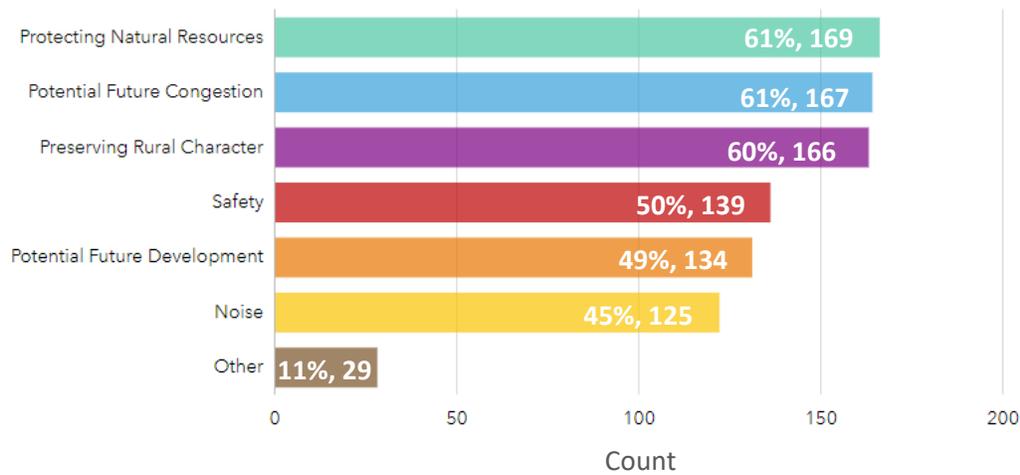
1. Reduce Congestion
2. Promote Safety
3. Implement New I-64 Interchange
4. Enhance North-South Connectivity
5. Protect Natural Resources



IF A NEW ROUTE OR INTERCHANGE WERE CONSTRUCTED, WHAT CONCERNS DO YOU HAVE?
(276 answered)

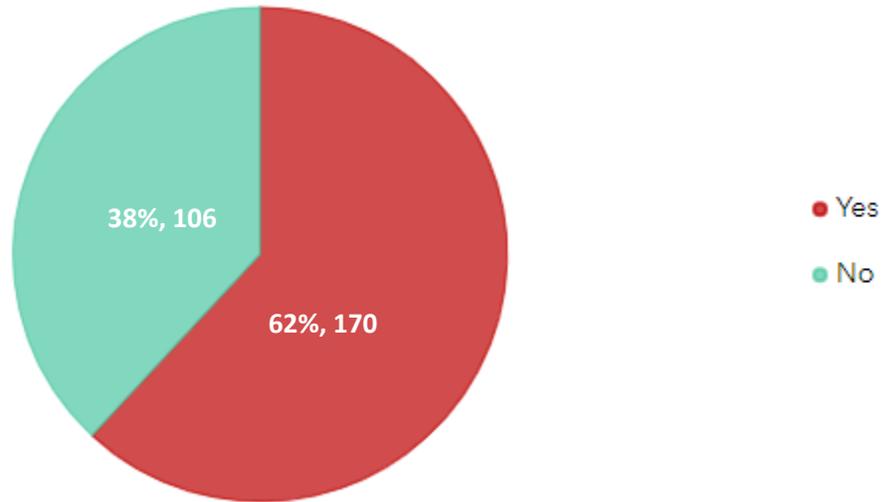
Top concerns if a new route or interchange were constructed include: 1. Protecting Natural Resources, 2. Potential Future Congestion, and 3. Preserving Rural Character.

Other concerns include direct property impacts, pollution, pedestrian and bicycle safety, capacity of surface streets to handle increased demand, public transportation, and cost.



IS A NEW NORTH-SOUTH CONNECTION EAST OF THE GENE SNYDER NEEDED?
(276 answered)

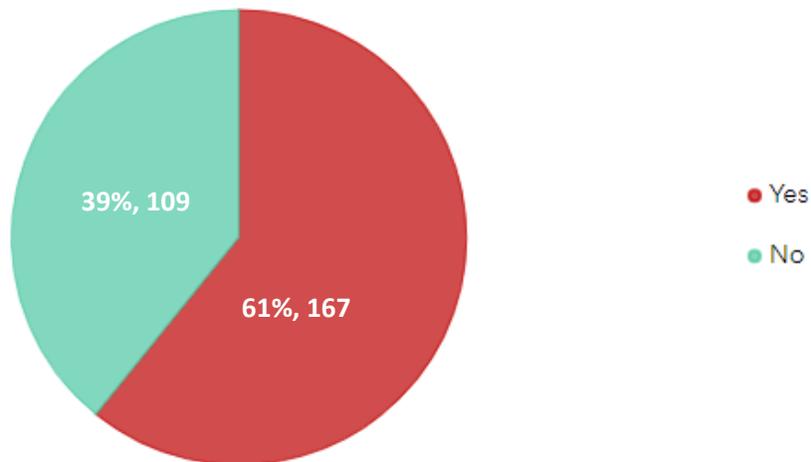
Most (62%) think a new north-south connection is needed.



Why or Why Not?
(197 answered, 79 skipped)

IS A NEW I-64 INTERCHANGE EAST OF THE GENE SNYDER NEEDED?
(276 answered)

Most (61%) think a new interchange is needed.



Why or Why Not?
(177 answered, 99 skipped)

Similar reasonings for why and why not were provided for the north-south connection and new interchange. Common themes include:

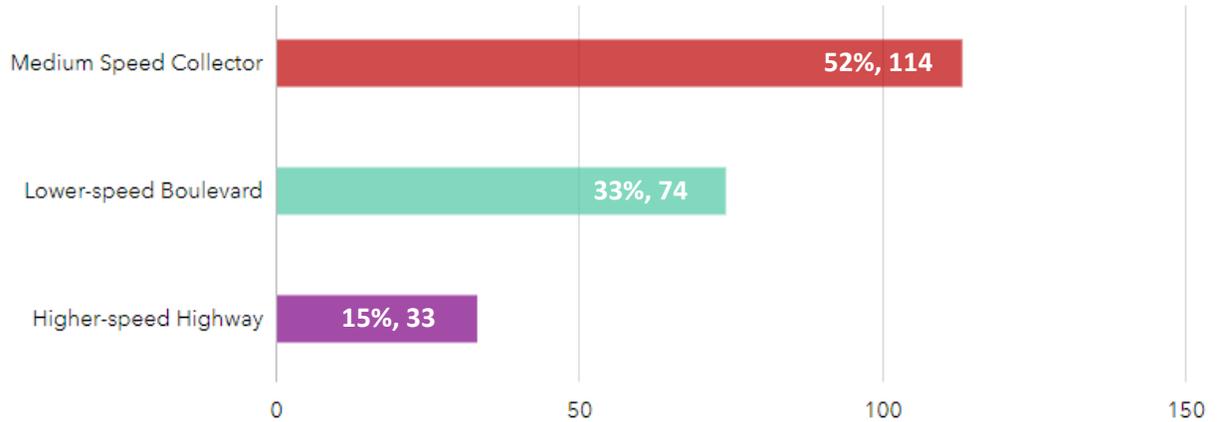
Why Needed	Why Not Needed
Accessibility / Save Time / More Direct Route	Not Needed / Keep Rural Area (Quiet, Low Light, No More Development)
Relieve Congestion / Reduce Emissions from Idling	Surface Streets Can't Handle Induced Demand
Improve Safety on Existing Roads	Protect Environment (Floyds Fork & Farmlands) / Increase Pollution
Alternate Route when Crash on I-64	Invest in Existing Infrastructure / Transportation Alternatives
Emergency Response Access to Crashes & Homes	Other Ongoing Improvements Will Relieve Congestion
Improve Freight Accessibility	Cost / Long-term Maintenance
	Too Many Access Points to Interstate Reduce Effectiveness

It should be noted that some of the “No’s” for the North-South connector read the question to mean new construction and instead indicated to improve existing roads instead of build new.

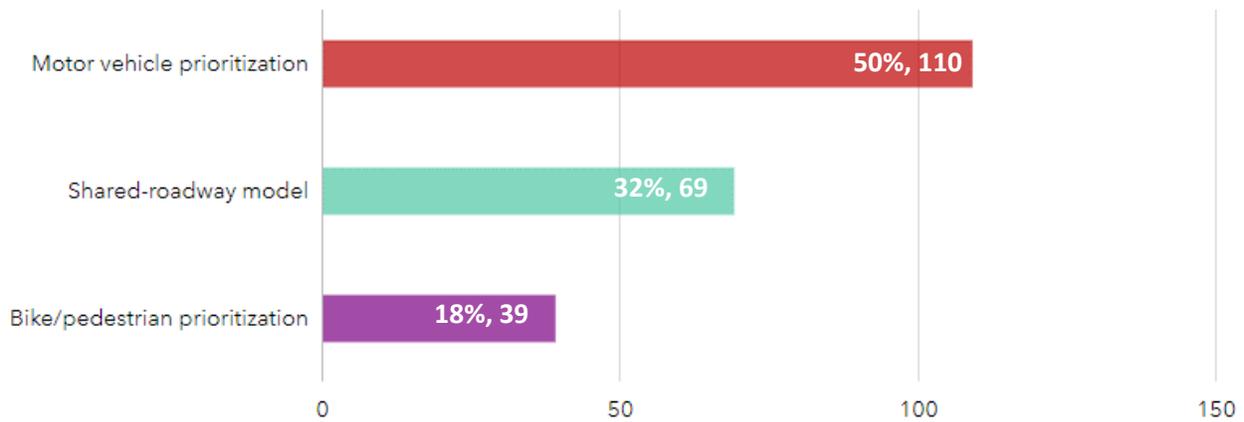
IF YOU THINK THERE SHOULD BE A NEW NORTH-SOUTH CONNECTION, HOW SHOULD IT FEEL?

(221 answered, 55 skipped)

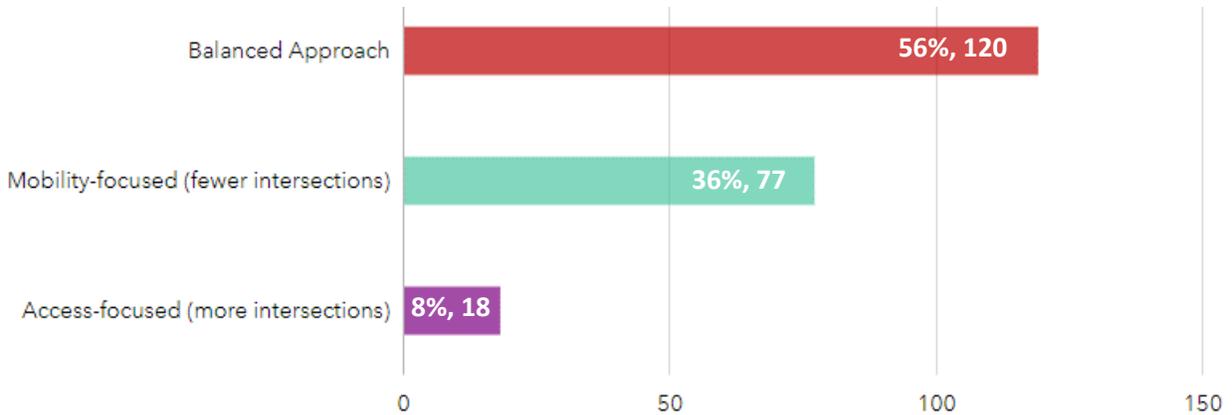
About half think a new north-south connection should be a medium-speed collector, with motor vehicle prioritization, and a balanced approach.



(218 answered, 58 skipped)



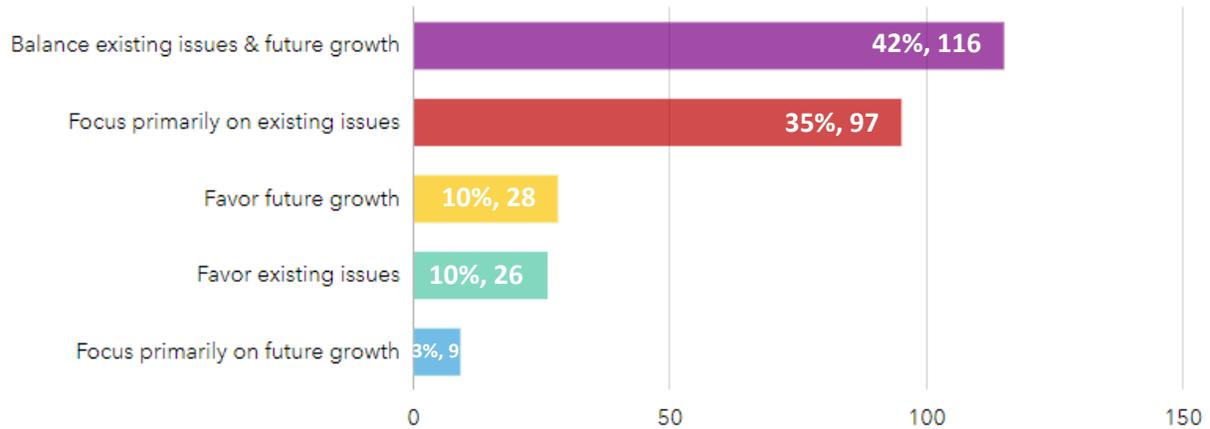
(215 answered, 61 skipped)



TRAVEL IMPROVEMENTS IN THE AREA SHOULD...

(276 answered)

About 40% think travel improvements should balance existing issues and future growth. Another 35% think improvements should focus on existing issues.



ADDITIONAL COMMENTS OR CONCERNS

(110 answered, 166 skipped)

Additional comments/concerns primarily focused on other area improvements needed. Some specifically mentioned include:

- Shelbyville Rd/Eastwood intersection
- Urton Lane connection
- English Station at KY 148
- Outer, outer loop
- Shelbyville Rd/Gene Snyder interchange
- S Pope Lick at Poplar Lane
- KY 55
- KY 44

Written comments also reiterated previous answers like protect the environment and stop developing the area.

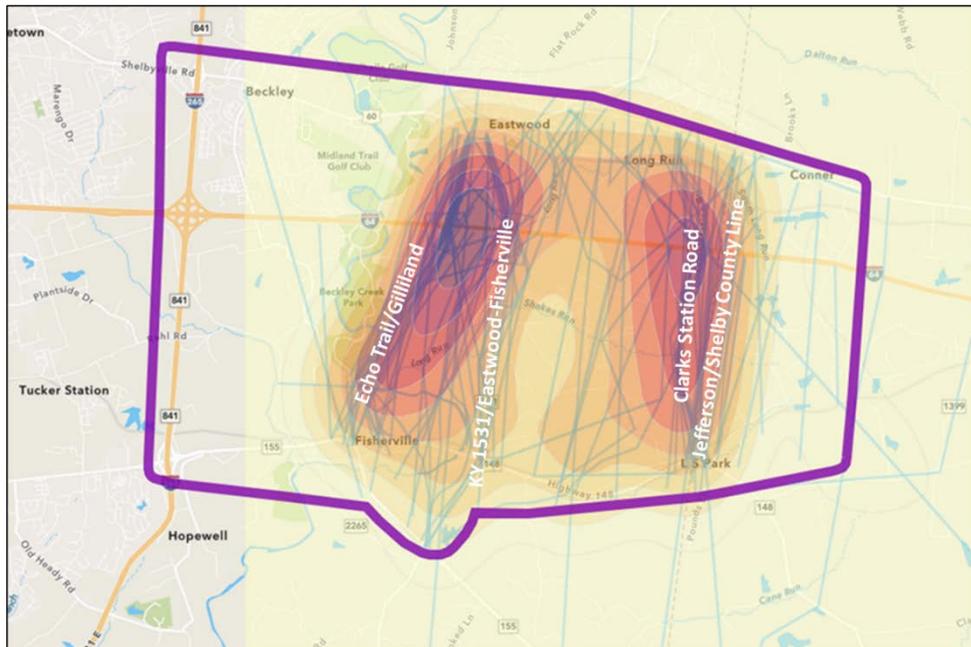
DRAW WHERE YOU THINK A NEW NORTH-SOUTH ROUTE SHOULD BE

About 130 people provided a drawing.



Some indicated No-Build via an “X” or drawing lines on existing routes and indicating “No” for a new route and interchange. Others drew new connections outside of the study area, such as an outer, outer loop. After removing those outliers, the most north-south lines were concentrated in two general areas:

- Between Gilliland Rd/Echo Trail and KY 1532 (Eastwood-Fisherville Rd)
- Between Clarks Station Rd & Jefferson/Shelby County Line



MEETING MINUTES

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson County
KYTC Item No. 5-80000

Purpose: Community Advisory Group (CAG) No. 2 | Existing Needs

Date: September 25, 2023

Time: 3:00 PM EST

Place: KYTC District 5 and Virtual – MS Teams

Prepared By: Qk4

		#1	#2	#3	#4
Community Advisory Group	Andy Rush	KIPDA MPO	P		
	Bert Stocker	Fisherville	P		
	Bob Federico	Eastwood Village Council	P	P	
	Chris Limpp	Spencer County EMA	P		
	Chris Spaulding	Shelby County EMA			
	Jason Canuel	Louisville Metro Parks	V	V	
	Jeff Brown	Louisville Metro Public Works	V	V	
	Amanda Deatherage	Louisville Transportation Planning		V	
	Jim Bottom	Jefferson County EMA – Metro Safe	V		
	Julie Sweazey	Spencer County Zoning Administrator			
	Juva Barber	Building Industry Association			
	Kevin Beck	Parklands of Floyds Fork	P	P	
	Lucas Frazier	Louisville Keep Your Fork (LKYF)	P	P	
	Mike King	Louisville Metro Planning and Zoning	V	V	
	Mick Logsdon	KIPDA ADD	P	P	
	Ryan Libke	Triple S Planning Commission	P	V	
	Susan Biasioli	Jefferson County Public Schools	V	V	
	Representative	Future Fund			
	Jeff Frank	Friends of Floyds Fork			
	Tom Hall	KYTC – D5 Planning Section Supervisor	P	P	
	Matt Bullock	KYTC – D5 Chief District Engineer	P	P	
	Tracy Lovell	KYTC – D5 Project Development Branch Manager		P	
	KYTC	Donna Hardin	KYTC – D5 Environmental Coordinator	P	P
Pat Matheny		KYTC – D5 Design Section Supervisor	V	V	
Farzana Hussain		KYTC – D5 Design Support	P	V	
Morgan Woodrum		KYTC – D5 Public Information Officer	V	V	
Stephen DeWitte		KYTC – CO Planning			
Larry Chaney		KYTC – D5 Planning Engineer	V	P	

Consultant Team	Tom Springer	Qk4 – Project Manager	P	P	
	Rebecca Thompson	Qk4 – Deputy Project Manager	P		
	Lindsay Hoskins	Qk4 – Planning Engineer	V	P	
	Andrea Clifford	Qk4 – Public Involvement	V	V	
	Kate Sautel	Qk4 – Planning Co-op	P		
	Jeremy Lukat	Qk4 – Transportation Engineer	V	V	
	Steven Trevino	Qk4 – Transportation Modeler		V	
	Greg Groves	AECOM – Design Engineer	V		
	Kevin Dant	AECOM – Environmental	V	V	
	Jason Ramler	AECOM	V		
	Brian Meade	AECOM – Design Engineer	P	P	
	Valerie Mohr	AECOM		V	

P = Present, V = Virtual

WELCOME

Tom Hall, KYTC Project Manager, opened the meeting by providing a study status update and brief overview of the meeting purpose which was to review existing needs and conditions (including associated Local Elected Official and Public comments) with the CAG group and to verify all of that is captured as completely as possible before moving on to developing conceptual alignments.

STUDY BACKGROUND

This study is exploring the concept of a potential new interchange and/or connector road. A similar study was completed in 2008; however, it did not advance beyond the planning phase.¹ Since fifteen years have passed, land use has changed, and new opinions and forecasts could better inform current recommendations, a new study is being conducted. This study has a robust public information plan that includes four meetings with the CAG. The study team recently met with local officials/stakeholders and the general public to learn more on the existing needs in the area and desire for a future north-south connection and/or new I-64 interchange. The consultant team then presented the attached slides (**Appendix A**) as summarized herein.

The presentation started with an overview of the typical planning process and key deliverables of this effort. The reasoning behind the study area was discussed, focusing on its expansiveness to consider potential traffic operations for the larger highway network in the area.

¹ **2008 Planning Study**, <https://transportation.ky.gov/Planning/Pages/Project-Details.aspx?Project=I-64%20Interchange%20and%20New%20Connector%20Alternatives%20Planning%20Study>

PUBLIC OUTREACH

Identical public meetings were held on Monday, August 28, 2023, and Thursday, August 31st from 6:00 to 8:00 pm at St. Michael Catholic Church and at Highview Baptist Church, respectively. A Local Elected Official meeting was also held on August 28th. Similar materials were available online via the project StoryMap² and linked to KYTC District 5’s website for public access.³ Public input was requested through September 15th, 2023. During that timeframe 273 surveys (263 online, and 12 paper) were returned.

About half of the respondents live in the study area. Nearly a third neither live nor work in the study area, meaning they presumably use it for their commute. Most (82%) travel through the study area daily.

The top 5 priorities (ranked from most important to least) include:

1. Reduce Congestion
2. Promote Safety
3. Implement New I-64 Interchange
4. Enhance North-South Connectivity
5. Protect Natural Resources

Top concerns if a new route or interchange were constructed include:

1. Protecting Natural Resources
2. Potential Future Congestion
3. Preserving Rural Character

Most (about 60%) think a new north-south connection and interchange are needed. It should be noted that some of the “No’s” for the North-South connector read the question to mean new construction and instead indicated to improve existing roads instead of “build new.” Similar reasonings for why and why not were provided for the north-south connection and new interchange. Common themes include:

Why Needed	Why Not Needed
Accessibility / Save Time / More Direct Route	Not Needed / Keep Rural Area (Quiet, Low Light, No More Development)
Relieve Congestion / Reduce Emissions from Idling	Surface Streets Can’t Handle Induced Demand
Improve Safety on Existing Roads	Protect Environment (Floyds Fork & Farmlands) / Increase Pollution
Alternate Route when Crash on I-64	Invest in Existing Infrastructure / Transportation Alternatives
Emergency Response Access to Crashes & Homes	Other Ongoing Improvements Will Relieve Congestion
Improve Freight Accessibility	Cost / Long-term Maintenance
	Too Many Access Points to Interstate Reduce Effectiveness

² <https://arcg.is/0mm1vq>

³ <https://transportation.ky.gov/DistrictFive/Pages/I64-Interchange-and-Connector-Planning-Study.aspx>

About half think a new north-south connection should be a medium-speed collector, with motor vehicle prioritization, and a balanced approach. About 40% think travel improvements should balance existing issues and future growth. When asked to draw their preferred location, the most north-south lines were concentrated in two general areas:

- Between Gilliland Rd/Echo Trail and KY 1532 (Eastwood-Fisherville Rd)
- Between Clarks Station Rd & Jefferson/Shelby County Line

2045 NO-BUILD TRAFFIC

Existing assumptions for household and employment growth within the transportation analysis zones (TAZ's) were shared, noting that the number of households in the study area is forecasted to grow at a higher rate than the surrounding areas. Employment growth in the study area is forecasted to increase at a slower rate than households and at a slower rate than surrounding Shelby and Spencer Counties.

Existing average daily traffic volumes for key study routes were compared with forecasted volumes, noting considerable growth in the study area and indicating congested conditions would worsen with the No-Build option.

Feedback on the growth assumptions used in the model was welcomed. CAG members noted they would provide the study team with planned development numbers as some of the forecasts within a few TAZs didn't appear to accurately reflect developments already approved by Louisville Metro. Specifically, the assumed number of new dwellings by 2045 were notably less than the number of new dwellings already approved for development.

PURPOSE, NEEDS, GOALS, & OBJECTIVES

A study's goals and objectives inform future project's purpose and need statements. To support that effort, the study team asked Local Elected Officials, the public, and the CAG members what their top priorities are within the study area. CAG members (16 responses) top priorities identified during the meeting include:

1. Reduce Congestion
2. Promote Safety
3. Accommodate Future Development
4. Protect Natural Resources
5. Reduce Travel Time

CAG members were also asked to share other goals the study should promote beyond exploring options to reduce congestion on the existing roadway network and improve connectivity to I-64. Fourteen members shared goals; safety was the top recommended goal. Other ideas included accessibility/mobility, sustainability, livability, multi-modal, parklike/gateway/rural character/beauty, and growth.

Other existing issues or environmental features CAG members (6 responses) wanted to ensure the study team was aware of prior to drafting build concepts include: impacts to existing neighborhoods and neighborhood

plans, Historic District in Eastwood, urban heat island, train bridge, and lack of charging infrastructure for electric vehicles.

CONCEPTS TO CONSIDER

Eleven CAG members also participated in a mapping exercise (**Figure 1**) to share their recommended corridors for the study team to consider. These were commensurate with the public recommendations.

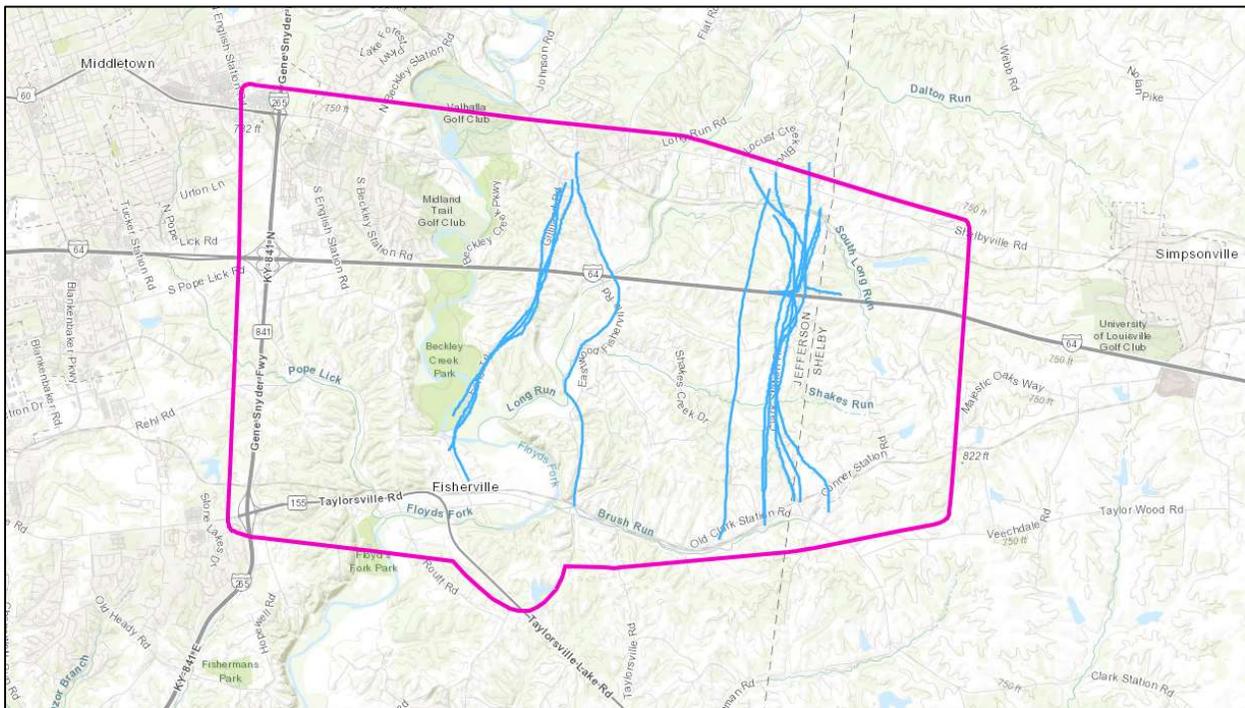


Figure 1. CAG Concepts

Other elements suggested by the CAG for consideration include:

- The need to widen Taylorsville Road east of Taylorsville Lake Road, should a new connection be made in the east.
- Options extending to Taylorsville Lake Road would experience topography challenges.
- Louisville Jefferson County Environmental Land Trusts may not be completely captured on the protected lands exhibit, Jeff Brown will provide further information.
- Connections to Eastwood would have intersection challenges due to traffic volumes and geometry. The existing intersections are already over capacity.
- Considering split north-south connections with multiple connections to I-64 may better serve travel demands.
- As the Parklands serves as a regional public resource, the study should consider if a project would be serving public or private development.

NEXT STEPS

After receiving further information from the CAG members, the traffic growth model assumptions will be refined before build concepts are identified. The concepts will explore regional traffic benefits and environmental impacts. Preliminary concepts will also be considered. The next outreach efforts include another anticipated round of public and LEO meetings in March 2024 to present potential concepts and a third CAG meeting in May 2024 to review the public feedback and concepts.

The meeting concluded at 4:02 pm.

MEETING MINUTES

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson County
KYTC Item No. 5-80000

Purpose: KYTC – FHWA Coordination Mtg.

Date: October 31, 2023

Time: 9:00 AM EST

Place: MS Teams

Prepared By: Qk4

Participants:		#1		
Brad Eldridge (FHWA)	brad.eldridge@dot.gov	X		
Mour Diop (FHWA)	mour.diop@dot.gov	X		
David Whitworth (FHWA)	David.Whitworth@dot.gov	X		
Stephen De Witte (KYTC)	Stephen.DeWitte@ky.gov	X		
Karl Sawyer (KYTC)	karl.sawyer@ky.gov	X		
Tom Hall (KYTC-D05)	Tom.Hall@ky.gov	X		
Donna Hardin (KYTC-D05)	Donna.Hardin@ky.gov	X		
Matt A Bullock (KYTC-D05)	Matt.Bullock@ky.gov	X		
Tracy A Lovell (KYTC-D05)	Tracy.Lovell@ky.gov	X		
Jay Balaji (KYTC)	Jayalakshmi.Balaji@ky.gov	X		
Patrick Perry (KYTC)	patrick.perry@ky.gov	X		
Larry D Chaney (KYTC-D05)	larry.chaney@ky.gov	X		
Farzana Hussain (KYTC-D05)	farzana.hussain@ky.gov	X		
Tom Springer (Qk4)	tspringer@qk4.com	X		
Lindsay Hoskins (Qk4)	lhoskins@qk4.com	X		
Brian Meade (AECOM)	brian.meade@aecom.com	X		
Jason Ramler (AECOM)	jason.ramler@aecom.com	X		

WELCOME

Tom Springer provided a brief introduction of the attendees, noting the purpose of this meeting was to update FHWA on this PEL project that will require several FHWA approvals at future stages. Such approvals will include

an IJS, engineering, NEPA, and possibly other items. The study area is from I-265 east into Shelby County, with I-64 transecting the area east-west. US 60 bounds the area to the north and KY 155/KY 148 to the South.

A PDF of the slide deck presented at the meeting is attached to these minutes.

COMMENTS MADE

Mour Diop asked if there was any know opposition to the project.

Tom Springer stated there was not, but there has been some opposition comments made by people who do not want the project near their property neighborhood.

Mour Diop asked if we would be looking at traffic patterns on the existing roads for various build alternatives.

Tom S. responded that we would, and that would be done in future phases too.

Brad Eldridge asked if TARC served this area.

Tom S. responded that TARC only serves a small are in the northwest portion of the study area, along US 60 in Middletown.

Brad Eldridge asked if he had coordinated with Shelby County.

Tom S. responded that the Direction of the Triple S Planning Commission was on our Community Advisory Committee CAG).

Tom Hall noted that KYTC Item Number 5-80002 was a Project of District Interest (PODI), but that Item Number no longer exist, and the project is beign advanced under Item No. 5-80000.

The meeting concluded at 4:02 pm.

MEETING MINUTES

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson & Shelby Counties
KYTC Item No. 5-80000

Purpose: Project Team Meeting (PTM) No. 2 | Tier 1 Concepts

Date: November 17, 2023

Time: 9:00 AM

Place: KYTC District 5 and Virtual – MS Teams

Prepared By: Qk4

		#1	#2	#3	#4	
KYTC / KIPDA	Tom Hall	KYTC – D5 Planning Section Supervisor	P	P		
	Larry Chaney	KYTC – D5 Planning	P	P		
	Tracy Lovell	KYTC – D5 Project Development Branch Manager	P	P		
	Pat Matheny	KYTC – D5 Design Section Supervisor	P	P		
	Farzana Hussain	KYTC – D5 Design Support	P	V		
	Donna Hardin	KYTC – D5 Environmental Coordinator	V	P		
	Tom Boykin	KYTC – D5 ROW Supervisor	V	V		
	Russ Whatley	KYTC – D5 Utilities Supervisor	V	P		
	Blake Nelson	KYTC – D5 Project Delivery & Preservation Branch Manager	P	P		
	Matt Bullock	KYTC – D5 Chief District Engineer		P		
	Morgan Woodrum	KYTC – D5 Public Information Officer	P	V		
	Zavan Blount-Hill	KYTC – D5		P		
	Stephen DeWitte	KYTC – CO Planning – Strategic Planning Branch Manager		P		
	Jay Balaji	KYTC – CO Planning – Modal Programs Branch Manager	V	V		
	Connor Schurman	KYTC – CO Planning – Modal Programs	V			
	Karl Sawyer	KYTC – CO Design Location Engineer	V	P		
	Andy Rush	KIPDA	V	V		
	Mick Logsdon	KIPDA		V		
	Jeremeih Shaw	KIPDA		V		
	Consultant Team	Tom Springer	Qk4 – Project Manager	P	P	
Rebecca Thompson		Qk4 – Deputy Project Manager	P	V		
Lindsay Hoskins		Qk4 – Planning Engineer	P	P		
Andrea Clifford		Qk4 – Public Involvement	P			
Steven Trevino		Qk4 – Traffic Engineer	V	V		
Kevin Dant		AECOM – Environmental	V	P		
Jason Ramler		AECOM – Design Engineer	V	P		
Brian Meade	AECOM – Design Engineer	P	P			

P = Present, V = Virtual

MEETING PURPOSE

The purpose of the meeting is to review the community input and 2045 traffic, culminating in a discussion of the Tier 1 Build concepts. Per the scope, the goal is to narrow down the range of concepts to three Tier 2 concepts for more detailed analysis. But with the importance and scale of the project, if we need to dig deeper or engage with other groups to get to a defensible answer, we can adjust the approach to get to the best solution.

STUDY BACKGROUND

This study is exploring a potential new interchange and/or connector road east of the Gene Snyder, intended to reduce congestion on the existing roadway network and to improve connectivity to I-64. The milestone schedule shows another round of community outreach in the Spring with the final report by Fall 2024.

COMMUNITY OUTREACH

A series of engagement opportunities with the community were held to kickoff the project, gather input on existing transportation needs, and understand future development patterns. This included meetings with the Community Advisory Group (CAG) on June 26 and September 25, 2023 and meetings with key local officials/stakeholders and the public on August 28 and August 31, 2023. Further, the Eastwood neighborhood hosted an informal meeting to update interested parties on the study process and website content.

A comparison of Census demographic data for study area block groups identified numerous geographies with above average concentrations of populations aged 65+. The northeast corner of the study area—Shelby County north of I-64—is the only block group with elevated concentrations of minority and low-income populations.

During the Fall 2023 public outreach, 275 surveys were collected. About half of the respondents live in the study area. Nearly a third neither live nor work in the study area, meaning they presumably use it for their commute. Most (82%) travel through the study area daily.

The top 5 priorities include:

Public Priorities

1. Reduce Congestion
2. Promote Safety
3. Implement New I-64 Interchange
4. Enhance North-South Connectivity
5. Protect Natural Resources

CAG Priorities

1. Reduce Congestion
2. Promote Safety
3. Accommodate Future Development
4. Protect Natural Resources
5. Reduce Travel Time

Top public concerns if a new route or interchange were constructed include: 1) Protecting Natural Resources, 2) Potential Future Congestion, and 3) Preserving Rural Character. CAG members were also asked to write-in other project goals during an interactive polling exercise. Other top project goals identified included improving safety, improving accessibility, and preserving the park-like rural character.

From discussions at both public meetings, there was a general agreement—even among preservation proponents—that the project is needed, even if there is likely to be opposition for any future construction. Most survey responses (about 60%) think a new north-south connection and interchange are needed. Similar

reasonings for why and why not were provided for the north-south connection and new interchange. Common themes are listed in **Table 1**.

Table 1: Common Themes on Reasons for New Interchange/Connector

Why Needed	Why Not Needed
Accessibility / Save Time / More Direct Route	Not Needed / Keep Rural Area (Quiet, Low Light, No More Development)
Relieve Congestion / Reduce Emissions from Idling	Surface Streets Can't Handle Induced Demand
Improve Safety on Existing Roads	Protect Environment (Floyds Fork & Farmlands) / Increase Pollution
Alternate Route when Crash on I-64	Invest in Existing Infrastructure / Transportation Alternatives
Emergency Response Access to Crashes & Homes	Other Ongoing Improvements Will Relieve Congestion
Improve Freight Accessibility	Cost / Long-term Maintenance
	Too Many Access Points to Interstate Reduce Effectiveness

When asked to draw their preferred location, the most north-south lines were concentrated in two general areas: between Gilliland Rd/Echo Trail and KY 1531 (Eastwood-Fisherville Rd) and between Clarks Station Rd and the Jefferson/Shelby County Line.

YEAR 2045 TRAFFIC

Qk4 blended the statewide and KIPDA travel demand models then increased growth assumptions based on input from local planners and development agencies to create a project-specific model. All assumptions will be documented in the Forecast Report that will be appended to the planning document.

Beyond the No-Build results, three representative Build scenarios were run, summarized in the attached slides and handouts. Forecast volumes for the three Build corridors, I-64, I-265, US 60, and KY 155/KY 148 were tabulated to compare impacts. As shown, all Build scenarios reduce vehicle-hours of travel (VHT) but the western Build concept carries the highest traffic volumes and diverts the most traffic away from congested US 60 and KY 155 near I-265. A test run without an interchange shows minimal differences compared to the No-Build volumes. The two eastern model runs show comparable results, increasing volumes if the southern terminus ties to KY 155 instead of KY 148.

Group discussions related to traffic modeling included:

- Did FHWA have any input on the model at their October meeting? *Nothing substantive. They appreciated the update.*
- Is the projected increase along KY 1531 in the No-Build scenario correct? It jumps from 1,800 vehicles per day (vpd) existing to 12,200 vpd in 2045. *Qk4 will double check the model runs, but that zone shows 1,500+ homes added with few or no east-west local road connections to disperse traffic.*
- Western Build traffic results show a significant increase (30,000 vpd) on I-64 immediately east of I-265, which could require additional lanes. This issue was identified in the recent Item 5-564 connector study as well. *Qk4 will look at capacity for this stretch of I-64 to determine if additional lanes are warranted, impacting construction costs.*

- Is there unmet demand on I-64? Qk4 will run a sensitivity test with an eight-lane I-64 option to confirm.
- Does the 30,000 increase on I-64 make sense if it's not reflected in adjoining sections of I-265? With the increased traffic on local roads driven by residential growth in the study area paired with a new access point to I-64, not all 30,000 trips are using the interstate system in the No-Build. Qk4 will confirm the model assignments and create better visualizations to explain the projected changes in traffic, impacts on congestion, etc. Several model centroids load directly to US 60/KY 155 so trips may not default to I-265 despite higher travel speeds.
- A premise of the traffic analysis asserts the same growth rates in the No-Build and Build scenarios as the bulk of subdivisions are already proposed/advancing, independent of a future I-64 connection.
- South of I-64, there are few east-west connections in the model but tremendous growth is expected. This contributes to a lot of speculation and uncertainty in the model. For instance, if Metro or a developer wants to add a new local road to a proposed Build concept, it would have a huge impact on where traffic is assigned and how the connections interact.

TIER 1 CORRIDORS

Tom presented a series of ten Tier 1 Build concepts (**Figure 1**) and a comparative matrix (**Table 2**) then discussed the pro's and con's of each with the group—summarized in the attached slides. Each of the ten concepts can be broken into smaller segments and combined with pieces of nearby concepts to form new hybrid options.

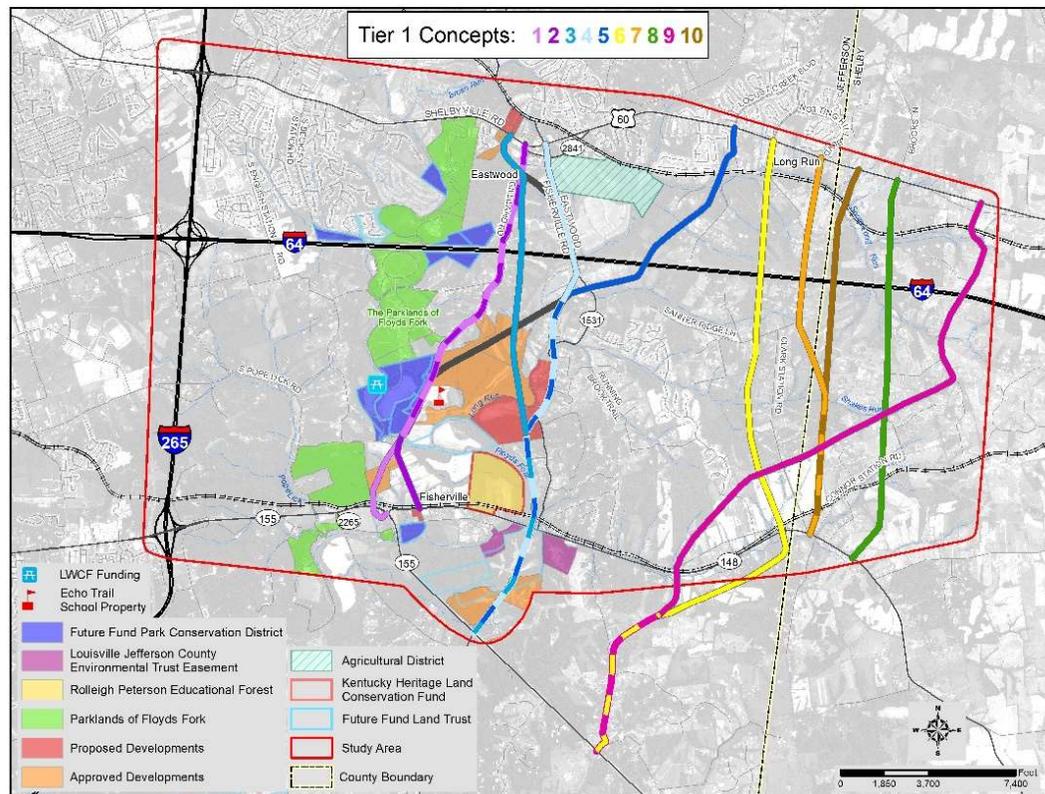


Figure 1: Tier 1 Concept Map

Table 2: Tier 1 Concept Matrix

CONCEPT NAME	1	2	3	4	5	6	7	8	9	10
Total Concept Length (mi)	3.5	3.2	4.2	4.2	5.2	5.8	3.1	3.1	6.0	3.0
% New Alignment	26%	4%	100%	65%	87%	89%	77%	89%	68%	100%
Est. Number of New Structures	3	2	3	4	4	4	3	3	3	3
Total Est. Structure Length	1,405	965	1,855	1,760	1,970	1,645	750	760	1,450	1,250
No. of Railroad Crossings	1	1	1	1	2	2	2	2	2	2
Bridge Const. impacts I-64 Traffic	No	No	No	Possible	No	Yes	No	Yes	Possible	No
Tie to KY 155/KY 148	Grade Sep	Intersects	Grade Sep	Grade Sep	Grade Sep	Grade Sep	Intersects	Intersects	Grade Sep	Intersects
Blue Line Streams Crossed ^d	3	0	4	10	7	11	3	6	6	2
Est. Length of BL Streams Impacted	680	0	800	1,430	1,170	2,035	395	855	1,065	320
Potential National Register Impacts	2	2	0	7 + Eastwood HD	2	2	0	0	0	0
Conservation Esmt. Impact Length (mi)	0.0	0.0	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0
Number Severed Subdivisions	1	0	5	2	2	0	0	0	1	0
Estimated Excavation (cu yd)	134,500	103,000	638,000	687,500	923,500	671,000	145,000	435,000	346,500	151,000
Estimated Embankment (cu yd)	349,400	98,000	422,000	271,100	576,000	326,000	126,500	158,000	306,000	279,500
Estimated Construction Cost	\$85 M	\$65 M	\$120 M	\$105 M	\$145 M	\$110 M	\$55 M	\$75 M	\$95 M	\$70 M

Cost estimates in the matrix are planning-level approximations of construction costs only and do not reflect right-of-way, utilities, or environmental mitigations at this stage. There is no single “magic bullet” that’s a standout best fit option.

Group discussions related to Tier 1 Concepts included:

- We need to identify and document risks—impacting both costs and implementation timelines. For example, if some options will require adding lanes to I-64, that should be clearly noted.
- The consultant team researched whether eminent domain supersedes the conservation districts/easements as both are for the “public good” but either way, impacts to these areas are likely to face strong opposition.
- Future Fund is a private land acquisition entity with a strong interest in natural area preservation; they acquired the underlying property rights for portions of the Parklands, which is a separate entity with a more Olmsted-esque vision for the area. Per conversations with the Future Fund representative, they plan to acquire additional protective interests in nearby sections of the Floyds Fork watershed as well.
- The western build options in particular will impact land use patterns. Development is coming, such as the new Echo Trail Middle School and proposed/approved subdivisions. Model runs show western options carry more traffic than eastern build options. It was noted the Echo Trail MS includes a future High School as part of the JCPS’s long-range plan.
- Did you consider widening Clark Station south of I-64? It is narrow but is public right-of-way. Even if it is not advanced as a concept, the team should document if it was considered. *The team considered an option along Clark Station and sketched up a quick concept just before the meeting. It is a narrow route and there are grade concerns, particularly to clear the railroad. We did not hear as much public interest in following Clark Station as we did for Echo Trail or KY 1531. The costs would be similar to Concept 7 but less competitive.*

- Did you consider pairing Concept 7/10 with a link aligned with the Locust Creek intersection? Railroads and floodplains in the north suggest a lengthy structure would be needed to reach US 60. *Each concept can be divided then combined with other pieces to form new hybrid options.*
- Why didn't Concepts 7, 8, or 10 continue south to KY 155? *The extension south runs beyond the study area limits, driven by complications tying Concept 6 to KY 148. However, each concept can be divided then combined with other pieces to form new hybrid options if warranted.*
- How does Shelby County view build options beyond the county line? *We have not gotten much feedback from them to date, but we haven't shared build concepts yet either.*
- Spencer County does not anticipate much commercial development but supports its residents having access to employment opportunities in Shelby County.
- Concept 9 is far enough east that it may serve a similar function as the existing KY 55 corridor.
- Why does Concept 9 have "moderate" traffic benefits when others further west were "fewer" benefits? *The extension to higher-volume KY 155 instead of ending at KY 148 would have an impact, similar to the "2a" scenario from the traffic modeling.*
- Do eastern alignments connecting to KY 148 require KY 148 to be improved? *In the more rural sections, KY 148 is pretty similar to US 60 although with fewer turn lanes. None of the traffic projections for the eastern options suggest major widening would be warranted, but the team can explore in more detail as part of Tier 2 if an eastern concept advances.*
- It is important to clearly communicate the traffic implications between Build concepts. Where is congestion relieved? How will emergency responder travel times be impacted? With a western concept, the 9-mile gap is reduced to a 7-mile gap. *Qk4 will work on user-friendly graphics prior to the next round of outreach meetings. With a systems interchange at the western end of the 9-mile gap, it's functionally closer to 11 miles to access adjacent land uses. The No-Build versus Western Model Run with No Interchange helps illustrate that, without an interchange, we've built out capacity of the existing system.*
- There were lots of comments at the public meetings about traffic concerns with the new middle school. Concepts 1 or 2 are adjacent to the new school, but does an improved Echo Trail paired with interstate access really benefit the school? Improving Echo Trail without an interchange might be a functionally separate project.

The remaining discussions focused on narrowing the range of Tier 1 concepts to a smaller subset to advance for detailed analysis under Tier 2. In Tier 2, concepts will be considered in sections, with separate costs/impacts north versus south of I-64, where appropriate. A three-lane typical may be a more reasonable worst-case assumption at the planning-level than two-lane. Tier 2 should describe in a fair amount of detail "red flags" and risks, from an environmental and traffic perspective, as well as budget/timeline risks.

- Build scenarios without an interchange show minimal impact on traffic compared to No-Build forecasts and do not satisfy the project purpose—i.e., reduce congestion on the existing roadway network and improve connectivity to I-64. These options can be eliminated.
- Of the far west options, Concept 2 should advance over Concept 1 (dismissed) as Concept 2 has fewer impacts and lower costs. At the northern end, it should shift west of Eastwood, similar to Concept 3, to minimize impacts to the community and historic district. Long-term, the at-grade railroad crossing may need reconsideration. Widening between the new school and park property could be a challenge.
- Of the mid-west options, a hybrid combination of Concepts 3-4 should advance, tying to US 60 west of Eastwood. The southern link to Routh Road should remain as shown. Concept 5 was dismissed as it adds length without improving its performance: it has fewer traffic benefits but greater costs and impacts than Concepts 3-4.
- Of the eastern options, any connection south of KY 148 can be dismissed due to length/cost and proximity of the KY 55 corridor serving a similar purpose. A hybrid combination of Concepts 6, 7, and 10 (ending at KY 148) should be advanced, identifying a competitive alignment in this swath to minimize impacts.
- Further east, Concepts 8 and 9 were eliminated as they would have the least impact on traffic, particularly south of I-64.

NEXT STEPS

The consultant team will investigate the traffic and concept modeling items noted above.

Three corridors will advance for Tier 2: Concept 2 (west of Eastwood), Concept 3/4 Hybrid (west of Eastwood), and Concept 6/7/10 Hybrid ending at KY 148. The consultant team will clearly document the development and analysis of Tier 1 concepts, including clear rationale why some were advanced. This will also include better visualizations to explain traffic benefits to a non-technical audience.

The team will set an interim virtual CAG meeting in January to discuss results from today's Tier 1 screening, while also moving forward with the Tier 2 concepts above.

The next public outreach efforts are expected in the Spring.

The meeting concluded at 11:30 am.

MEETING MINUTES

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson County
KYTC Item No. 5-80000

Purpose: Community Advisory Group (CAG) Interim Mtg. | Tier 1 Screening

Date: February 2, 2024

Time: 1:00 PM EST

Place: KYTC District 5 and Virtual – MS Teams

Prepared By: Qk4

			#1	#2	I*	#3	#4
Community Advisory Group	Andy Rush	KIPDA MPO	P		V		
	Bert Stocker	Fisherville	P		V		
	Bob Federico	Eastwood Village Council	P	P			
	Chris Limpp	Spencer County EMA	P				
	Chris Spaulding	Shelby County EMA					
	Jason Canuel	Louisville Metro Parks	V	V			
	Jeff Brown	Louisville Metro Public Works	V	V	V		
	Amanda Deatherage	Louisville Transportation Planning		V			
	Jim Bottom	Jefferson County EMA – Metro Safe	V				
	Julie Sweazey	Spencer County Zoning Administrator					
	Juva Barber	Building Industry Association					
	Kevin Beck	Parklands of Floyds Fork	P	P			
	Lucas Frazier	Louisville Keep Your Fork (LKYF)	P	P			
	Mike King	Louisville Metro Planning and Zoning	V	V	V		
	Mick Logsdon	KIPDA ADD	P	P	V		
	Ryan Libke	Triple S Planning Commission	P	V	V		
	Susan Biasioli	Jefferson County Public Schools	V	V	V		
	Representative	Future Fund					
	Jeff Frank	Friends of Floyds Fork					
	KYTC	Tom Hall	KYTC – D5 Planning Section Supervisor	P	P	V	
Matt Bullock		KYTC – D5 Chief District Engineer	P	P	V		
Tracy Lovell		KYTC – D5 Project Development Branch Manager		P	V		
Donna Hardin		KYTC – D5 Environmental Coordinator	P	P	V		
Pat Matheny		KYTC – D5 Design Section Supervisor	V	V	V		
Farzana Hussain		KYTC – D5 Design Support	P	V			
Morgan Woodrum		KYTC – D5 Public Information Officer	V	V	V		
Stephen DeWitte	KYTC – CO Planning			V			

Consultant Team	Larry Chaney	KYTC – D5 Planning Engineer	V	P	V		
	Russell Whatley	KYTC – D5 Utilities Section Supervisor			V		
	Zavan Boulton-Hill	KYTC – D5 Utilities Support			V		
	Jeremy Shaw	KYTC – D5 Planning Support			V		
	Tom Springer	Qk4 – Project Manager	P	P	V		
	Rebecca Thompson	Qk4 – Deputy Project Manager	P		V		
	Lindsay Hoskins	Qk4 – Planning Engineer	V	P			
	Andrea Clifford	Qk4 – Public Involvement	V	V			
	Kate Sautel	Qk4 – Planning Co-op	P				
	Jeremy Lukat	Qk4 – Transportation Engineer	V	V	V		
	Steven Trevino	Qk4 – Transportation Modeler		V	V		
	Greg Groves	AECOM – Design Engineer	V				
	Kevin Dant	AECOM – Environmental	V	V	V		
	Jason Ramler	AECOM	V		V		
	Brian Meade	AECOM – Design Engineer	P	P	V		
Valerie Mohr	AECOM		V				

P = Present, V = Virtual

WELCOME

Tom Hall, KYTC Project Manager, opened the meeting by providing a study status update and brief overview of the meeting purpose which was to review the Tier 1 Alternative Screening effort. Tom Springer, Qk4 Project Manager, explained that the team has been refining the traffic model and developing Build concepts since the CAG last met in September. At the November project team meeting, it was agreed that this Interim meeting with the CAG would be beneficial to inform them of the progress of the screening effort.

TIER 1 SCREENING REPORT

Rebecca Thompson provided an overview of the report and the findings. The initial range of Tier 1 Build concepts included 10 corridors. The analysis included the following:

- Map illustrating of range of Tier 1 Build concepts, shown in **Figure 1**.
- Chart summarizing how each met the Purpose and Need (Reduce Congestion and Improve Safety).
- Maps of Future No-Build Traffic volumes, which illustrate significant growth on the internal north-south county roads and the east-west state roads due to projected household and employment growth.
- Forecasted changes in traffic on US 60, I-64, and KY 155 for the No-Build, Build East, and Build West scenarios. Generally, western concepts carry higher volumes and show greater traffic benefits.
- A summary of Vehicle Miles Traveled and Vehicle Hours Traveled for the scenarios.

- A summary of key environmental impacts, and engineering considerations, including costs.
- Map illustrating the short list of the Build Concepts to advance to Tier 2, shown in **Figure 2**.

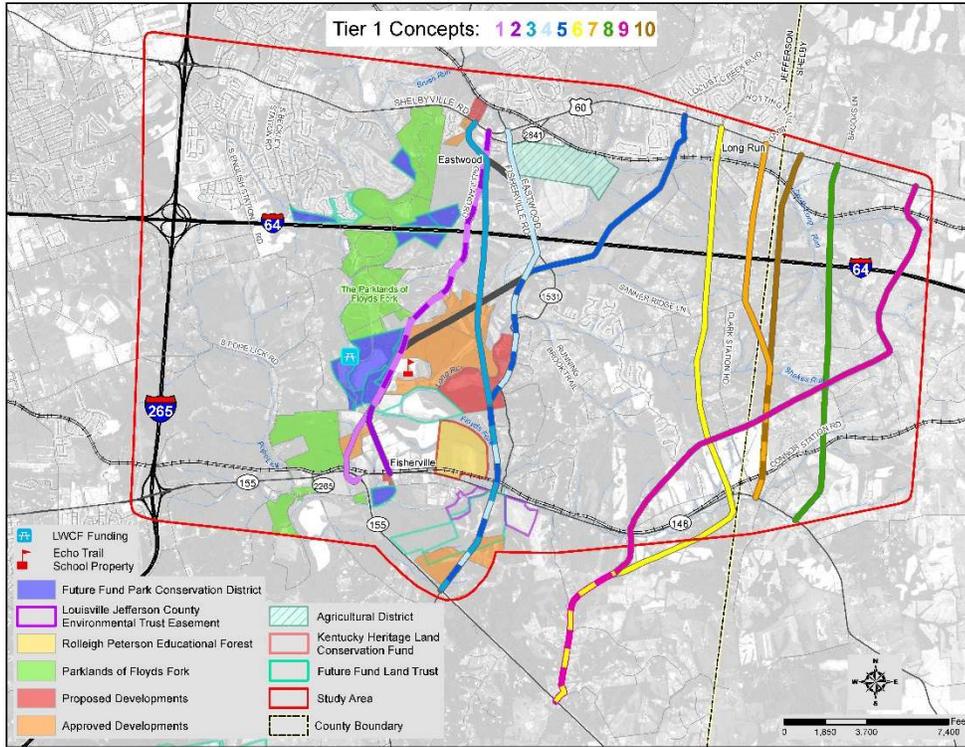


Figure 1. Tier 1 Concepts.

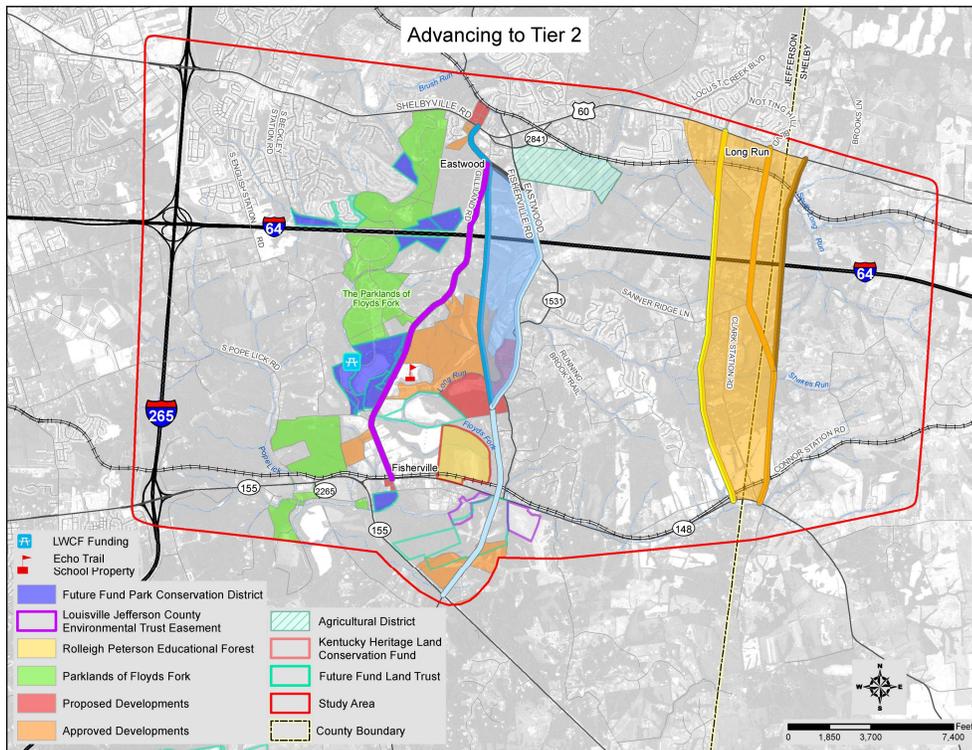


Figure 2. Concepts to Advance for Tier 2.

COMMENTS AND RESPONSES

- Will the widening of I-64 between I-265 and the new interchange be considered in the impacts and analysis?
 - Yes, if the widening of I-64 is warranted it will be addressed in the planning process and documentation. The No-Build concept is also carried forward alongside Build solutions.
- Is the Project Team aware of the proposed new Conservation Form District Louisville Metro is proposing? This is different than the Floyds Fork Development Review Overlay (DRO).
 - Mike King, Louisville Metro, responded that the Form District was in the works, but it would not affect overall development rates, only the clustering of development to provide more greenspace. Thus, it would not influence the traffic forecast; however, it could influence alignment location options and impacts.
- Funding in the Recommended 2024 Highway Plan shows two Items with seemingly the same project.
 - Tom Hall stated that both 5-80000 and 5-80002 were in the Recommended Highway Plan, but they are the same concept. Originally, the interchange and local street connector were coded as separate projects though they have to be analyzed together. Only 5-80000 has funds in the biennium; all other funds are in the unfunded "out-years" including the funding

for Item 5-80002. Costs in the plan are derived from the 2008 study; the current planning effort will include more up-to-date estimates.

- Does the traffic forecast show KY 148 would warrant widening should a Build concept be advanced?
 - *Rebecca stated the traffic model shows some increases to KY 148 under all scenarios. The model does not indicate that widening the road to three, four, or more lanes would be warranted. A more detailed look at the forecasts could show that intersection improvements (e.g., adding turn lanes, traffic signals, roundabouts, etc.) would be warranted. That information and analysis is part of Tier 2.*

NEXT STEPS

The next outreach efforts include another anticipated round of public and LEO meetings in March 2024 to present Tier 2 concepts and a third CAG meeting in May 2024 to review the public feedback and concepts.

The meeting concluded at 2:00 pm.

MEETING MINUTES

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson & Shelby Counties
KYTC Item No. 5-80000

Purpose: Project Team Meeting (PTM) No. 3 | Tier 2 Concepts

Date: February 28, 2024

Time: 2:00 PM

Place: KYTC District 5 and Virtual – MS Teams

Prepared By: Qk4

		#1	#2	#3	#4	
KYTC / KIPDA	Tom Hall	KYTC – D5 Planning Section Supervisor	P	P	P	
	Larry Chaney	KYTC – D5 Planning	P	P	P	
	Tracy Lovell	KYTC – D5 Project Development Branch Manager	P	P	P	
	Kevin Bailey	KYTC – D5			V	
	Pat Matheny	KYTC – D5 Design Section Supervisor	P	P	P	
	Farzana Hussain	KYTC – D5 Design Support	P	V	P	
	Donna Hardin	KYTC – D5 Environmental Coordinator	V	P	P	
	Tom Boykin	KYTC – D5 ROW Supervisor	V	V	V	
	Russ Whatley	KYTC – D5 Utilities Supervisor	V	P	P	
	Blake Nelson	KYTC – D5 Project Delivery & Preservation Branch Manager	P	P		
	Matt Bullock	KYTC – D5 Chief District Engineer		P		
	Morgan Woodrum	KYTC – D5 Public Information Officer	P	V	V	
	Zavan Blount-Hill	KYTC – D5		P		
	Jeremeih Shaw	KYTC – D5		V	P	
	Stephen DeWitte	KYTC – CO Planning – Strategic Planning Branch Manager		P	P	
	Jay Balaji	KYTC – CO Planning – Modal Programs Branch Manager	V	V		
	Connor Schurman	KYTC – CO Planning – Modal Programs	V			
	Karl Sawyer	KYTC – CO Design Location Engineer	V	P	P	
	Allen Rust	KYTC – CO Railroad Coordinator			V	
	Andy Rush	KIPDA	V	V	P	
Mick Logsdon	KIPDA		V			
Consultant Team	Tom Springer	Qk4 – Project Manager	P	P	P	
	Rebecca Thompson	Qk4 – Deputy Project Manager	P	V	P	
	Lindsay Hoskins	Qk4 – Planning Engineer	P	P	V	
	Andrea Clifford	Qk4 – Public Involvement	P		P	
	Steven Trevino	Qk4 – Traffic Engineer	V	V	V	
	Jeremy Lukat	Qk4 – Traffic Engineer			V	
	Kevin Dant	AECOM – Environmental	V	P	P	

Jason Ramler	AECOM – Design Engineer	V	P	P	
Brian Meade	AECOM – Design Engineer	P	P	P	

P = Present, V = Virtual

MEETING PURPOSE

The purpose of the meeting is to discuss the Tier 2 Build concepts, leading up to another community engagement effort this spring.

STUDY BACKGROUND

This study is exploring a potential new interchange and/or connector road east of the Gene Snyder, intended to reduce congestion on the existing roadway network and to improve connectivity to I-64. The effort reexamines a 2008 planning study, reflecting changes to the study area and regional visions since that time.

Year 2045 growth patterns were modeled in a project-specific travel demand model, built from both the statewide and KIPDA models and adjusted to reflect input from Community Advisory Group (CAG) members. Projections show an additional 6,000 households and 4,500 jobs in the study area. The existing highway network is not sufficient to handle the resulting No-Build traffic levels. Five of 11 signalized study intersections operate at Level of Service (LOS) F in the No-Build scenario, along with turn movements from stop-controlled cross-streets at 9 of 11 unsignalized study intersections. Major improvements, including major widening along US 60¹ and KY 155,² are needed to provide adequate capacity for projected peak hour traffic flows.

At the last project team meeting, the group discussed ten Tier 1 Build corridors, selecting the most competitive three to advance for more detailed Tier 2 analyses. This screening effort was presented to the CAG members in a virtual meeting on February 2, 2024.

TIER 2 CONCEPTS

Three Tier 2 concepts were presented (**Figure 1**). Concept A generally follows Gilliland Road/Echo Trail, with a partial interchange near the KY 155/KY 148 intersection at the south end. Concept B generally follows KY 1531, crossing over KY 148 and the NS Railroad, to end at KY 155 near Routt Road. Concept C is near the county line and reconstructs sections of KY 148 to accommodate terrain and consolidate at-grade railroad crossings.

¹ 2045 projections along US 60 suggest additional thru lanes will be needed to provide adequate capacity for anticipated peak hour traffic flows. KIPDA’s 3165 MTP project proposes three lanes on US 60 (Long Run Road to Locust Park Place) but without additional thru lanes, it was not explicitly coded into the project-specific hybrid model though it is considered an “E+C” project.

² 2045 projections along KY 155 suggest additional thru lanes will be needed to provide adequate capacity for anticipated peak hour traffic flows. KYTC’s Item 5-8908 widening project (I-265 to KY 148) is part of the 2045 “E+C” model network with four thru lanes. In some 2045 scenarios, additional thru lanes continuing south to Routt Road could also be needed.

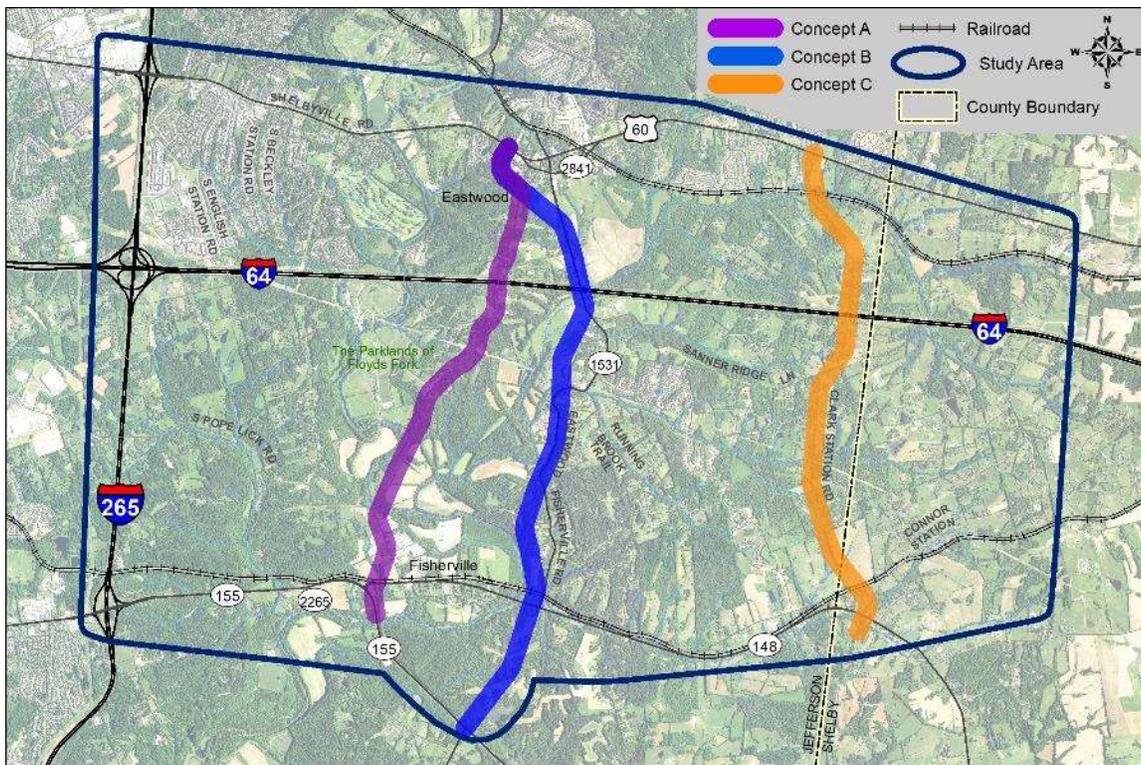


Figure 1: Tier 2 Concept General Locations.

Concept A

Concept A creates a new intersection with US 60 west of Eastwood. It is assumed to have five lanes north of I-64, two lanes south, and sidewalk or shared-use path the entire length. Widening is assumed to occur on both sides, shifting to minimize impacts throughout. At South English Station Road, the corridor curves east then crosses over KY 155/KY 148 with a partial interchange. KY 155 thru movements are shown as free-flow ramps, with other movements meeting at a signalized intersection. The existing at-grade railroad crossing on South English Station Road could be closed. Improvements at study intersections are summarized in handouts, including turn lanes, new signals, roundabouts/R-cuts. Construction costs are estimated at \$75 million. This does not include costs to widen US 60 (<1.0-mile, west of Eastwood to Flat Rock Road) or I-64 (~2.0 miles, I-265 to new interchange).

Group discussions related to Concept A included:

- What ADTs are forecasted at the new I-64 interchange? Ramp traffic is predominantly headed to/from the west: 16,700 vehicles per day (vpd) each on eastbound off and westbound on ramp compared to 2,600 vpd on eastbound on/westbound off ramps.

Concept B

Concept B matches Concept A on the north end but follows the existing KY 1531 underpass to minimize I-64 impacts. The interchange is more complex than the other two, due to the stream and an MSD pump station. The entire length is assumed to include five lanes with curb/gutter, sidewalk, and shared-use path. South of I-64, it

mostly follows new alignment. Concept B crosses above the railroad and KY 148 then crosses through a Louisville Jefferson County Environmental Trust (LJCET) conservation easement to end at KY 155/Routt Road. As in Concept A, sections of US 60 (<1.0-mile, west of Eastwood to Flat Rock Road) and I-64 (<3 miles) would require widening to improve traffic flow, as well as intersection-level improvements (e.g., signals, turn lanes, etc.). Concept B is the longest option, includes the most sections on new alignment, and has the highest costs.

Group discussions related to Concept B included:

- Future Fund (FF) and LJCET easements are different. FF land is owned in fee simple by Future Fund, while LJCET is a public-owned conservation easement on privately owned land. FF has the option to sell their land with no conservation easements passed on to the new landowner. LJCET easements, on the other hand, are protected in perpetuity and will remain with the property if it ever changes owners. Because the LJCET easement is not open to the public for recreational use, it would not have Section 4(f) protection. Either will be a challenge to impact.
 - Is there a way to terminate at KY 148 to avoid impacting the easement? It will be challenging with the terrain and would require reconstructing a long section of the NS railroad.
- Concept B is forecasted to carry higher traffic volumes than Concept A. This is driven by where growth occurs. Areas west of A are parks, limiting development potential; both sides of the B corridor are viable to develop, further increasing traffic volumes. Even the No-Build scenario shows massive growth along KY 1531.

Concept C

Concept C is further east and assumes a two-lane route with shared-use path for its entire length. It meets US 60 at its eastern intersection with Locust Creek Boulevard then generally follows Clark Station Road, improving some of the sharper curves. The existing bridge over I-64 should be wide enough, if the shared-use path can run on the shoulder. Concept C provides grade separated crossings of both rail lines, potentially closing up to four at-grade crossings by constructing a new link between Old Clark Station and Connor Station roads north of the railroad tracks. A section of KY 148 would have to be raised to make the grades work. Concept C carries lower traffic volumes than western options; a section of US 60 would need to be widened (~2 miles, west of Eastwood to Locust Creek Boulevard) but existing six-lane I-64 provides adequate capacity.

Group discussions related to Concept C included:

- It carries the least traffic, but still reduces volumes along US 60 and shows regional VMT/VHT benefits.

Overall Discussion

The team discussed the range of options, considering how to effectively convey information to the public.

- All three Build concepts should be presented. Graphics should show wide corridor bands rather than a specific alignment.

- All Build concepts should clearly compare benefits and costs. For an unbiased comparison between options, US 60 and I-64 widening costs should be calculated independently and broken out from the connectors cost estimates. Since traffic forecasts suggest two additional travel lanes (major widening)³ would be needed along US 60 by 2045 without a new north-south connector and I-64 interchange, its operational benefits should be quantified as well to compare with No-Build operations. Build concept operations will be compared with and without US 60 and interstate widening.
- Three-lane widening of US 60 between Flat Rock Road and Locust Park Place is in KIPDA's long range plan and KYTC's database to address the only two-lane segment of US 60 remaining between I-265 and Shelby County. Beyond that, adding thru lanes along US 60 is not identified in KIPDA's long-range plan or in KYTC's CHAF database. A recommendation from this study could be to add it.
- Relocation assumptions and right-of-way and utility costs should be stated. It may help to define a range instead of a specific number.
- Many interstates in the region will likely operate at LOS E/F by 2045. This stretch of I-64 may not be the highest priority but widening may be required to get FHWA approval for a new interchange. A late 2023 proposed federal ruling may require all new interchanges to be approved by the Secretary of USDOT.⁴
- The public messaging should clearly explain why the study is considering a new interchange/connector. With such complex technical information, a short video or live presentation would help tell the story. There should not be a formal question/comment period, but transition to an open house style one-on-one conversations at each station. A recorded presentation could provide consistent messaging in-person and online.
- Qk4 will reach out to potential venues to find available spaces, targeting the week of April 8 or 15. Draft materials—including website updates, meeting boards/handouts, survey questions, press releases—will be provided for review prior to sharing externally. A briefing for local officials and stakeholders will be held on the same day, just before the first of two public meetings.
- Resource agency coordination at this stage is appropriate. Tom and Steve will discuss recipients, format, etc.

The meeting concluded at 3:50 PM.

³ Item No. 5-8952 is meant to manage local traffic operations and improve safety. It improves intersection geometry and better manages the transition on US 60 from 5 to 2 lanes without causing major impacts to the character of the Eastwood area—focusing on current traffic and safety. With the larger potential impact and implementation timeline of a potential I-64 interchange, the 5-80000 study includes a 20-year regional traffic forecast. The forecast indicates five lanes along US 60 between KY 2841 and Flat Rock Road will likely be needed by 2045; this assumes the growth predictions associated with the project- specific model, which are very aggressive compared to the KIPDA model, come to fruition.

⁴ <https://www.fhwa.dot.gov/programadmin/fraccess.cfm>

MEETING MINUTES

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson County
KYTC Item No. 5-80000

Purpose: Local Elected Officials Meeting No. 2 | Concept Review

Date: April 16, 2024

Time: 3:00 PM EST

Place: KYTC District 5 and Virtual – MS Teams

Prepared By: Qk4

		#1	#2	
Local Elected Officials / Stakeholders	Adrienne Southworth	Kentucky State Senate District 7 (Jefferson & Shelby)		
	Jimmy Higdon	Kentucky State Senate District 14 (Spencer)	V	
	Julie Raque Adams	Kentucky State Senate District 36 (Jefferson)		
	Kevin Bratcher	Kentucky State Representative District 29 (Jefferson)		
	Susan Witten	Kentucky State Representative District 31 (Jefferson)		
	John Hodgson	Kentucky State Representative District 36 (Jefferson)	V	P
	James Tipton	Kentucky State Representative District 53 (Spencer)		
	Jennifer Decker	Kentucky State Representative District 58 (Shelby)		
	Mark Lord	District Director for Congressman Guthrie		P
	Craig Greenberg	Louisville Metro Mayor		
	Kevin Kramer	Louisville Metro Council District 11		V
	Lucas Threlfall / Chanell Smith	On Behalf of Louisville Metro Council District 19	V	P
	Angela Webster / Stuart Benson	On Behalf of Louisville Metro Council District 20	V	P
	Matt Meunier	On Behalf of City of Jeffersontown Mayor	V	
	Byron Chapman	City of Middletown Mayor	V	
	Dan Ison	Shelby County Judge/Executive	V	P
	Karen Waller	Shelby County Magistrate District 2	V	P
	Ronnie Sowder	City of Simpsonville Mayor		
	Scott Travis	Spencer County Judge/Executive	P	
	Jim Travis	Spencer County Magistrate District 3		
	Andy Rush	KIPDA Director of Transportation		P
	Matt Meunier	Jeffersontown Mayor’s Office		V
	Kyle Danhauer			V
KYTC	Matt Bullock	KYTC – D5 Chief District Engineer	P	P
	Tom Hall	KYTC – D5 Planning Section Supervisor/Project Manager	P	P
	Tracy Lovell	KYTC – D5 Project Development Branch Manager		P

Consultant	Donna Hardin	KYTC – D5 Environmental Coordinator	P	
	Pat Matheny	KYTC – D5 Design Section Supervisor	P	V
	Farzana Hussain	KYTC – D5 Design Support	P	
	Jeremeih Shaw	KYTC – D5 Planning		V
	Morgan Woodrum	KYTC – D5 Public Information Officer	P	P
	Russell Whatley	KYTC – D5 Utility Section Supervisor	V	
	Larry Chaney	KYTC – D5 Planning Engineer	P	P
	Stephen DeWitte	KYTC – CO Planning	P	P
	Allen Rust	KYTC – CO Rails Coordinator		V
	Tom Springer	Qk4 – Project Manager	P	P
	Rebecca Thompson	Qk4 – Deputy Project Manager	P	P
	Lindsay Hoskins	Qk4 – Planning Engineer	P	P
	Andrea Clifford	Qk4 – Public Involvement	P	P
	Kevin Dant	AECOM – Environmental	P	P
Brian Meade	AECOM – Design Engineer	P	P	
Jason Ramler	AECOM – Design Engineer		V	

P = Present, V = Virtual

WELCOME

Tom Hall, KYTC Project Manager, opened the meeting by providing an overview of the study, study process, and the objective of the meeting with the Local Elected Officials (LEO).

STUDY OVERVIEW

Consultant Project Manager, Tom Springer presented the attached boards that would also be shared at the open house public meetings later that evening and again on Wednesday, April 17th (**Appendix A**) and the project StoryMap.¹ The objective of this second round of engagement is to seek public input on the potential concepts. The study is anticipated to wrap up Fall 2024.

Public response from last fall and travel demand modeling, which account for 20-year forecasted household and job growth in the area, have indicated a new connector and I-64 interchange would improve connectivity and congestion in the study area. The team explored several Tier 1 concepts that generally aligned with hot spots identified through the public engagement process. The study team screened those concepts against the study goals, objectives, and environmental impacts and the three most competitive concepts advanced to Tier 2 and are being presented to the public. Key components of each were reviewed.

¹ Current Planning Study StoryMap, [Connect64.com](https://connect64.com)

LEO DISCUSSION

Don't think it is realistic to assume growth stops at the county line.

Each county has different land use models for estimating future growth. The harsh line at the county boundary is due in part to the model geometry breaking its zones there.

Shelby County is not going to put sewers in the area east of the county line that shows growth. That area is 20-25 years away from getting utilities in the area needed for development. Concept C would not have the growth to support that concept for a long time while Jefferson County has already overbuilt today.

A lot of the traffic is coming from Spencer County, and they already have long commutes into Louisville. They likely won't travel east (e.g. take Concept C) to get to Louisville. The purpose is to relieve an area where it's already congested.

There was concern around Concept A and B's tie-in west of Eastwood, particularly regarding how that would function with the ongoing Eastwood intersection project.

The 5-8952 project is more short-term and safety focused whereas any of the Build corridors shown for the 5-80000 study would take at least a decade to implement.

Development east of Eastwood was questioned and concern for how added traffic may impact Eastwood.

There was concern that the proposed two lanes on Clarks Station would not be sufficient. The existing geometry of the road is insufficient, and houses are already close to the road.

Clark Station Road north of I-64 has been an ongoing maintenance issues for Shelby County where developers are increasing traffic without upgrading the existing roadway.

INTERACTIVE POLL

Following the group discussions, the group completed an informal poll to gage preferences.

- Seven of 9 participants preferred Concept A, with Concept B and Improve Existing each getting one vote as well.
- Regarding priorities, 5 participants noted the section north of I-64 was the highest priority while two selected the section south of I-64. One individual preferred No-Build.

PUBLIC MEETING SUMMARY

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson County
KYTC Item No. 5-80000

Purpose: Public Outreach #2

Date: April 16-17, 2024

Time: 6:00 – 8:00 PM EST

Place: Echo Trail Middle School and Christian Academy of Louisville

Identical public meetings were held on April 16-17, 2024. The meetings were advertised via media coverage, KYTC websites, social media outlets, and by variable message boards near the meeting locations.

The meetings were held in an open house setting with handouts, display boards, looping video briefing, and team members available to share information. Similar materials were available online via the project StoryMap and linked to KYTC District 5’s website for public access. Excluding members of the project team, 94 individuals signed in on April 16 and 37 on April 17.

Per the USEPA’s EJSscreen toolbox, demographic indices for the study area do not identify elevated concentrations of sensitive socioeconomic populations; however, Title VI information was made available during both meetings for interested parties.

Public input was requested through May 1, 2024. During that timeframe 307 surveys were returned.



SURVEY SUMMARY

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson & Shelby Counties | KYTC Item No. 5-80000

Purpose: Public Outreach #2

Date: April 2024

As part of its second public involvement campaign, the project team updated the 5-80000 study website (Connect64.com) on April 28 to present information about Build concepts considered. On the updated site, a survey collected input from interested parties. Comments were accepted through May 1, 2024.

Identical public meetings were held April 16-17 from 6:00 to 8:00 PM at Echo Trail Middle School and Christian Academy of Louisville. Meeting materials mimicked website content, including a paper version of the online survey.

Over the 30-day comment period, **307 surveys** (278 online, and 29 paper) were completed. This memo summarizes the input received.

DO YOU LIVE/WORK IN THE STUDY AREA?

(306 answered)

About half of the respondents live in the study area with another third who live and work within it. Roughly a fifth neither live nor work in the study area, meaning they presumably use it for their commute.

Do you live/work in the study area?		
Live	140	46%
Work	26	8%
Live & Work	71	23%
Neither	69	22%

The distribution of surveys received by zip code is mapped in **Figure 1**.

HOW OFTEN DO YOU TRAVEL IN THE STUDY AREA?

(306 answered)

Most (76%) travel through the study area daily. Another 14% travel at least weekly.

How often do you travel the study area?		
Often/Daily	235	76%
Weekly	43	14%
Monthly	25	8%
Rarely/Never	3	1%

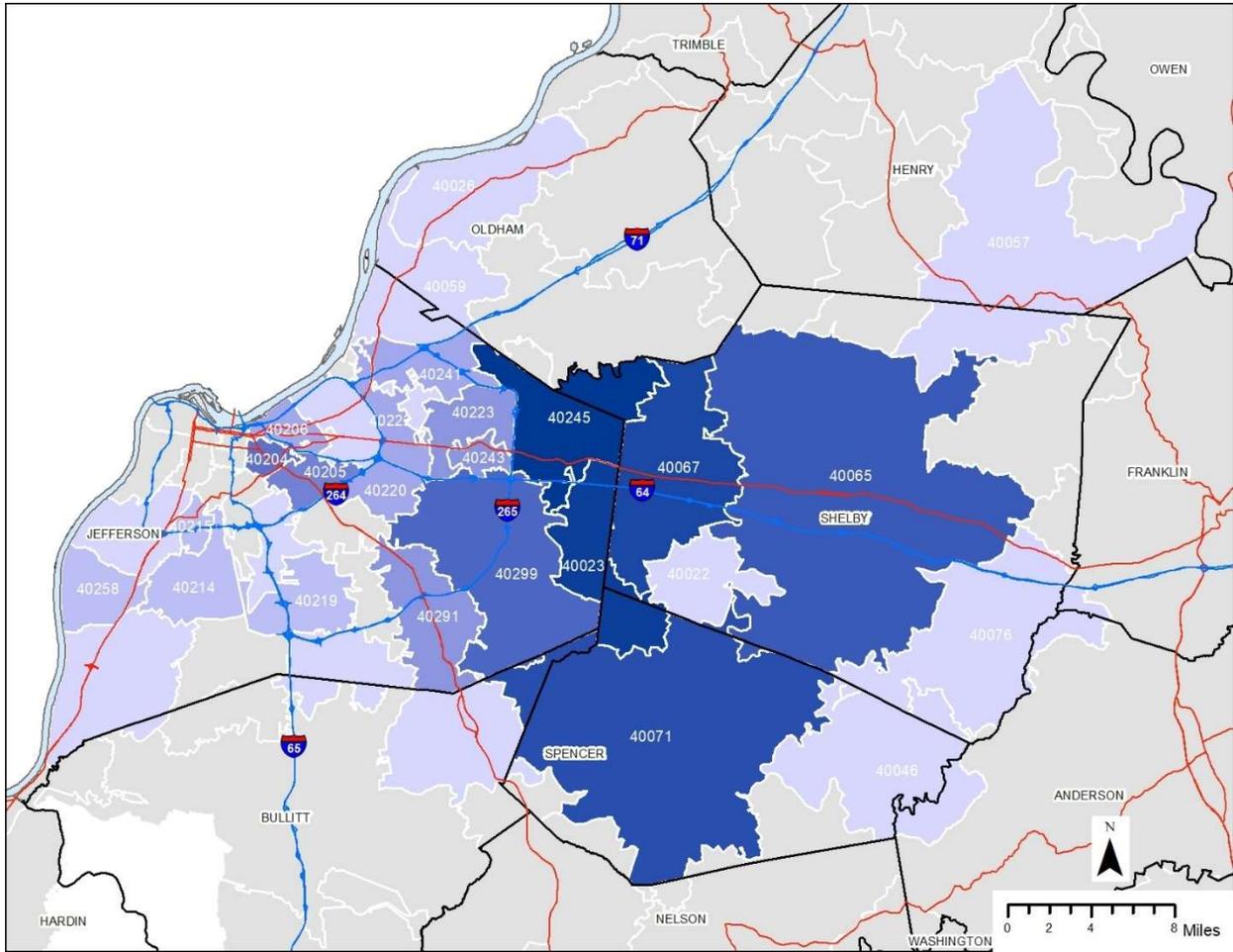


Figure 1: Distribution of Surveys Completed by Zip Code

IN YOUR OPINION, WOULD A NEW/IMPROVED NORTH-SOUTH CONNECTION AND INTERCHANGE LIKE THE CONCEPTS SHOWN IMPROVE TRAVEL OPERATIONS IN THE STUDY AREA?

(303 answered)

The majority of respondents (75%) agreed that a connection/interchange would improve travel in the study area.

IF A NEW/IMPROVED NORTH-SOUTH CONNECTION AND INTERCHANGE WERE AVAILABLE, WHICH ONE(S) WOULD YOU LIKELY USE?

(302 answered)

Utility of the three Build options decreased west to east, with about 50% of respondents indicating they would use Concept A versus 36% for Concept C near the county line. Additionally, 19% stated they would not use any of the Build connections. Results are shown in **Figure 2**.

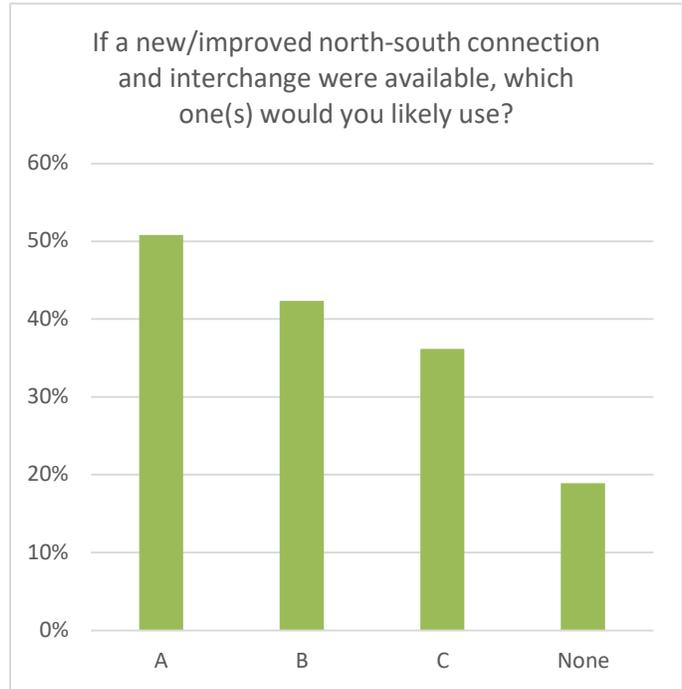


Figure 2: Survey Responses on Use of new Connector/Interchange

WHICH CONCEPT DO YOU PREFER?

(305 answered)

Summarized in **Figure 3**, Concept A received the most public support (33%), followed by Concept B (24%) then C (20%). Improving existing roads and No-Build each received some support at 11% each.

Responses were limited to a single selection but several comments in the open-ended section suggested consideration of multiple interchanges/connectors along the 9-mile stretch between Simpsonville and I-265.

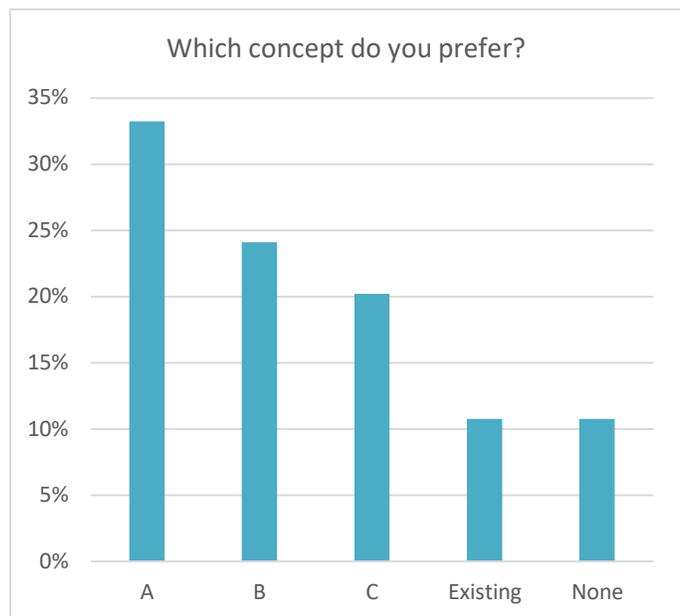


Figure 3: Survey Responses on Concept Preferences

WHICH SECTION(S) WOULD YOU CONSIDER TO BE THE HIGHEST PRIORITY?

(297 answered)

The section north of I-64 (including a new interchange) was rated the highest priority. Improving existing roadways (No-Build, 24%) was a higher priority than either the south section alone (including a new interchange, 17%) or the full length (12%).

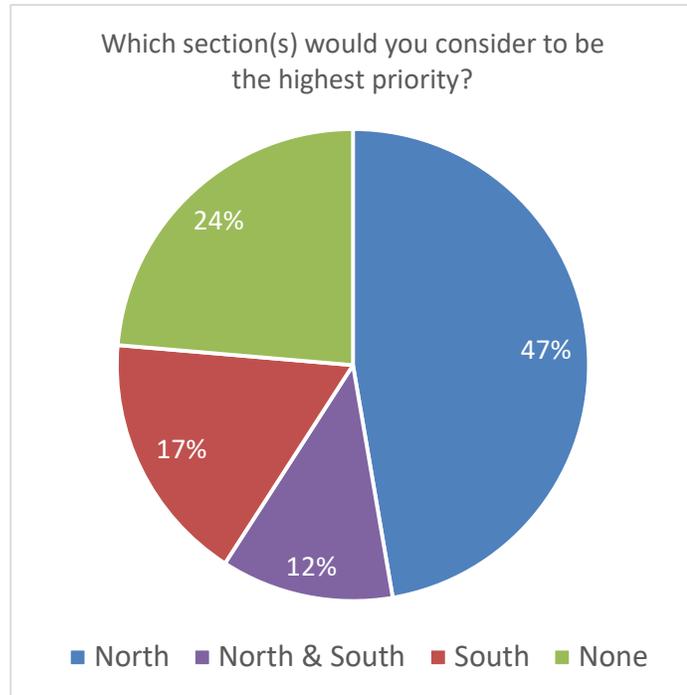


Figure 4: Survey Results on Priority Section(s)

Two open-ended questions followed:

DO YOU HAVE IDEAS FOR OTHER SOLUTIONS THAT COULD IMPROVE TRANSPORTATION IN THE STUDY AREA?

(120 answered)

The following themes emerged from written-in responses.

- Widen or improve existing highways, including US 60, KY 155, and/or Clark Station Road.
- Future development should be limited. Building new roads increases traffic and encourages more intensive land uses, resulting in urban sprawl.
- Increase east-west links between existing north-south routes.
- Specific intersection and interchange improvements were suggested, mapped in **Figure 5**. Generally, roundabouts, new signals, and improved signal coordination at study area intersections were suggested.
- Extend a Build concept north of US 60 to Johnson Road.
- Consider a one-way couplet for US 60 and Eastwood Cutoff Road.
- Improve Billtown Road for alternative access to Spencer County.
- Increase modal options, specifically rail or transit access, to reduce demand.

- Incorporate wildlife crossing opportunities.
- Consider Build options further east in Shelby County.

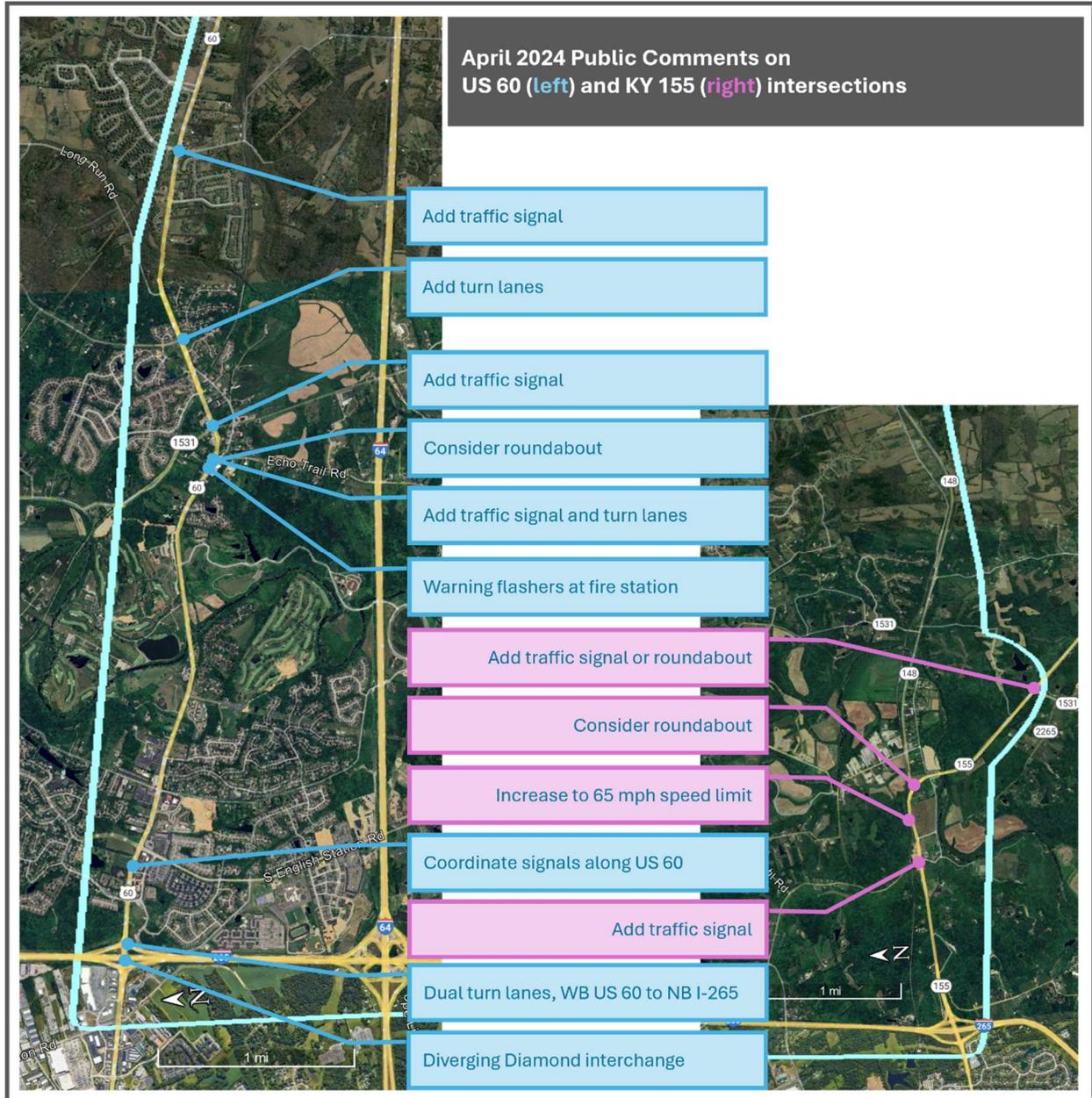


Figure 5: Survey Comments on Specific Intersection Improvements

DO YOU HAVE ANY ADDITIONAL COMMENTS TO SHARE WITH THE STUDY TEAM?

(123 answered)

The following themes emerged from written-in responses.

- Analyses should consider the future, not just existing needs. Conversely, developers should not drive transportation decisions so current issues should take precedence. Opinions vary widely regarding what solution(s) are most important. Some believe transportation investments should focus closer to the city's urban core. Others think Concepts A/B are too close to developed areas to serve long-term growth patterns. Conversely, another group believe Concept C encourages sprawl.
- It is important to protect Floyds Fork, LJCET conservation easements, and residents' quality of life.
- There are minority and low-income populations in the Clark Station, Conner Stations and Pounds Lane area near Concept C.
- Planners should consider how a new interchange/connector would impact local traffic when crashes impact I-64 operations.
- Analyses are built on the assumption that sewer serves the areas, which is questionable based on topology.

To help KYTC determine if it is effectively engaging with traditionally underserved population groups pursuant to Title VI requirements, participants were asked to self-report voluntary demographic information. While many individuals opted not to provide data, results are summarized below.

RACE: 10% of 116 entries reported a race other than White/Caucasian

AGE: 22% of 131 entries reported being age 65+

INCOME: 2% of 101 entries reported making less than \$30,000 annually, with another 5% making less than \$60,000

DISABILITY: 8% of 143 entries reported having a disability

LANGUAGE: 2 of 118 entries reported speaking a language other than English; however, all surveys completed were in English. Public meeting materials and paper surveys were available in Spanish as well.

Beyond the survey responses, several individuals provided comments, submitted to the KYTC Project Manager via phone calls, emails, or other written correspondence. Each is included in its entirety in the public meeting notebook, with key themes summarized below:

- Overdevelopment in the area caused today's infrastructure issues; enforce stricter long-term planning/zoning.

- Direct mailings to potentially impacted property owners should have been sent.
- Dismiss Concept B: alleviating traffic concerns due to growth and development may be a responsibility of the KYTC, but not at the expense of conservation easements.
- Potential future impacts to personal properties are detrimental. Improve/widen existing roads; Concept C is the least damaging.
- Dismiss Concepts A and B for an option further east with fewer environmental impacts. Consider South Floyds Fork Vision Plan (2019).
- Indirect effects should be considered (e.g. noise, visual), not just relocations.
- Extending Urton Lane across I-64 would provide regional traffic benefits.

MEETING MINUTES

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson County
KYTC Item No. 5-80000

Purpose: Community Advisory Group (CAG) No. 3 | Build Concepts

Date: May 31, 2024

Time: 11:00 AM

Place: KYTC District 5 and Virtual – MS Teams

Prepared By: Qk4

			#1	#2	#3	#4	
Community Advisory Group	Andy Rush	KIPDA MPO	P		P		
	Bert Stocker	Fisherville	P		P		
	Bob Federico	Eastwood Village Council	P	P	P		
	Chris Limpp	Spencer County EMA	P				
	Chris Spaulding	Shelby County EMA					
	Eron Esekhaigbe	KIPDA MPO			P		
	Jason Canuel	Louisville Metro Parks	V	V			
	Jeff Brown	Louisville Metro Public Works	V	V			
	Amanda Deatherage	Louisville Transportation Planning		V			
	Jeff Frank	Friends of Floyds Fork			P		
	Jim Bottom	Jefferson County EMA – Metro Safe	V				
	Julie Sweazey	Spencer County Zoning Administrator					
	Juva Barber	Building Industry Association					
	Kevin Beck / David Morgan	Parklands of Floyds Fork	P	P	V		
	Kurt Mason	Louisville/Jefferson County Environmental Trust			P		
	Lucas Frazier	Louisville Keep Your Fork (LKYF)	P	P	V		
	Mike King	Louisville Metro Planning and Zoning	V	V	V		
	Mick Logsdon	KIPDA ADD	P	P	P		
	Ryan Libke	Triple S Planning Commission	P	V	V		
	Susan Biasiulli	Jefferson County Public Schools	V	V			
	Representative	Future Fund					
	KYTC	Tom Hall	KYTC – D5 Planning Section Supervisor	P	P	P	
		Matt Bullock	KYTC – D5 Chief District Engineer	P	P		
Tracy Lovell		KYTC – D5 Project Development Branch Manager		P			
Donna Hardin		KYTC – D5 Environmental Coordinator	P	P	P		
Pat Matheny		KYTC – D5 Design Section Supervisor	V	V			
	Farzana Hussain	KYTC – D5 Design Support	P	V	P		

Consultant Team	Morgan Woodrum	KYTC – D5 Public Information Officer	V	V	V
	Larry Chaney	KYTC – D5 Planning	V	P	P
	Jeremeih Shaw	KYTC – D5 Planning			P
	Stephen DeWitte	KYTC – CO Planning			
	Tom Springer	Qk4 – Project Manager	P	P	P
	Rebecca Thompson	Qk4 – Deputy Project Manager	P		P
	Lindsay Hoskins	Qk4 – Planning Engineer	V	P	
	Andrea Clifford	Qk4 – Public Involvement	V	V	
	Jeremy Lukat	Qk4 – Transportation Engineer	V	V	
	Steven Trevino	Qk4 – Transportation Modeler		V	
	Greg Groves	AECOM – Design Engineer	V		
	Kevin Dant	AECOM – Environmental	V	V	
	Jason Ramler	AECOM	V		
	Brian Meade	AECOM – Design Engineer	P	P	P
	Valerie Mohr	AECOM		V	

P = Present, V = Virtual

WELCOME

Tom Hall, KYTC Project Manager, opened the meeting by providing a study status update and brief overview of the meeting purpose. Tom Springer reviewed the study process, which updates a 2008 effort to reflect current conditions. Following an inventory of existing conditions and future traffic projections, the team developed a host of Build concepts from public suggestions. The three most competitive Build concepts advanced for detailed study and were shared with the public in April 2024.

APRIL 2024 PUBLIC OUTREACH

Identical public meetings were held on Tuesday, April 16 at Echo Trail Middle School and Wednesday, April 17 at Christian Academy of Louisville from 6:00 to 8:00 pm. Similar materials were available online via the project StoryMap¹ and linked to KYTC District 5’s website for public access. During the 30-day comment period, 307 surveys were returned.

About half of the respondents live in the study area. Nearly a fourth neither live and work in the study area, meaning they presumably use it for their commute. Most (76%) travel through the study area daily.

Most (75%) agreed a new north-south connection and interchange would improve travel in the study area. Respondents were asked which of the three Build options they would use and which they prefer. Shown in **Figure 1**, Concept A received the most responses and C the fewest in each case. Nearly half (47%) agreed the north section is the highest priority.

¹ Connect64.com



Figure 1: Survey Responses on Build Concepts

Other written-in comments suggested KYTC should consider widening/improving existing routes (e.g., US 60 and KY 155), increasing modal options—particularly transit, adding east-west links between existing north-south routes, and implementing improvements at specific interchanges and intersections. Stricter zoning/development controls were also suggested.

BUILD CONCEPTS

Traffic projections indicate existing highways may not be sufficient to handle expected peak traffic with anticipated growth patterns. Only improving existing roadways does not meet the study’s purpose: improving connectivity to I-64. The 5-80000 study will likely recommend a closer look at major widening along US 60 eastward to address anticipated growth. The 2005 Eastwood Neighborhood Plan² recommended a connection to US 60 east of Eastwood if a new interchange/connector advanced. Additional developments in the area complicate this connection; the 2005 study did not include traffic analyses. The team discussed various land use complications—such as the park, railroad, cemetery, new development, Long Run, etc.—that question whether this recommendation was still valid.

The remainder of the meeting was a group discussion for each Build concept, focusing on design options that could improve each corridor should it advance. Any planning-level concept would have to advance through more detailed design efforts, considering multiple alignment options and additional public involvement. The CAG was not tasked with selecting a preferred solution, or identify any to dismiss, but rather to advise KYTC regarding stakeholder perspectives.

Concept A

- Costs for each element (i.e., new connector, I-64, US 60) should be discussed separately.
- Traffic flows at the south end show heavier volumes to/from Spencer County using the new interchange than I-265/KY 155 during the PM peak hour (**Figure 2**) though the volumes are nearly balanced looking at a 24-hour period.

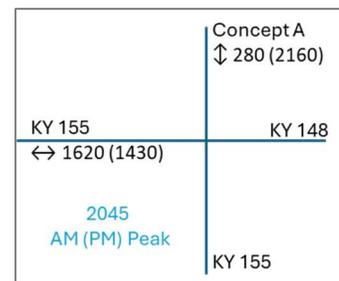


Figure 2: Peak Hour Volumes at KY 155/KY 148/Build A

² <https://louisvilleky.gov/government/office-planning/completedadopted-neighborhood-plans-and-studies>

- A new, improved corridor would induce new development and be inconsistent with the area's rural character near the Parklands. Truck trips accessing the interchange and lighting are concerning.
- Deer along Echo Trail are common in the evenings; wildlife crossings should be considered.
- A shared use path should connect east to the Louisville Loop in the Parklands. Connections between nearby neighborhoods and the park would encourage access for non-motorized modes.
- Stormwater mitigations with green infrastructure will be critical to manage runoff and keep debris from entering Floyds Fork. The recently approved Development Review Overlay (DRO) requires stringent control of stormwater from developments, which is an element that should be included with this concept to help minimize impacts to Floyds Fork.
- Traffic calming measures and appropriate design speeds that follow the terrain should be considered.
- Connecting west of Eastwood, Concepts A and B do not directly serve neighborhoods to the north and east. Some fear this traffic would funnel through Eastwood to reach Concept A or B.
- Build options east of Eastwood are more suitable from a conservation perspective.
- Metro's Plan 2040 describes this as a lower growth area; an interchange could be considered inconsistent with this vision.

Concept B

- Many of the same concerns mentioned with Concept A apply to Concept B as well.
- The elevated alignment near the Future Fund's bluff would be especially visible and inconsistent with the character.
- Impacts to the LJCET easement should preclude B.
 - The planning process is an opportunity to document why some Build concepts should not advance, alongside why others should. Numerous public comments suggested an improved KY 1531 corridor. Without exploring the concept, the team had no data to quantify costs or impacts.
- With the existing terrain and proximity to Brush Run, there is no way to get vertical clearance over or under the existing railroad and tie down to KY 148 without impacting the LJCET easement.

Concept C

- When there is a crash on I-64, traffic detours to US 60. Concept C is near the midway point between Simpsonville and I-265, which would be well-spaced for detour routing.
- While it is more rural, it would be short sighted not to include bike/pedestrian amenities on Concept C.

- Based on recent land acquisitions, high density residential development is reasonably foreseeable along US 60 in Jefferson County in proximity to this concept. Development patterns are likely to continue east into Shelby County, even if it occurs after the 2045 planning horizon for this study.

Other Comments

- When the PGA was in town, left turns from Eastwood Cutoff Road were funneled to KY 1531 instead, which provided smoother operations along US 60.
- Can two half interchanges be considered instead?
 - KYTC has found that people will follow existing narrow highways to reach the interchange, even without an improved route that can handle expected traffic.
- A direct mailing campaign targeting residential areas north of US 60 may have garnered different survey responses. 300 surveys compared to 15,000 people living in the area proposed to become Eastwood is arguably not a representative sample size.
- The next budget cycle includes design funding for the 5-80000 project in fiscal year 2026. With the scale and complexity of the project, preliminary design would be a multi-year effort. A clear recommendation from the planning study could support corridor preservation efforts prior to construction.

NEXT STEPS

CAG members were asked to complete a survey to provide formal comments on each Build concept. Through June 20, ten responses were received. Nine of ten participants agreed or strongly agreed the study goals are appropriate. As shown in **Figure 3**, general consensus was to dismiss No-Build and Concept B from further consideration while A was most favored to advance for preliminary design/NEPA. The corresponding “why” responses are presented in **Table 1**. Responses were evenly divided whether the north section or full length was the top priority.

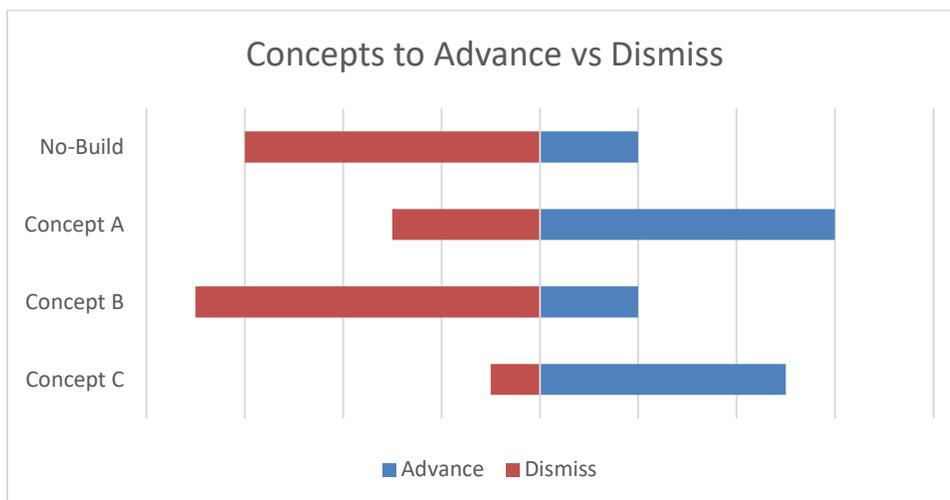


Figure 3: CAG Survey Responses

Table 1: Why should Concept _ Advance/Dismiss?

	Selections	Rationale
Advance	B, C	Concept B is my first design choice because of the congestion relief it would provide to US 60 based on the traffic analysis and a relief to I64, as needed, but due to the current development and the existing environmental layout of that proposed alignment, it may not be the best choice at this point in time. That being said, Concept C would be the best design to move forward. Although the traffic analysis does not seem to provide relief to US 60 at this time considering the traffic counts only proposes a 2-lane roadway and not 3-lane or 4-lane roadway. I expect a project of this size, should consider that a minimum of 3-lanes should be built out with Concept C to better manage the heavier traffic volumes from I-64. with additional ROW purchased to allow for a future 4-lane roadway. Concept C would provide immediate relief to I-64, as needed, is nearly the half-way point between I-265 & the Simpsonville exit and could serve as a Phase I approach to a 3rd loop surrounding Jefferson County and thereby providing relief to I-265 and potentially I-264. The east end of Jefferson County will continue to develop which would imply future relief to US 60.
	C	Growth by 2045 will be different than current projections. Since the study started, more land has been acquired by developers known for building dense/intense housing. Additionally, adding a new primary intersection along US 60 a few 100' west from the current KYTC project/realignment of Gilliland and US 60 would be a major mistake and create more congestion in an already over capacity area of the city. Concepts A & B relocate a problem to the perimeter of the project area of scope but does not incorporate the intense development outside project scope area.
	A, C	Concept A appears to be the best at meeting the stated goals. It would clearly be heavily utilized given existing traffic congestion, recent changes to land use, and future growth that is expected. Concept B does so as well, but costs more and has some clear constraints. Concept C is strongly preferred over the No-Build option should Concept A be eliminated at some point.
	No-Build, C	No Build will allow time to see the effects of road projects already in 6-year plan and to what extent new development happens further east. Concept C will have the least impact on the environment but will dramatically increase traffic through Fishersville.
	A	It provides the best connectivity for people living in the area and so should relieve the most congestion
	A	Concept A reduces network congestion the most and also enhances connectivity for Echo Trail Middle Schol, Fishersville Industrial Park and The Parklands. It can reduce fire department response times and integrates well with planned development.
	No-Build, A	Concept A meets the goals of the project and best connects to regional assets like the Parklands and school. No-build isn't ideal, but should remain an option.
Dismiss	A	Concept A may have been a good option 10-15 years ago, but currently it does not seem to be the best choice.
	No-Build, A, B	Environmental concerns and lack of long term improvements. No Build is not an option and A&B provide an "immediate" solution but by the time project completion these concepts would exasperate the congestion, not alleviate it. They would draw more congestion into the problem area on US 60.
	No-Build, B	The No-Build option would seem to ignore the significant current traffic congestion issues that will only grow in the future. Concept B would appear to be the best option for traffic congestion relief, should be considered for elimination due to environmental, conservation, and cost reasons.
	A, B	Both Concept A and B will have major environmental impacts and change the character of the corridor, inviting more commercialization.
	No-Build	Something needs to be done to improve access across 64 and give options to those living in the area and also passing through.
	No-Build, B	Concept B does not connect to KY 148 directly and severely impacts the LJCET conservation easement. No-build does not account for the inevitable development of the area.
	B,C	C is too far east to achieve the goals of the project. The conservation easement in Option B shouldn't (and probably can't) be intruded on.

A final survey question asked individuals to rate which potential design features would enhance each Build option. Results are summarized in **Table 2**. Combinations with higher support are shaded darker green. Other

suggested measures included parking/pull-offs for hiking, landscaping, east/west connections, placemaking, wayfinding, and accommodations for wildlife crossings.

Table 2: Preferred Enhancements

Design Element	Concept A	Concept B	Concept C
Shared Use Path	8	7	6
Sidewalks	7	6	6
Bike Lanes	4	4	3
Lower Design Speed	6	5	3
Narrower Typical	7	5	5
Lighting	4	4	4
Green Infrastructure	7	8	6
Defined Access	6	8	6
Planted Medians	6	7	6

The project team will weigh this input alongside other factors to develop a recommendation from the study. The final report should be available this Fall; a virtual CAG briefing to present recommendations can be scheduled before then.

The meeting concluded at 12:30 PM.

MEETING MINUTES

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson County
KYTC Item No. 5-80000

Purpose: KYTC – FHWA Coordination Mtg.

Date: July 1, 2024

Time: 1:30 PM EST

Place: KYTC CO Room 107 + MS Teams

Prepared By: Qk4

		#1	#2
Participants:	Brad Eldridge	FHWA – Area Engineer	X X
	David Whitworth	FHWA – Engineering & Operations Team Leader	X X
	Keith Damron	FHWA – Major Projects Engineer	X
	Tonya Higdon	FHWA – Transportation Specialist	X
	John Ballantyne	FHWA – Planning, Environment, & System Performance Team Leader	X
	Mour Diop	FHWA – Environmental Protection Specialist	X
	Sam Griffiths	FHWA	X
	Stephen De Witte	KYTC – CO Strategic Planning Branch Manager	X X
	Dave Heil	KYTC – CO Planning	X
	Karl Sawyer	KYTC – CO Location Engineer	X X
	Patrick Perry	KYTC – CO Roadway Design Branch Manager	X X
	Jay Balaji	KYTC – CO Modal Programs Branch Manager	X
	Tom Hall	KYTC – D5 Planning Section Supervisor	X X
	Donna Hardin	KYTC – D5 Environmental Coordinator	X X
	Matt Bullock	KYTC – D5 Chief District Engineer	X X
	Tracy Lovell	KYTC – D5 Project Development Branch Manager	X X
	Larry Chaney	KYTC – D5 Planning	X X
	Jeremieh Shaw	KYTC – D5 Planning	X
	Farzana Hussain	KYTC – D5 Design	X
	Tom Springer	Qk4 – Project Manager	X X
Rebecca Thompson	Qk4 – Deputy Project Manager	X	
Lindsay Hoskins	Qk4 – Planning Engineer	X X	
Brian Meade	AECOM – Design Engineer	X	
Jason Ramler	AECOM – Design Engineer	X	

WELCOME

Tom Hall provided a brief study process overview, summarizing activities that have occurred to date. The purpose of the meeting was to receive FHWA feedback to consider during the final project team meeting, particularly concerning study recommendations and future IJS and NEPA document requirements.

Tom Springer reviewed the study process, which updates a 2008 effort to reflect current conditions. Following an inventory of existing conditions and future traffic projections, the team developed a host of Build concepts from public suggestions. The three most competitive Build concepts advanced for detailed study and were shared with the public in April 2024. Coordination efforts for this planning and environmental linkages (PEL) study were robust and included a Community Advisory Group, Local Officials/Stakeholders, Resource Agencies, and the public.

Rebecca Thompson reviewed the pros and cons of the most competitive concepts. A PDF of the slide deck presented at the meeting is attached to these minutes.

CONVERSATION

Regarding future 2045 traffic operations, the current model estimates volumes on I-64 for concepts A and B may warrant widening of I-64 to 8 lanes between I-265 (Gene Snyder) and the new interchange to maintain Level of Service (LOS) D—the projected volumes are slightly above current thresholds. KYTC asked if the I-64 widening would be a requirement for future IJS approval.

After much discussion, FHWA did not provide a definitive answer, but implied LOS E mainline I-64 operations would not preclude an IJS. The biggest concern would be to verify there would not be ramp queue backups onto the interstate. Operations monitoring post-construction may be a viable commitment.

The pros and cons of the concepts were explored, including potential design considerations and variations.

FHWA noted that if it were not for the challenges of the LJECT easement, Concept B would provide the most benefit.

A northern connection with a new interchange was explored: a full interchange but no surface street connection south to KY 148.

FHWA did not oppose this concept and noted another similar project that implemented this approach in the state.

The highway plan has \$5 million in federal design dollars in the biennium; study recommendations will inform the future design project.

FHWA mentioned the flow chart requirements for the IJS process.

A future NEPA document level was explored.

FHWA noted it would vary based on the complexity of the concept advanced. It could be a CE-2 or CE-3, possibly up to an EIS. A future environmental scoping verification meeting would be required.

The meeting concluded at 3:04 pm.

MEETING MINUTES

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson & Shelby Counties
KYTC Item No. 5-80000

Purpose: Project Team Meeting (PTM) No. 4 | Study Recommendations

Date: August 6, 2024

Time: 2:00 PM

Place: KYTC District 5 and Virtual – MS Teams

Prepared By: Qk4

Participants:

		#1	#2	#3	#4	
KYTC / KIPDA	Tom Hall	KYTC – D5 Planning Section Supervisor	P	P	P	P
	Larry Chaney	KYTC – D5 Planning	P	P	P	P
	Tracy Lovell	KYTC – D5 Project Development Branch Manager	P	P	P	
	Kevin Bailey	KYTC – D5			V	
	Pat Matheny	KYTC – D5 Design Section Supervisor	P	P	P	P
	Farzana Hussain	KYTC – D5 Design Support	P	V	P	V
	Donna Hardin	KYTC – D5 Environmental Coordinator	V	P	P	V
	Tom Boykin	KYTC – D5 ROW Supervisor	V	V	V	V
	Russ Whatley	KYTC – D5 Utilities Supervisor	V	P	P	P
	Blake Nelson	KYTC – D5 Project Delivery & Preservation Branch Manager	P	P		
	Matt Bullock	KYTC – D5 Chief District Engineer		P		V
	Morgan Woodrum	KYTC – D5 Public Information Officer	P	V	V	V
	Zavan Blount-Hill	KYTC – D5		P		
	Jeremeih Shaw	KYTC – D5		V	P	P
	Stephen DeWitte	KYTC – CO Planning – Strategic Planning Branch Manager	P	P		V
	Jay Balaji	KYTC – CO Planning – Modal Programs Branch Manager	V	V		
	Connor Schurman	KYTC – CO Planning – Modal Programs	V			V
	Karl Sawyer	KYTC – CO Design Location Engineer	V	P	P	P
	Allen Rust	KYTC – CO Railroad Coordinator			V	
	Andy Rush	KIPDA	V	V	P	P
Mick Logsdon	KIPDA		V		P	
Consultant Team	Tom Springer	Qk4 – Project Manager	P	P	P	P
	Rebecca Thompson	Qk4 – Deputy Project Manager	P	V	P	P
	Lindsay Hoskins	Qk4 – Planning Engineer	P	P	V	P
	Andrea Clifford	Qk4 – Public Involvement	P		P	V
	Steven Trevino	Qk4 – Traffic Engineer	V	V	V	V
	Jeremy Lukat	Qk4 – Traffic Engineer			V	V
	Kevin Dant	AECOM – Environmental	V	P	P	P

Jason Ramler	AECOM – Design Engineer	V	P	P	V
Brian Meade	AECOM – Design Engineer	P	P	P	P

P = Present, V = Virtual

MEETING PURPOSE

The purpose of the meeting is to identify final study recommendations to reduce congestion on the existing roadway network and to improve connectivity to I-64 between I-265 (Gene Snyder Freeway) in Jefferson County and KY 1848 (Buck Creek Road) in Shelby County.

STUDY BACKGROUND

This study is exploring a potential new interchange and/or connector road east of the Gene Snyder, intended to reduce congestion on the existing roadway network and to improve connectivity to I-64. The effort reexamines a 2008 planning study, reflecting changes to the study area and regional visions since that time, verifying if there is still a need based on updated dated and community engagement, and if so, the potential costs and impacts.

At the last project team meeting, the group discussed three Tier 2 Build corridors (**Figure 1**). Concept A generally follows Gilliland Road/Echo Trail, is 3.6 miles long, and is estimated to cost \$130 million. Concept B generally follows KY 1531, crossing over KY 148 and the NS Railroad, to end at KY 155 near Routt Road—crossing through a protected LCJET easement. It is 4.4 miles long and estimated to cost the most at \$170 million. Concept C is further east, near the

county line, is the shortest option at 3.4 miles and estimated to cost the least at \$120 million. Estimates do not include potential I-64 widening which may be needed by 2045 to operate at LOS D during peak hours for Concepts A & B. Preliminary coordination with FHWA implied mainline 2045 operations would not preclude an IJS; ramp queues are a greater concern. Post-construction operations monitoring may be a viable commitment.

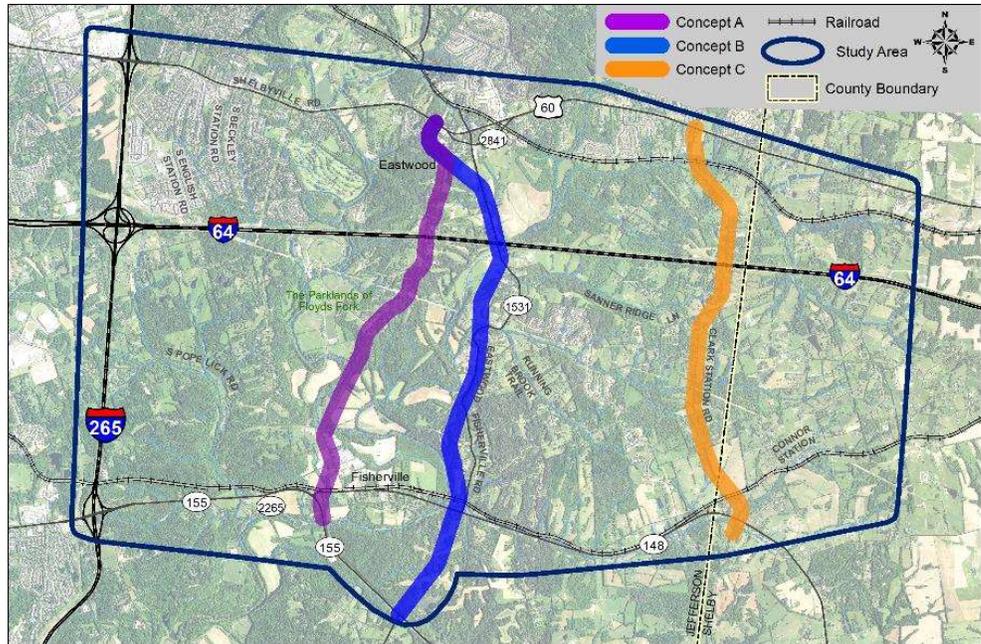


Figure 1: Tier 2 Concept General Locations.

Build concepts have been presented to the public, local officials/stakeholders, CAG, and FHWA. Feedback, benefits, and impacts have informed project team recommendations. Based on expected growth in the area, existing highways may not be sufficient to handle expected traffic during peak travel periods. All 2045 scenarios, including No-Build, suggest US 60 needs four thru lanes east of Eastwood.

ENGAGEMENT

The study held many opportunities for engagement over the last year, including four CAG meeting, two Elected Officials briefings prior to the public meetings, and two sets of two public meetings which also included online engagement opportunities, as well as Resource Agency Coordination.

The first round of public engagement yielded 256 attendees, 276 surveys, and 60% agreeing this project is needed. The second round yielded 94 attendees, 307 surveys, and 75% believing the project is needed. Nearly 70% live or live and work in the study area. Surveys ranked concepts A (most) to C (least) when asked which Tier 2 concepts they would use and prefer—with about 20% preferring to improve existing routes or No-Build.

The CAG preferred A or C, and recommended dismissing B. This group also provided feedback on design elements (e.g., shared use path or green infrastructure) to make the build concepts more palatable. The previous 2005 Eastwood Neighborhood Plan recommendations for a new alignment east of Eastwood were discussed. The project team expects but has yet to receive a letter from Eastwood regarding their support of an eastern alignment. The area will vote to incorporate in November 2024, potentially forming a new city overlapping the study area.

The project team discussed if the study could conclude how public sentiments on the 2008 Build options compare to the current Build options.. Based on current feedback, it seems this project is needed and appears to be more favorable. Western alignments were preferred before, mirrored in 2024 surveys.

Fifteen Resource Agencies responded, primarily noting elements for a future project to consider—LJCET and Louisville Metro both recommended dismissing Concept B.

TIER 2 CONCEPTS & RECOMMENDATIONS

The initial benefit/cost analysis of the Tier 2 concepts were reviewed—considering regional travel time savings but no safety benefits or more detailed factors. All yield a ratio above 1.0, indicating the project is a reasonable expenditure, with Concept A yielding the highest.

Considering stakeholder/public feedback, future interchange operations that are limited by build constraints, costs, impacts to LJCET easement, and potential public controversy, **the project team recommended dismissing Concept B.**

Further, four standalone future projects are recommended for consideration and inclusion in the CHAF database: major widening of US 60 east of Eastwood, major widening of KY 155 to Routt Road, minor widening along KY 1531, and a new east/west connector between Echo Trail and KY 1531.

Reasons to advance or dismiss concepts A and C were further explored as detailed in the presentation slides. Additional project team discussions:

- Concept A better addresses traffic, but C does provide some traffic benefits. Concept C solves some of today's and many of tomorrow's problems, based on anticipated development along US 60 near the Shelby County line. Concept C would also keep larger truck traffic away from the Parklands and new school.
- The team discussed if advancing a single build concept at the planning-level was appropriate. The team could encounter issues during the design and environmental phase, and have to back up and reconsider another concept.
 - Carrying two concepts forward would have higher design and environmental costs and would be more challenging to scope appropriate level of analyses.
 - The study scope did indicate as few as three concepts could move forward; however, this wasn't well defined. It could be two corridors or one corridor with three options within.
 - Concepts are currently wide corridors, multiple alternatives could be considered within each—including interchange types, alignments and tie-in locations, especially around Eastwood and east-west connections to better improve operations.
- Potential roadway ownership would be further explored with Louisville Metro. The new connection could be designated KY 1531, with the old highway transferred to Louisville Metro.
- The timing of the IJS/NEPA approvals and design decisions were noted—FHWA reviews the IJS, recommending it for approval contingent upon NEPA approval, NEPA then gets signed, and the IJS final approval follows.
- This study could identify a preferred concept to move forward, noting the other is still a viable option and not eliminating it entirely.
- Potential traffic patterns through Eastwood were explored with either concept. Another project has identified a historic district in the area, but has not defined the boundary. Looking at recent development, it appears this boundary may be concentrated closer to town and a Section 106 historical survey would better inform tie-in options around Eastwood.
- The project team explored considering only north options of the concepts. However, **it was decided that north only concepts would not effectively address the purpose and need of the project and only full north-south corridors with interchanges to I-64 should be carried forward. A future project could consider construction phasing, with the northern section a higher priority based on public feedback and traffic demands.**

- Based on the study findings, **the project team determined the project is needed and a build concept should be advanced.**
- While this project does have \$5 million of design funds programmed in the biennium of the current highway plan, District 5 has many projects, and the priority/funding availability to advance this project to the Design phase would be evaluated upon the completion of the Planning study. Thus, it may not advance into the design phase quickly.
- **Study recommendations will be shared with Louisville Metro Planning and Development** to potentially inform future development considerations.
- After considering the engagement feedback, benefits, costs, and impacts, the **full north-south Concept A with a new I-64 interchange was determined to better address the purpose and need, and it is recommended to be carried forward into phase I design. However, Concept C also provides benefits and remains a viable option.**

The meeting concluded at 3:30 PM.

MEETING MINUTES

Project: I-64 Interchange + Connector East of I-265 Study
Jefferson County
KYTC Item No. 5-80000

Purpose: Community Advisory Group (CAG) No. 4 | Recommendations

Date: December 12, 2024

Time: 3:00 PM

Place: KYTC District 5 and Virtual – MS Teams

Prepared By: Qk4

			#1	#2	#3	#4
Community Advisory Group	Andy Rush	KIPDA MPO	P		P	
	Bert Stocker	Fisherville	P		P	P
	Bob Federico	Eastwood Village Council	P	P	P	P
	Chris Limpp	Spencer County EMA	P			
	Chris Spaulding	Shelby County EMA				
	Eron Esekhaigbe	KIPDA MPO			P	
	Jason Canuel	Louisville Metro Parks	V	V		
	Jeff Brown	Louisville Metro Public Works	V	V		
	Amanda Deatherage	Louisville Transportation Planning		V		
	Jeff Frank	Friends of Floyds Fork			P	
	Jim Bottom	Jefferson County EMA – Metro Safe	V			V
	Julie Sweazey	Spencer County Zoning Administrator				
	Juva Barber	Building Industry Association				
	Kevin Beck / David Morgan	Parklands of Floyds Fork	P	P	V	
	Kurt Mason	Louisville/Jefferson County Environmental Trust			P	
	Lucas Frazier	Louisville Keep Your Fork (LKYF)	P	P	V	P
	Mike King	Louisville Metro Planning and Zoning	V	V	V	V
	Mick Logsdon	KIPDA ADD	P	P	P	V
	Ryan Libke	Triple S Planning Commission	P	V	V	
	Susan Biasiulli	Jefferson County Public Schools	V	V		V
Representative	Future Fund					
KYTC	Tom Hall	KYTC – D5 Planning Section Supervisor	P	P	P	P
	Matt Bullock	KYTC – D5 Chief District Engineer	P	P		P
	Tracy Lovell	KYTC – D5 Project Development Branch Manager		P		V
	Donna Hardin	KYTC – D5 Environmental Coordinator	P	P	P	V
	Pat Matheny	KYTC – D5 Design Section Supervisor	V	V		
	Farzana Hussain	KYTC – D5 Design Support	P	V	P	V

Consultant Team	Russ Whatley	KYTC – D5 Utilities				V
	Morgan Woodrum	KYTC – D5 Public Information Officer	V	V	V	V
	Larry Chaney	KYTC – D5 Planning	V	P	P	P
	Jeremeih Shaw	KYTC – D5 Planning			P	P
	Stephen DeWitte	KYTC – CO Planning				V
	Tom Springer	Qk4 – Project Manager	P	P	P	P
	Rebecca Thompson	Qk4 – Deputy Project Manager	P		P	P
	Lindsay Hoskins	Qk4 – Planning Engineer	V	P		V
	Andrea Clifford	Qk4 – Public Involvement	V	V		
	Jeremy Lukat	Qk4 – Transportation Engineer	V	V		
	Steven Trevino	Qk4 – Transportation Modeler		V		
	Greg Groves	AECOM – Design Engineer	V			
	Kevin Dant	AECOM – Environmental	V	V		V
	Jason Ramler	AECOM	V			
	Brian Meade	AECOM – Design Engineer	P	P	P	P
	Valerie Mohr	AECOM		V		

P = Present, V = Virtual

WELCOME

Tom Hall, KYTC Project Manager, opened the meeting by providing a brief review of the study purpose and process. The intent of the meeting was to receive feedback on study recommendations.

STUDY RECAP

Tom Springer walked through the study process, which updates a 2008 effort to reflect current conditions. Study purpose, goals, and objectives were reiterated. Following an inventory of existing conditions and future traffic projections, the team developed a host of Build concepts from public suggestions. The three most competitive Build concepts advanced for detailed study and were shared with the public in April 2024. Study data and feedback were considered to recommend future improvements.

RECOMMENDATIONS

Information collected throughout the study process confirmed there is a need for a new I-64 interchange and north-south connector between US 60 and KY 155/KY 148. The 9-mile gap between the Gene Snyder and Simpsonville is the longest gap in interstate access anywhere in Jefferson County and is the longest gap along I-64 anywhere in Kentucky’s urban areas. Advancing only the northern section of a Build corridor does not support connectivity as well as the full-length options. Should a future project need to be constructed in segments, the north connection is a higher priority and yields higher benefit-cost ratios.

Regarding the three Build concepts, dismissing Concept B is recommended in light of impacts to LJCT easement, costs, stakeholder feedback, and interchange operations. Concepts A and C are both viable options that satisfy the purpose, providing regional traffic benefits that outweigh anticipated costs. Future design efforts would examine different alignments within the preferred corridor(s), specifically considering intersection-level

operations and connections at US 60 and KY 155/KY 148. Reasons to advance A & C were reviewed as detailed in the attached presentation. The project team expressed a slight preference towards Concept A as it better aligns with the project's purpose and need, serves higher traffic volumes, and better aligns with public preferences. However, if subsequent traffic analyses or detailed environmental investigations should identify additional considerations, Concept C remains a viable solution.

Independent of a Build corridor, four standalone future projects in the study area are recommended:

- Major widening of US 60 to extend the five-lane section east near the county line,
- Major widening of KY 155—covered by other ongoing KYTC projects,
- Minor widening along KY 1531 to address safety concerns as traffic increases—this could be a smaller highway safety improvement project (HSIP) type,
- A new east/west connector between Echo Trail and KY 1531.

NEXT STEPS

The report will be finalized and published. Future project(s) will be included in the CHAF database to compete during the 2026-2032 Highway Plan SHIFT process.

Considering the cost and magnitude of a potential project, political support would be needed to advance the project(s). CAG members can help advocate for transportation priority to Local Officials.

Once funded, the next step would be Phase I Design, Environmental NEPA Documentation, and an Interchange Justification Study (IJS). The NEPA document and IJS would be reviewed and approved by the FHWA. Continued engagement with the CAG, LO/S, and public would continue through this phase. Considering the size and complexity of project, it would be a multi-year effort.

CAG DISCUSSION

CAG members discussed intersection types and locations, railroad crossings, development assumptions—noting residential development will come along Concept C, environmental considerations—particularly near Floyds Fork, timeframe to get to construction, and project funding/advancement.

- Intersection type and locations would be further explored in Phase I Design. Planning-level concepts were developed to establish reasonable cost estimates only. Some may be grade-separated based on topography, but access would remain.
- No new at-grade railroad crossings would be created. Concept C consolidates at-grade crossing along KY 148.
- Existing, proposed, and approved development applications are concentrated between Echo Trail and KY 1531, south of I-64. Months were spent refining the travel demand model to ensure socioeconomic assumptions reflect the latest projections available, including collaborative sessions with planning/zoning representatives in Jefferson, Shelby, and Spencer counties.

- The project would be designed and constructed in compliance with federal and state laws, including all applicable environmental studies, NEPA documentation, and permitting. Although atypical for a highway project, green infrastructure/water treatment options could be considered in light of environmental sensitivity within the Floyds Fork watershed.
- A typical highway project can take 10+ years to get from planning to construction. The state's transportation budget is legislatively set in the highway plan, which is updated every two years. Larger projects, like the recommended interchange/connector, must compete for funding through multiple plans and retain political support to advance.
- Funding programmed in the highway plan does not equate to authorized dollars. The last four "out" years of the plan are predictions and subject to change with the next biennial update. The highway plan is typically overprogrammed. This project could also compete for federal grant dollars or earmarks.

The meeting concluded at 4:21 PM.