

E. MEETING MINUTES

Project Team Meeting No. 1

LO/S Meeting No. 1

Public Meeting No. 1 Summary of Input

Project Team Meeting No. 2

Joint City-County Planning Commission of Nelson County Meeting

Project Team Meeting No. 3

LO/S Meeting No. 2

Public Meeting No. 2 Summary of Input

Project Team Meeting No. 4

Project Team Meeting for Benefit Cost Analysis

Project Team Meeting No. 1

Project Id: Nelson County (Item No. 4-8809.00)

Location: KYTC District 4 Conference Room

Date: February 13, 2018
10:00 AM

Prepared By: Lindsay Walker

In Attendance:

Name	Agency	Email
Larry Krueger	KYTC – District 4	larry.krueger@ky.gov
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Summary of Meeting

1. Introductions – Opening Comments

Kevin Young welcomed everyone to the meeting and had those in attendance introduce themselves. The meeting was then turned over to Kimley-Horn and its subconsultant CDP to go through the provided agenda items. These include:

- Study Overview (background, study area, scope of work, schedule, and purpose and need)
- Existing Conditions (study area projects, roadway characteristics and geometrics, traffic volumes and operations, safety analysis, vehicle speeds, socioeconomic study, and environmental data)
- Alternatives Development Procedures
- Public Involvement (Public Engagement Plan, preparation for Local Officials / Stakeholders Meeting No. 1 and Public Meeting No. 1)

A copy of the meeting agenda is attached to this summary.

The following sections of this summary focus on the discussion and decisions for the agenda items.

2. Existing Conditions Discussion

Overall, Kimley-Horn noted that the maps would have a larger legend and font for upcoming meetings and final documentation.

Roadway Geometrics: Remove “accident” label under Crash Data next to the severity index.

Planned and Committed Projects: It was noted that these are adjacent projects within the study area. There isn’t a need to show the new route projects that are listed in plans that are associated with this project because a specific location is unknown at this time. The PIF projects will also be modified to remove the project on US 31E as it is completed. A revised map will be sent to KYTC D-4 for concurrence.

Bicycle and Pedestrian Facilities: Additional information is available through KYTC Central Office for planned facilities. KYTC will send links for these materials to be incorporated into this map (*Note: Following the meeting Lynn Soporowski sent the Nelson County Existing and Potential Recreational Paths Map (Nelson County Comprehensive Plan) and a Bike / Ped Assessment completed as part of the initial Traffic Forecast (July 2017)*)

3. Public Involvement Discussion

The discussion focused on beginning the public engagement process, and provided an overview of the Public Engagement Plan (PEP) which will be used as a governing document that outlines the process. The project branding was discussed with a decision to rename the study the “Western Bardstown Connectivity Study.” There was an intentional decision to avoid the word “bypass” to keep the public from making assumptions of alternatives.

Local Officials / Stakeholders (LO/S): In the PEP, a list of potential invitees for the first LO/S meeting is provided. Lindsay Newton with the Lincoln Trail ADD will work on compiling a list of individuals that represent the noted categories. Kimley-Horn and KYTC will review and add to the list to provide a fully vetted list of attendees.

Community Events: Per the scope of work, two community events are to be attended. There is flexibility in the time and event depending on what we would like feedback on or buy-in of from the public. Initial suggestions included the Nelson County Fair in July and some event associated with the Bourbon Festival in September. After the meeting, it was brought up that the Nelson County Library holds an event in June that is well attended that could be conducive to educating the public on the study. As the study progresses, further discussion regarding the community events will need to occur.

Public Meeting No. 1: The group came to the consensus that the tentative date for the first Public Meeting should be April 17, 2018. The LO/S meeting will be held prior to the Public Meeting on the same day. This date is after the legislative session and does not conflict with spring break. Later in the week is the annual KSPE conference of which KYTC and consultant staff typically attend. Thomas Nelson High School is the desired location for the public meeting.

Notification of the meeting will be through traditional and non-traditional means. Traditional means include variable message signs on study area routes and newspaper / radio announcements. KYCT protocol is two advertisements in the newspaper, as close to 15 days and 7 days in advance of the meeting. Non-traditional methods include a designed postcard to be sent out through Every Door Direct Mail (EDDM). This will encompass mail routes within the study area with the potential to reach over 6,000 residents and business owners.

A MetroQuest survey will be developed to coincide with Public Meeting No, 1. The survey will be consistent with the interactive stations at the public meeting. Kimley-Horn will work with the project team to develop the screens for the

survey. Potential screens may include:

- Welcome
- Priority Ranking
- Trade-Offs
- Map Marker
- Wrap up

The Public Meeting format is proposed to be composed of interactive stations that attendees can visit in any order. A passbook or stamp book can be handed out in the beginning with a stamp or punch given upon each station visit. A small prize may be awarded to those that collect all stamps or punches. Stations may include:

- Information exhibit
- One word
- Thought wall
- Priority pyramid
- Strong places / weak places
- Tradeoff maps for connectivity

A follow-up document will be distributed outlining the Public Meeting organization and information. This document will describe in greater detail the proposed activities, needed materials, expected duration, and desired outcomes. All materials prepared for the Public Meeting and LO/S meeting will be provided to KYTC at least two weeks prior to the meeting date for review.

4. Next Steps

- All study branding will be changed to “Western Bardstown Connectivity Study”
- KYTC will confirm tentative meeting date of April 17 for LO/S and Public Meetings.
- KYTC will reserve the Thomas Nelson High School for the Public Meeting.
- Kimley-Horn will work with the Lincoln Trail ADD, KYTC D-4, and KYTC Central Office to compile a list of local officials / stakeholders to invite to the meeting. KYTC Central Office will send out the LO/S letters.
- Kimley-Horn will finalize the Public Engagement Plan (PEP)
- Kimley-Horn / CDP will update the maps to reflect discussion items from this Project Team Meeting.
- Kimley-Horn / CDP will provide a Public Meeting Plan and Postcard design for review.

The meeting was adjourned at 12:06 PM.

Attachments

- Agenda
- PowerPoint Presentation
- Roadway Geometrics Maps
- Existing Conditions Maps

Local Official & Stakeholder Meeting No. 1

Project Id: Nelson County (Item No. 4-8809.00)

Location: Nelson County Civic Center

Date: April 17, 2018
2:00 PM

Prepared By: Jarrod Johnson

In Attendance:

Name	Agency	Email
Charlie Allen	KYTC – District 4	charliea.allen@ky.gov
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Doug Cornett	Nelson County Planning & Zoning	

WESTERN BARDSTOWN CONNECTIVITY STUDY

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Summary of Meeting

1. Introductions – Opening Comments

Charlie Allen welcomed everyone to the meeting and introduced the project and consultant team. The meeting was then turned over to Lindsay Walker of Kimley-Horn to go through the provided agenda items. Due to the size of the audience and the interest of time, introductions were left only to the teams of Kimley-Horn and subconsultant, CDP. Items on the agenda included:

- Study Overview (background, study area, scope of work, schedule, and purpose and need)
- Existing Conditions (study area projects, roadway characteristics and geometrics, traffic volumes and operations, truck routes and major employers, level of service, safety analysis, vehicle speeds, socioeconomic study, and environmental overview)
- Alternatives Development Procedures
- Public Involvement (Public Meeting No. 1 Preview, MetroQuest Survey Preview)
- Meeting Review and Next Steps
- Interactive group activities (Tradeoffs, Priority Pyramid).

The meeting was mostly informative and feedback-seeking from the local officials/stakeholders. Feedback and further actions by the project team are reflected in the following sections by agenda item.

2. Study Overview Discussion

A stakeholder from the planning and zoning commission asked about the scope of the project, what the money was ultimately being used for, whether there would be corridors created, and how far along the project was. Kimley-Horn answered the stakeholder's questions and seemed to satisfy the stakeholder.

3. Existing Conditions Discussion

The main discussion of the meeting focused around the existing conditions portion of the presentation. Questions, concerns, and suggestions were given by some of the local officials and stakeholders.

A stakeholder expressed concern about how the project team will go forward with future evaluations given the new rock quarry on US 62, a blacktop company, concrete company, and considering a possible industrial park in the study area. Someone else added to these remarks stating that they are concerned about the calculations used in the traffic model due to the increase in truck traffic once these businesses are active. Kimley-Horn and the project team stated that these comments are the purpose of the meeting, and will consider these concerns when evaluating future scenarios. Lynn Soporowski of KYTC assured that if she receives the data, then it will go in the forecasting model.

A stakeholder brought up the lack of infrastructure on US 62 by the landfill, and the project team will consider this when evaluating alternatives.

It was said that a consultant had been hired to determine land-use in the area, and may help the project team when evaluating alternatives. Kimley-Horn will research this further.

A stakeholder expressed comments and concerns about traffic around the school districts including that the school bus routes and parent-pickup cause congestion during short periods of the day. Kimley-Horn will take school zones into account when evaluating alternatives.

4. Public Involvement Discussion

A stakeholder asked whether the project team would interview EMS and Police about the project. Kimley-Horn stated that they would not be individually interviewing them, but that follow-up is encouraged by all attendees and that the project information including the presentation slides will be sent out to attendees via email.

5. Interactive Group Activities

After the presentation, the local officials/stakeholders were given the opportunity to preview the public involvement activities and provide feedback by participating in two of the Public Meeting No. 1 / MetroQuest survey activities. The activities completed were Priority Pyramid and Trade-Offs. Each table of approximately 4-6 attendees completed these activities as a group. The results from each activity are shown below.

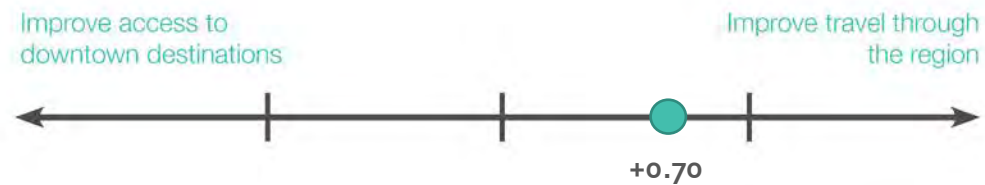
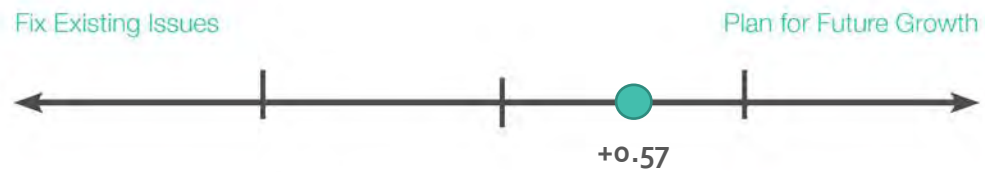
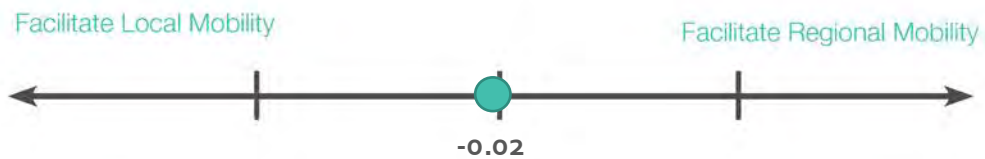
Priority Pyramid

	Rank	Weighted Average	Percent Responses by Tier		
 <p>Safety</p>	1 st	4.72	1 st : 33%	2 nd : 33%	3 rd : 33%
 <p>Connectivity</p>	2 nd	4.58	1 st : 25%	2 nd : 50%	3 rd : 25%
 <p>Freight Movements</p>	3 rd	3.96	1 st : 25%	2 nd : 25%	3 rd : 50%
 <p>Economic Development</p>	4 th	3.61	1 st : 17%	2 nd : 33%	3 rd : 50%
 <p>Travel Time</p>	5 th	2.22	1 st : 0%	2 nd : 40%	3 rd : 60%
 <p>Minimizing Disruptions</p>	6 th	1.46	1 st : 0%	2 nd : 0%	3 rd : 100%
 <p>Multimodal Opportunities</p>	7 th	0.83	1 st : 0%	2 nd : 0%	3 rd : 100%
 <p>Natural Resources</p>	8 th	0.28	1 st : 0%	2 nd : 0%	3 rd : 100%

Trade-Offs

*Numbers represent average placement on board from -2 to +2. (-2 = furthest left and +2 = furthest right)

CONNECTIVITY WEST OF BARDSTOWN SHOULD...



6. Next Steps

- Kimley-Horn will send a copy of the presentation slides to the attendees.
- Kimley-Horn / CDP will gather further feedback from the local officials / stakeholders for further review by the project team during alternative development.

The meeting was adjourned at 3:30 PM.

Attachments

- PowerPoint Presentation

Western Bardstown Connectivity Study

Nelson County
Item No. 4-8809

Public Meeting Number 1: Summary of Input

Prepared For:



Consultant Team:

Kimley»»Horn



April 2018

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Public Meeting Survey/Questionnaire Responses

Public Meeting Activity Stations

This first public meeting of the Western Bardstown Connectivity Study held on April 17, 2018 drew **241 people** to Thomas Nelson High School in Bardstown to learn about the project and provide feedback. This section summarizes the public meeting activities, which were designed as drop-in workshops with interactive stations providing information and collecting input. Through five interactive exercise stations, **750 data points** were collected and analyzed. Feedback collected at the workshops will be combined with information received from stakeholder meetings and the online survey to inform the initial phase of the planning process, including the creation of goals and objectives and the understanding of existing conditions. The corresponding game boards and other components that were used in each activity are shown following each section.

One Word

In the "One Word" activity, participants were asked to use one word to describe the transportation in western Bardstown today and one word to describe their vision for transportation in western Bardstown in the future. These words were then posted on the wall at the station, allowing participants to view the results and ideas of other participants. This activity will help the planning team gather trending views on the community's existing perception of the study area today and hopes for the future. Word clouds were created based on the response, with greater emphasis placed on repeating themes.

One Word...

that describes transportation in western Bardstown TODAY:



One Word...

that describes MY IDEAL VISION for transportation in western Bardstown:



Priority Pyramid

Participants were introduced to the project’s eight guiding categories and asked to rank the relative importance of each, with the understanding that all are important. Their finalized game board was then posted beneath the station banner representing their top priority, to allow participants to view the workshop’s overall outcome at a glance. The results of this exercise provide valuable insight into the community’s values and will assist in project prioritization. 320 data points were provided by participants and are reflected below as weighted averages.

	Rank	Weighted Average	Percent Responses by Tier		
	1 st	4.38	1 st : 31.9%	2 nd : 46.8%	3 rd : 21.3%
	2 nd	4.08	1 st : 25.6%	2 nd : 34.7%	3 rd : 36.7%
	3 rd	3.64	1 st : 23.4%	2 nd : 36.2%	3 rd : 40.4%
	4 th	3.08	1 st : 25.6%	2 nd : 33.3%	3 rd : 41.0%
	5 th	2.72	1 st : 4.3%	2 nd : 47.8%	3 rd : 47.8%
	6 th	1.84	1 st : 10.8%	2 nd : 10.8%	3 rd : 78.4%
	7 th	1.22	1 st : 0%	2 nd : 20.0%	3 rd : 80.0%
	8 th	1.11	1 st : 0%	2 nd : 28.0%	3 rd : 72.0%

When combining the data to calculate a collective score and then comparing the categories to one another, Safety scored as the overall highest priority, with a weighted average of 4.38 and 31.9% of its placement being at the #1 spot. Connectivity was second with a score of 4.08, followed by Minimizing Disruptions with 3.64. Natural Resources followed not too far behind with a score of 3.08 and 25.6% of its placement as #1 overall. Travel Time and Freight Movements were in the next tier of importance with average scores and some participants placing them #1 overall. Multimodal Opportunities and Economic Development were not placed as #1 priorities by any participant and had the lowest overall scores.

Thought Wall

Participants at the Thought Wall station were asked to write one issue, concern, topic, need, or challenge on differently colored sheets of paper. One sheet was reserved for their most important thought. Participants were then asked to place each of their comments under the planning theme posted on the designated "Thought Wall". This exercise collected numerous thoughts that will inform the plan's understanding of existing conditions. By having participants self-select a planning theme for each of their thoughts, a frequency of priority (sheets per theme), weighted average of comments given (sheets and most important thoughts per theme) and an intensity of priority (most important thoughts per theme) were determined.

THEME



FREQUENCY RANK	1	2	3	4	5	6	6	6
WEIGHTED AVERAGE RANK	1	3	2	4	5	6	7	8
INTENSITY RANK	4	7	2	6	5	1	3	8
COMMENTS								
PRIORITY	13	6	13	4	3	3	2	1
GENERAL	7	11	1	4	2	0	1	2

Overall, 73 individual comments were collected. 70% of the comments were related to Connectivity, Safety, or Natural Resources..

Common themes among the individual thoughts included the following:

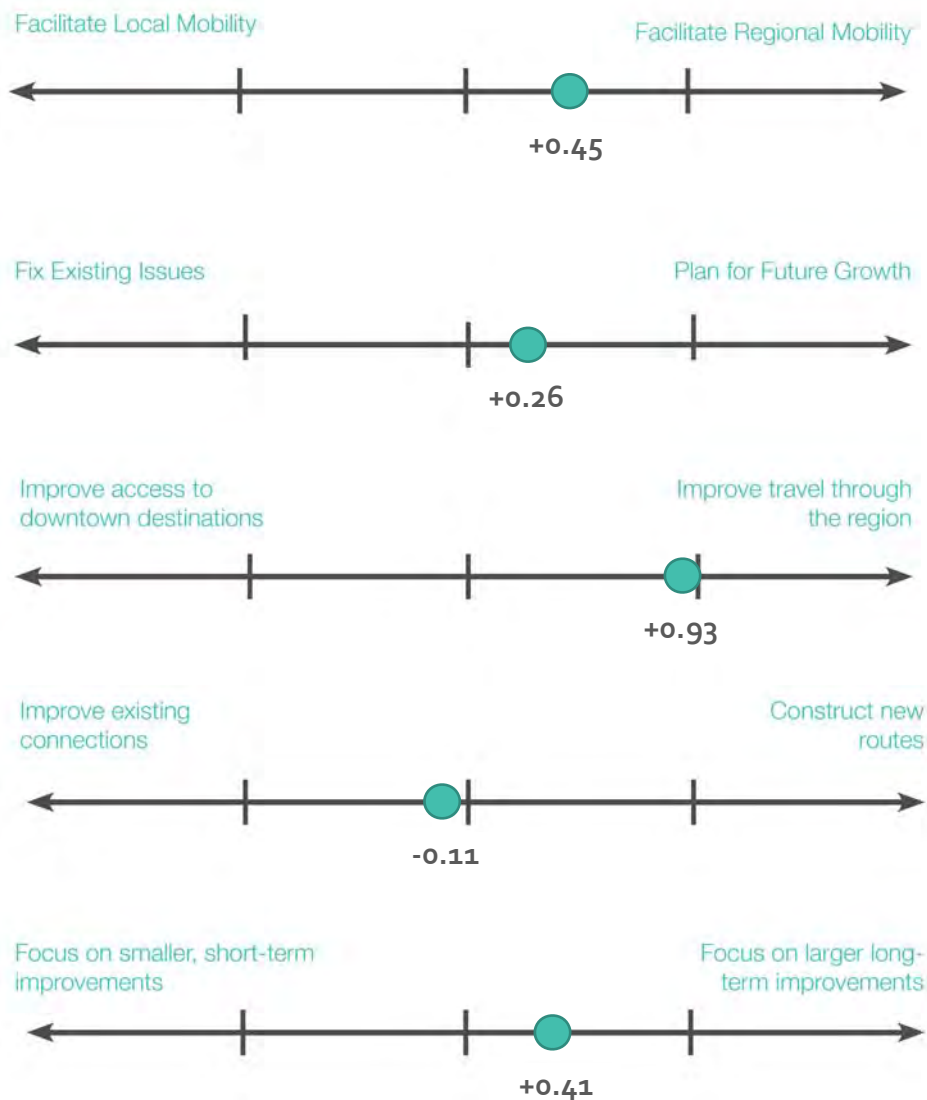
- Expanding the road network by connecting important corridors.
- A wish to preserve the natural resources in the area including the rural atmosphere and water resources.
- Reducing congestion from recent growth and development along key corridors.
- Minimizing the disruptions to properties in the study area.
- Improve safety wherever possible for traffic, school zones, and bicycle / pedestrian facilities.

Trade-Offs

Participants were given sticker dots to place on a game board that displayed five trade-offs regarding connectivity west of Bardstown involving mobility, focus, purpose, location, and timeframe. Participants were asked to consider what is more important to them when it comes to these topics so that the project team can have a better understanding of what to focus on for the project. These topics relate to recommendations that will be developed as part of the *Western Bardstown Connectivity Study*.

The numbers on the board represent average placement from -2 to +2. (-2 = furthest left and +2 = furthest right)

CONNECTIVITY WEST OF BARDSTOWN SHOULD...



Strong Places / Weak Places

For this activity, participants viewed maps of the study area and placed different colored dots to denote areas of concern or areas of strength. Participants were given the chance to add comments corresponding to the placement of each dot. Some simply wrote labels on the map, and others just provided comments. The result of this exercise yields special areas and corridors in the region to focus planning efforts around. In total, 66 markers were placed on the map (41 strong / 25 weak) and 32 comments were written as shown below:

Comment Number	Strong / Weak Place	Comment
N/A	N/A	Blasting at Rock Quarry on old Airport Road is shaking ground under my house on 733
1	Strong	possible red light for school, slow down traffic for school at 1430 and 245 redlight
2	Weak	Blind intersection
3	Weak	Skewed intersection - crashes
4	Weak	Bridge functionally obsolete
5	Strong	My house - along 2737
6	Strong	Historical farm established 1779. Given in a land grant by Patrick Henry. Want to avoid. The oldest continuously operated farm in the state.
7	Strong	Hwy 332 Historical distillery lake on our property located behind Cedar Field Golf course - (1821 Old Nazareth Rd) Also Tree Farm - House
8	Weak	Heavy congestion in the AM hours (7:45 - 8:15) Can't get from 31E to 245
9	Strong	Behind Stonehouse Trail. Wildlife path to lake.
10	Strong	My land I bought in 1987 for a buffer 16 acres. 1345 Hubbards Lane
11	Strong	My house - 3117 Bison Lane. Want to be avoided. 3 acres
12	Strong	My farm on Humphrey Lane. Would like to be avoided.
13	Weak	KY 2737 should be straightened out. Even a little bit.
14	N/A	Please do not disturb Bison Lane anymore than has already happened in years past. Please avoid this area!
15	Weak	Ky 245 is a drag race from the hospital into town.
16	N/A	Landfill...Quarry...now a road?????
17	Strong	The people that live on old 245 / Old Templin Ave / Bison Lane have been affected enough by road changes over the past 15 years, please don't let the new road cause them more problems
18	Weak	Intersection deadly - too many accidents running red lights
19	Strong	Sisters of Charity - Nazareth Montessori School, Mother House for Nuns Senior housing.
20	Weak	90 degree dog leg curve
21	Weak	Intersection of Nazareth & 245. Bad geometry, crashes
22	Strong	Adjacent to school on 245. A good place to inersect a connector. (Agree)
23	Strong	Cedar-Fil Golf Course & land adjacent to it between 332 & red light on 245
24	Weak	Poor access to Barton's - Trucks must go thru town
25	Strong	Stonehouse Ridge - want to be avoided.
26	Strong	Kids form Boston and New Haven are going to TNHS, Don't put any closer to town than Thomas Nelson.
27	Weak	Needs traffic light
28	Weak	Needs flashing lights (warning) both ways that the light @ 1430 / 245 is changing
29	Strong	3rd Generation Family Farm - would like to avoid. (used 4 stickers due to large size of farm)
30	Strong	Nazareth Motherhouse & Campus
31a,b,c,d	Strong	Suggest a connector between 1430 & 62, going thru 31a to 31b on US 62 to 31c then 4 lane (along Route 31E) to the Bluegrass Pkwy, 31d

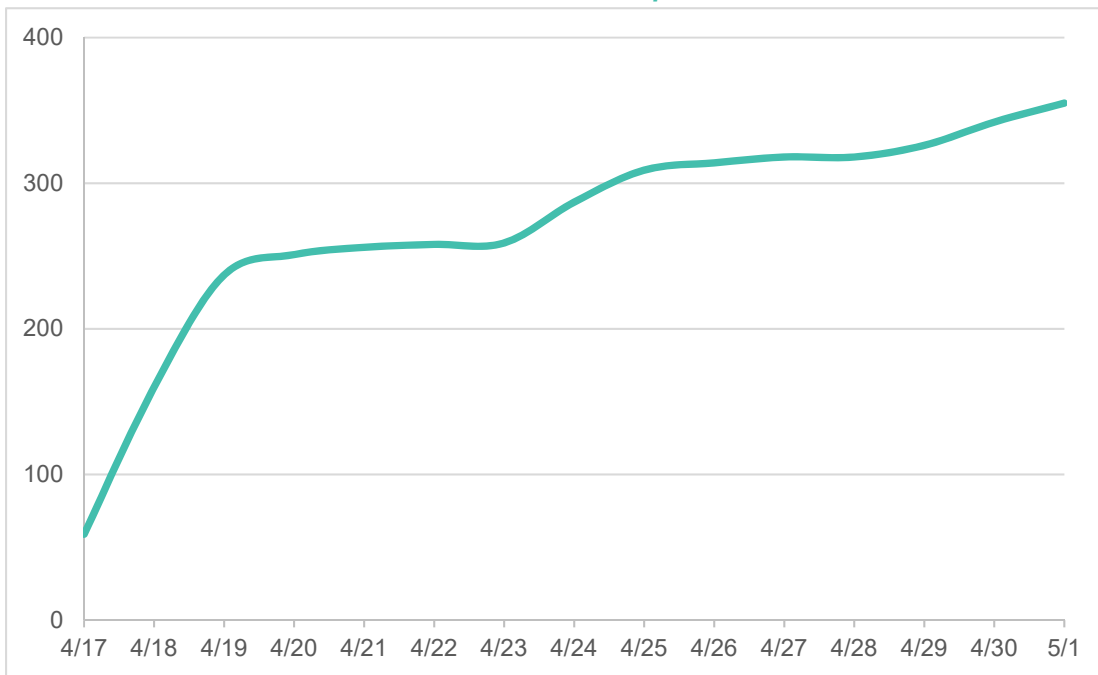
MetroQuest Survey Summary

In an effort to collect as much feedback as possible and provide a wider sense of the overall feedback from the community, an interactive online survey was provided for citizens to give feedback on the project. The survey launched in conjunction with the in-person public meeting on April 17, 2018 and was available until May 1, 2018. The survey was meant to mimic the activities provided at the public meeting, however, there are a few differences between the two which can be seen in this section. These were just different enough to allow for attendees of the public meeting to add more information than they may have previously at the meeting. Through activities on the MetroQuest platform, participants could identify transportation issues, mark important locations to focus on in the study area, answer questions regarding their transportation priorities and vision, and provide suggestions for transportation in the study area. The online survey consisted of five interactive screens that guided participants through a variety of activities related to the study. This section summarizes the MetroQuest activities and results.

Participation

In total, **357 people** participated in the two-week survey and provided **4,038 total data points** for analysis with **3,096 data points** collected that directly reflect transportation in the study area. **377 written comments** were provided by participants. The website could be accessed by either a computer or a mobile device. 56.3% of participants accessed the survey using a mobile device.

Total Participants



357
participants

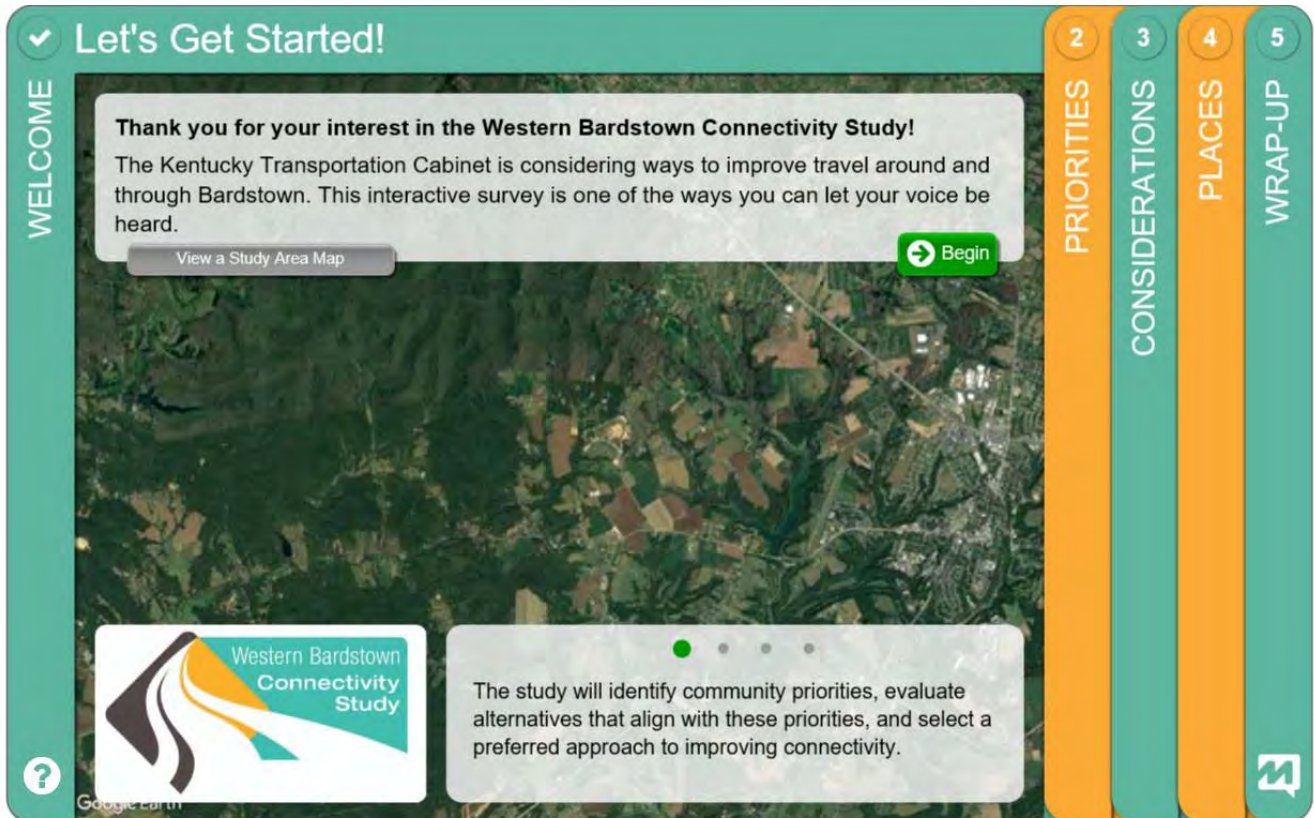
377
comments

4,038
data points

Screens

Screen 1: Welcome

This screen served as the introduction to the website and provided information about the study as well as instructions for completing the survey. Information to help participants understand the questions, categories, and progress of the survey was provided.



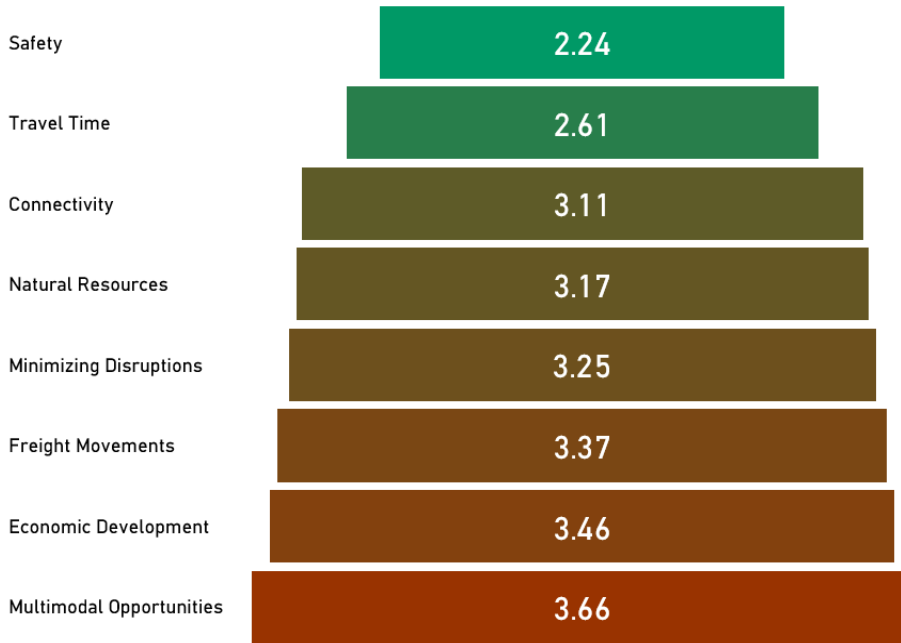
Screen 2: Priorities

The second screen asked participants to consider the various transportation categories and rank them in order of importance to them. Participants had the chance to choose 5 of the 8 categories to rank. These are the same categories seen in the public meeting Priority Pyramid and each one was described to the participant when they clicked on them, and the offer to write a comment was presented as well. Participants also had the opportunity to suggest a category not available in the 8 selections. Results from this page will help when considering alternatives for the project. Local officials and stakeholders may hold different visions for the area’s transportation needs, and this allows a broader audience to voice their opinions on what’s important.



The results from this survey activity matched similarly with the results from the public meeting priority activity except for Travel Time being the second overall most important category. Overall, there were 1328 rankings with 21 comments. Results are shown by average rank and number of times ranked. Since the highest rank is number 1, then a lower ranking category is of more importance to the participant.

Average Ranking



Overall, participants ranked safety as the most important aspect when it comes to connectivity in the area. It had the highest average ranking of 2.24 and the highest number of rankings at 253. Travel Time was a major area of importance to the community as well with an average ranking of 2.61 and 230 rankings. Connectivity, while ranked the second most amount of times at 233, had an average ranking of 3.11.

Minimizing Disruptions and Natural Resources were in the next tier of rankings with 188, and 138 total rankings, respectively. Their average rankings were 3.25 and 3.17, respectively.

Economic Development, while showing up in the rankings 158 times, scored a relatively high average ranking of 3.46.

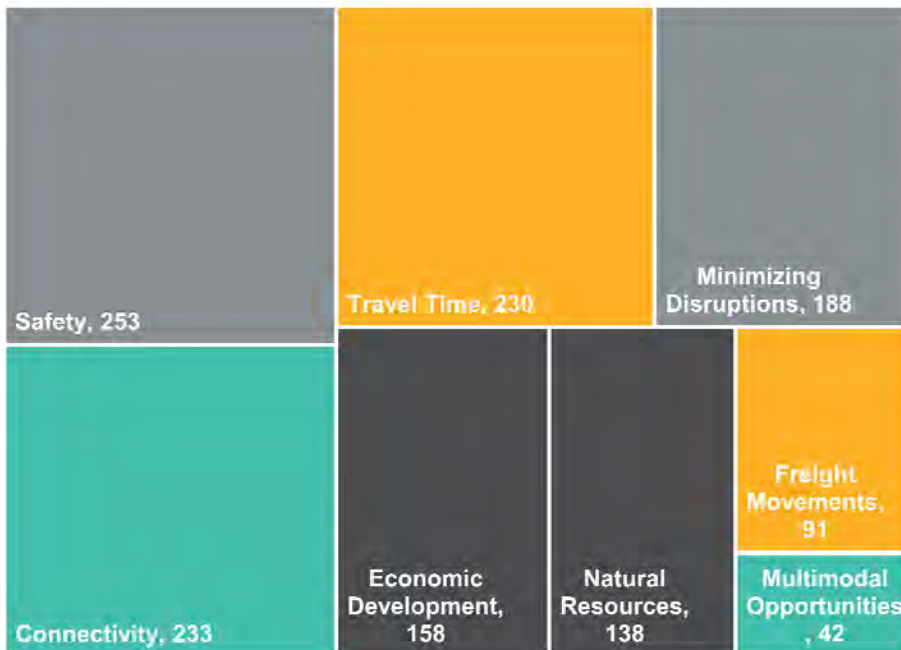
Freight Movements and Multimodal Opportunities were placed in the top five the least amount of times at 91 and 42, respectively. They had average rankings of 3.37 and 3.66, respectively.

Of the 21 comments, some common themes were:

- Concerns about safety
- Alleviation of congestion
- concerns related to preserving the landscape and minimizing impacts.
- Suggestions of getting freight out of downtown
- Concerns about special interest in businesses and not the community as a whole

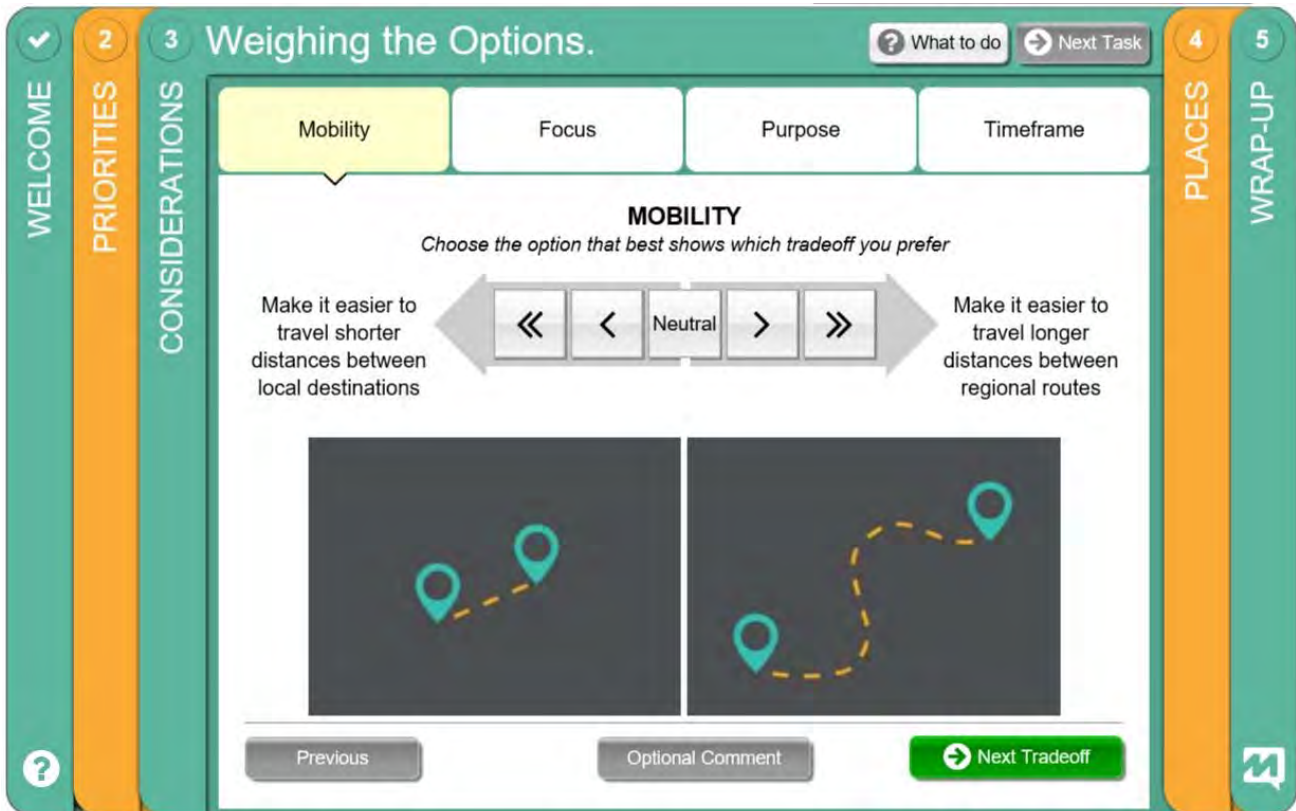
Of the 3 "Suggest another" categories, only one was not a general comment about the project and it was written as "Fiscal Responsibility" with a description included by the participant.

Total Rankings



Screen 3: Considerations

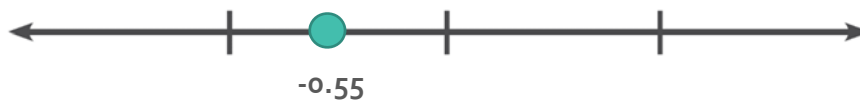
This screen involved an activity that asked participants to consider tradeoffs that are necessary when considering future improvements. This activity was meant to mimic the Tradeoffs activity at the public meeting. While the questions vary, the categories of tradeoffs regarding transportation in the region are similar. It too focused on mobility, focus, purpose, and timeframe. Results from this activity will allow the project team to view what's more important to the community regarding these considerations and will help steer the focus of the project.



Overall, there were 1,159 ratings and 8 comments made by participants. The average score for each question shows the consensus position for all participants who voted on them. The scoring is similar to the Tradeoffs activity from the public meeting with scores ranging from -2 to +2 with -2 being the farthest left, +2 being the farthest right, and 0 being neutral at the middle of the line.

Mobility:

Make it easier to travel shorter distances between local destinations

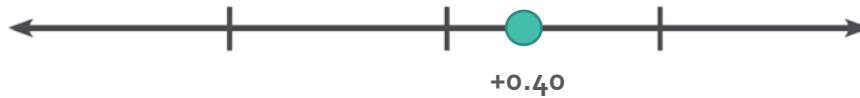


Make it easier to travel longer distances between regional routes

Mobility was rated the most with 309 times rated. 57% of respondents prioritized making it easier to travel shorter distances between local destinations rather than longer distances between regional routes. Of this 57%, the responses were split almost evenly between the farthest left and left placements. 21% remained neutral and 22% prioritized regional mobility over local mobility. These results differ from the public meeting mobility responses, where the public meeting average rating was +0.45 towards regional mobility.

Focus:

Improve existing roads to accommodate future travel needs

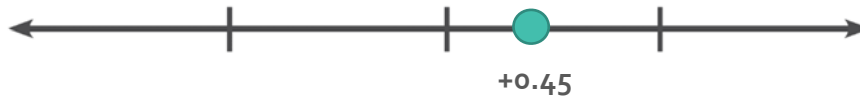


Construct new routes to accommodate future travel needs

Focus was rated 289 times with 57% of respondents prioritizing constructing new routes to accommodate future travel needs over improving existing roads. Of this 57%, 37% selected the farthest right placement towards constructing new routes. 9% remained neutral and 35% prioritized improving existing roads. These results differ from the public meeting focus responses, where the public meeting average rating was -0.11 towards improving existing conditions.

Purpose:

Provide better access to downtown destinations

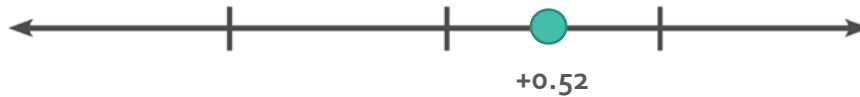


Provide alternatives to traveling through downtown

Purpose was rated 284 times with 56% of respondents prioritizing alternatives to traveling through downtown over providing better access to downtown. Of this 56%, 35% selected the farthest right placement towards providing alternatives to traveling through downtown. 13% remained neutral and 30% prioritized better access to downtown destinations. These results agree with the results from the public meeting except the average rating at the public meeting was further towards regional access over downtown access at +0.93.

Timeframe:

Prioritize numerous small short-term projects

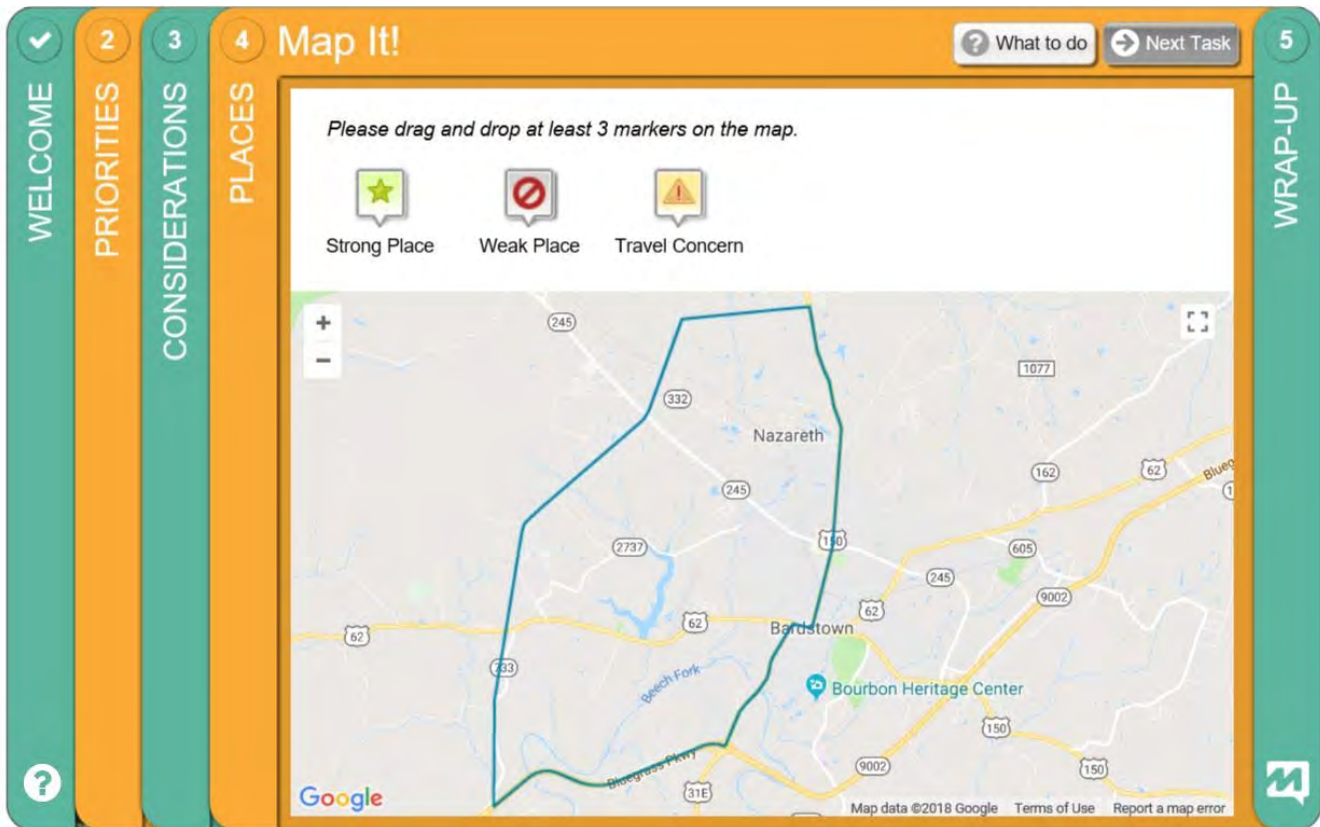


Prioritize fewer large long-term projects

Timeframe was rated 281 times with 56% of respondents prioritizing fewer large, long-term projects over numerous small, short-term projects. Of this 56%, 31% selected the farthest right placement towards fewer large, long-term projects. A large portion of 19% remained neutral and 26% prioritized numerous small, short-term projects. However, only 9% of respondents selected the farthest left option towards numerous small, short-term projects. These results agree with the results from the public meeting with the average rating at the public meeting being +0.41 towards larger, long-term improvements.

Screen 4: Places

The survey's fourth screen presented an interactive map of the study area to participants identify specific locations of strong places, weak places, or travel concerns. This activity was meant to be similar to the Strong Places / Weak Places activity at the public meeting. To collect a larger span of data, participants were kindly asked to drop at least three markers on the map. Although not all participants chose to do so, participants were asked to provide more detail on why they chose the selection at that location from a preset list of answers or by providing their own reasoning. Participants were also given the opportunity to provide additional comments about their selection.



There were 507 total markers placed on the map with 289 marker comments provided. Of the 507 markers, participants identified a total of 125 Weak Places and wrote 64 related comments. There were 165 Strong Places selected with 87 corresponding comments. The most selected marker was Travel Concern which had 218 markers placed with 138 comments provided. More precedence was given to the locations and comments provided within the study area, unless the locations had influences on places in the study area. The overall results from this exercise, along with representative comments and additional information, are shown on the following pages with maps of the results attached. Results from this activity will highlight characteristics of specific areas and corridors to focus on during the study process.

Strong Places

165 markers
87 comments

Strong Place Sub-category Selections	
1	Neighborhood Residence
4	Natural Scenic History
2	Desirable Place to Visit
11	Business Economic Asset

The Strong Places icon gave participants the opportunity to highlight areas that they feel are spots that reflect well on the community. 32% of markers placed were Strong Places. The largest clusters of markers include the locations of Thomas Nelson High School and KY 245, US 62, downtown, and Bluegrass Parkway. Participants’ icons and comments included several categories such as scenery, business, residences, transportation, and other strong locations in the area. 11% of respondents chose to select a sub-category for their location, while others chose to write their own comment or to only place the marker. Some common themes among these placements and comments include:

- Bluegrass Parkway; connection areas near Bluegrass Parkway
- Locations with minimal residences in western Bardstown where it would be desirable to develop a road.
- KY 245 traffic operations and several locations along corridor.
- Locations along KY 2737 and US 62.
- Scenic areas in western Bardstown.
- Downtown area.
- Flaget Memorial Hospital
- Thomas Nelson High School
- Land development areas including the landfill, quarry, restaurants, and other businesses.
- Samuels Field Airport

Weak Places

125 markers
64 comments

Weak Place Sub-category Selections	
15	Unsafe Area
1	Undesirable Place to Visit
3	Eyesore / Poor Reflection of the Area

The Weak Places icon gave participants the opportunity to identify locations that they feel do not reflect well on the community. 25% of markers were dropped as Weak Places. There is a large cluster of Weak Area markers in the downtown area, signaling a need for improvement of traffic issues downtown. There is also a large cluster on the west side of the study area, however, most of these were made by one participant and with no comments. KY 2737 had several markers placed showing weaknesses along this corridor as well. Participants’ icons and comments included several categories such as safety, aesthetic areas, roadway and traffic issues, and other weak locations in the area. 15% of respondents chose to select a sub-category for their location, while others chose to write their own comment or to only place the marker. Some common themes among these placements and comments include:

- Congestion (mostly downtown, with comments KY 2737, US 31E, and US 62)
- Unsafe locations near downtown including the intersection of US 62 and US 31E (No stoplight)
- Freight traffic downtown.
- KY 2737 (traffic congestion, too narrow, sharp curves, truck traffic) Only alternative to get to US 62 from north Bardstown without going through downtown.

Travel Concerns

218 markers
138 comments

Travel Concern Sub-category Selections	
1	Bicycle / Pedestrian Safety
38	Congested Area
25	Traffic Safety

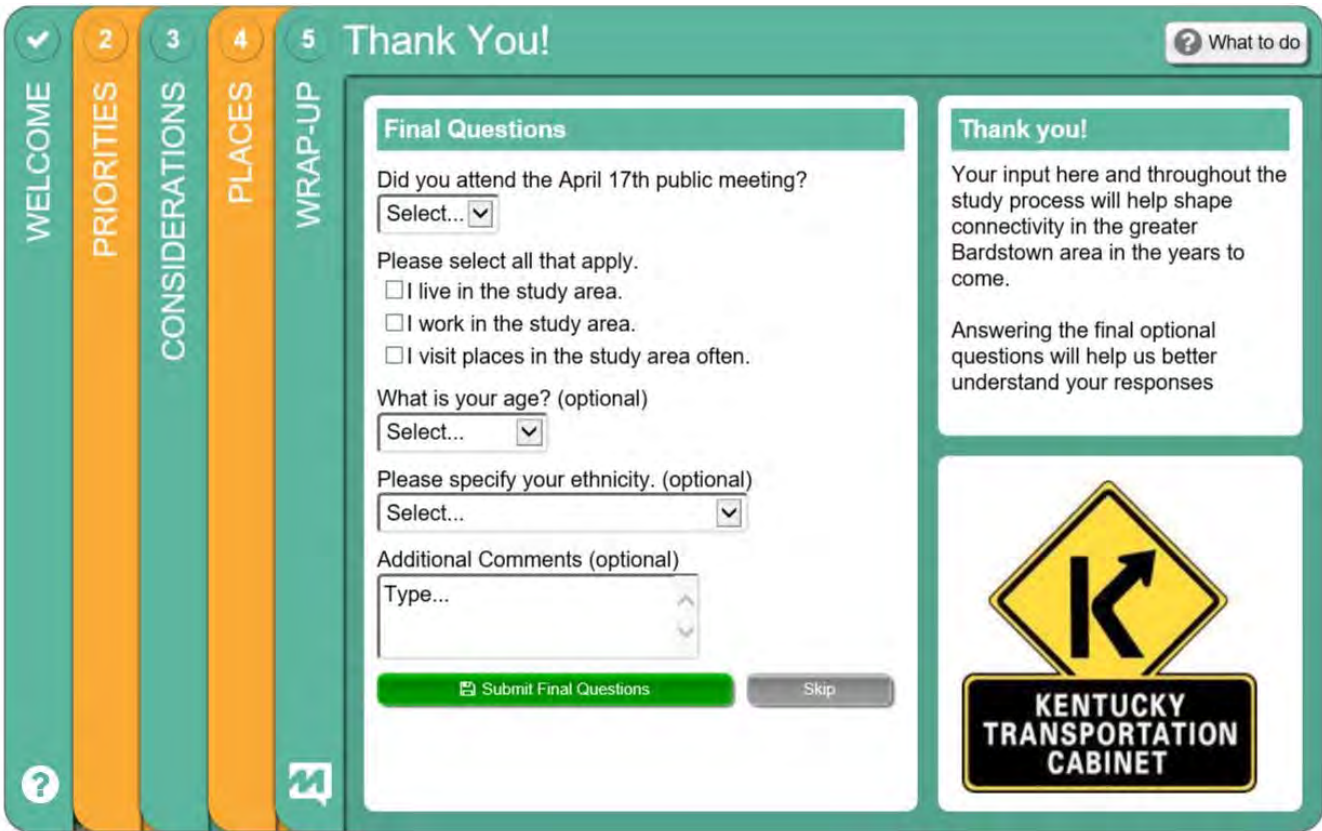
The Travel Concerns icon gave participants the opportunity to identify locations that should be considered when evaluating potential transportation improvements in the region. Travel Concerns were the most dropped icons, making up 43% of markers. It is also worth noting that several comments made in the Weak Places category, such as those including congestion or traffic safety, could have been applied in the Travel Concerns category as well. The largest cluster of markers in this category are located downtown. There is also a significant amount along KY 2737 and KY 245, and a significant amount clustered at the intersections of US 31E at KY 332, US 31E at KY 245, and KY 245 at KY 1430, and KY 245 at KY 332. This signifies that these sites are transportation locations with the highest concern in the study area.

29% of respondents chose to select a sub-category for their location, while others chose to write their own comment or to only place the marker. Only 1 respondent chose the Bicycle / Pedestrian Safety sub-category, however, three comments included this as a concern. Participants' icons and comments included several related categories such as safety, roadway and traffic issues, and other concerns in the area. Some representative concerns gathered from the comments include:

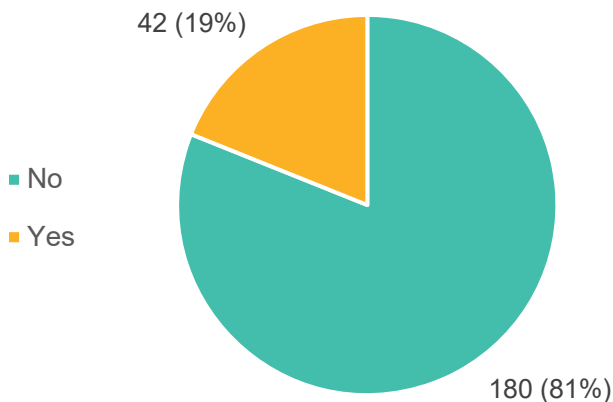
- Congestion (downtown, areas near schools, KY 2737, US 31E, and US 62, between 4th and 5th street due to High School)
- Freight traffic throughout study area including downtown, neighborhoods, KY 332, US 62, and KY 2737.
- KY 2737 (traffic congestion, too narrow, and sharp curves) Only alternative to get to US 62 from north Bardstown without going through downtown. Trucks use as a route to get to US 62.
- Speeds through school zones, US 31E north and south of Bardstown, and KY 245
- Roundabout confusion.
- Pedestrian safety in downtown area including roundabout area, school zones, and other walking locations where there is heavy traffic.
- Intersection of KY 332 and KY 245. Lack of traffic lights; people using turn lanes as refuge areas. People turning left onto KY 332 from KY 245 decelerate to very low speeds in passing lane before entering turn lane causing safety issues.
- Concern about the unsignalized intersection of US 62 and US 31E if a connector road is built on US 62.
- KY 1430 too narrow for trucks
- Concern for businesses along US 31E receiving less traffic
- Concern about the passing lane that ends at the intersection of Elm Crest since people are stopped to turn and people speed to pass.

Screen 5: Wrap-Up

The final screen asked participants to provide some optional demographic information to provide a better understanding of how the responses of the survey relate to the community. Questions asked can be seen in the image of the screen below:

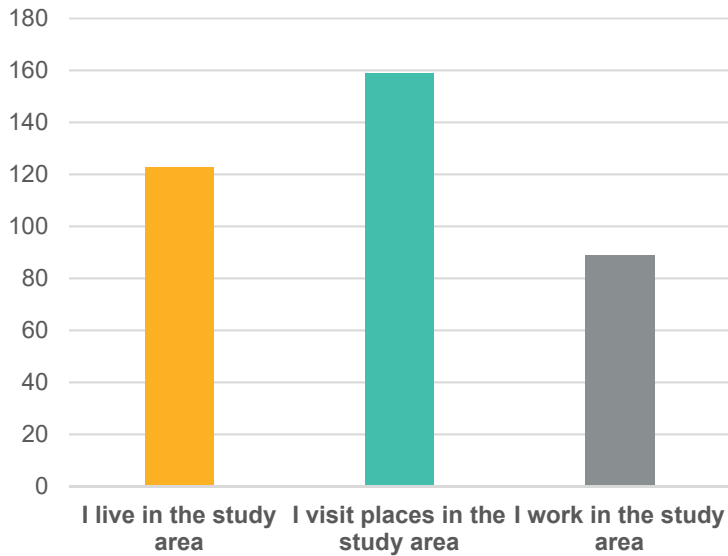


Did you attend the April 17th public meeting?



81% of the participants that responded to this question said that they did not attend the public meeting. This shows that most of the results gathered from the survey are not just repeated opinions of those gathered at the public meeting, and thus a larger base of the community is represented.

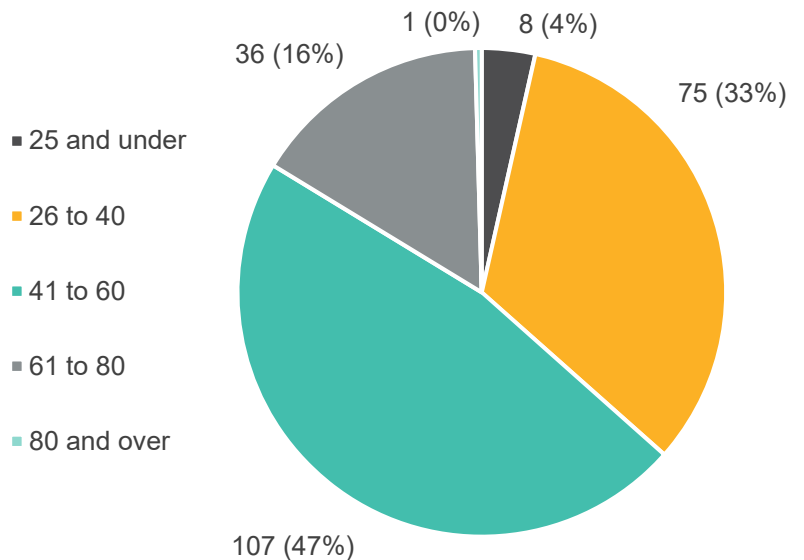
Which scenarios apply to you?



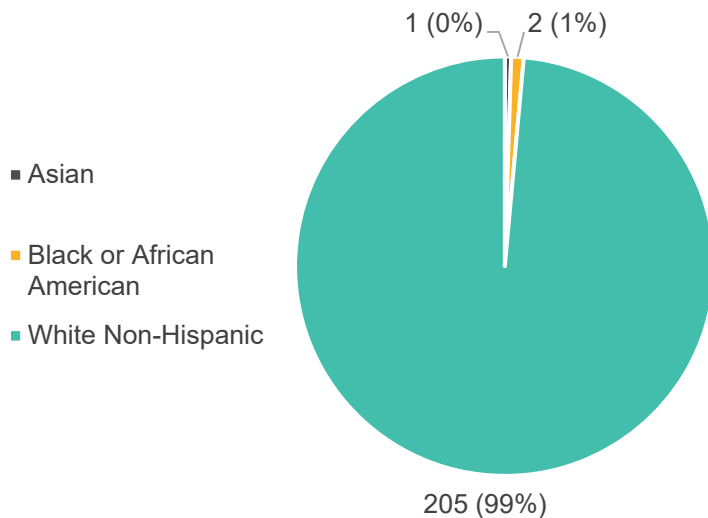
Of the 229 participants that chose to answer this question, 53% said they lived in the study area, 69% said they visit places in the study area, and 39% said they work in the study area. 42% of people that said they visit places in the study area did not state that they live or work in the study area.

What is your age?

The majority of respondents are between the ages of 41 and 60. However, a large portion of the participants are between 26 and 40. Bardstown has a median age of 33, which is approximately 15% lower than the Kentucky average of 39. Since the usual age group of people that complete these types of surveys is in the 41 to 60 age range, having 33% of respondents in the 26 to 40 age range complete this survey shows that participation in this survey was representative of the age demographic in the region.



What is your ethnicity?



99% of people who answered this question were of White Non-Hispanic ethnicity. The percentage of the White Non-Hispanic ethnicity in Bardstown is 81%, so there is a difference of 18%. However, the percentage of the White Non-Hispanic ethnicity in Nelson county is 91%, and many participants indicated that they did not live in the study area.

Additional Comments

The last question gave participants the chance to provide any final thoughts about the study, the survey, or any other topic. A representative selection from the 59 comments provided are shown below:

- "Traffic in this town is a nightmare..."
- "With the growth of Bardstown and Louisville moving outwards toward us, a bypass around downtown is becoming a necessity. The tractor trailers and dumptrucks coming through downtown are the largest concern for many. If there is a smart way to route them around downtown, that'd be great! They'd be happier and safer and so would we."
- "Please do not route the proposed new highway thru subdivisions and established neighborhoods."
- "I don't see how Bardstown can continue to grow without getting started on some sort of looping Road that goes around the county just as every other City in the country"
- "Bypass is needed. Traffic downtown is already heavy. Downtown will not be able to handle any growth in traffic."
- "PLease build this by-pass ASAP. When the rock and asphalts start going through downtown, it will be a very dangerous situation."
- "Not in town on the meeting date but hope to improve roads and not interrupt people's lives in the process"
- "I would like to see more access to walkable areas and a bicycle friendly environment. Also the downtown area is dangerous to walk in the traffic circle. "
- "245 is a very dangerous road. If you are going to build it up, you need a few red lights to slow the people down."
- "Please keep trucks out of the downtown area and help South Nelson County get to the hospital and Louisville."
- "A new road is needed - and until. It. Is finished - there must be safety changes on existing 2737 BEFORE the quarry opens - I installed a dash cam just because this is so dangerous when trucks use it."
- "My business is in the current route along 31E. If you reroute traffic I will lose customers."
- Repair and improve existing roads before investing in new roads. Widening and straightening Ben Irvin Road would go a long way to improving connectivity for Western Nelson County.
- "Interesting tool. Thanks for seeking input! "

Project Team Meeting No. 2

Project Id: Nelson County (Item No. 4-8809.00)

Location: KYTC District 4 Conference Room

Date: June 4, 2018
10:00 AM

Prepared By: Aaron Heustess

In Attendance:

Name	Agency	Email
Charlie Allen	KYTC – District 4	charliea.allen@ky.gov
Larry Krueger	KYTC – District 4	larry.krueger@ky.gov
Brad Bottoms	KYTC – District 4	bradley.bottoms@ky.gov
Joseph Ferguson	KYTC – District 4	joseph.ferguson@ky.gov
Chris Jessie	KYTC – District 4	chris.jessie@ky.gov
Chad Filiatreau	KYTC – District 4	chad.filiatreau@ky.gov
Josh Hornbeck	KYTC – District 4	josh.hornbeck@ky.gov
Kevin Young	KYTC – District 4	kevinm.young@ky.gov
Paul Sanders	KYTC – District 4	paul.sanders@kytc.gov
Anthony Norman	KYTC	anthony.norman@kytc.gov
Mikael Pelfrey	KYTC	mikael.pelfrey@ky.gov
Shane McKenzie	KYTC	shane.mckenzie@ky.gov
Steve Ross	KYTC	steve.ross@ky.gov
Steve DeWitte	KYTC	stephen.dewitte@ky.gov
Lynn Soporowski*	KYTC	lynn.soporowski@ky.gov
Jay Balaji*	KYTC	jayalakshmi.balaji@ky.gov
Jeremy Edgeworth*	KYTC	jeremy.edgeworth@ky.gov
Lindsay Newton	LTADD	lindsay@ltadd.org
Lindsay Walker	Kimley-Horn	lindsay.walker@kimley-horn.com
Aaron Heustess	Kimley-Horn	aaron.heustess@kimley-horn.com
Jarrold Johnson	Kimley-Horn	jarrod.johnson@kimley-horn.com
Lewis Dixon	CDP	ldixon@cdpengineers.com

*Joined via video conference

Summary of Meeting

1. Introductions – Opening Comments

Charlie Allen welcomed everyone to the meeting and had those in attendance introduce themselves. The meeting was then turned over to Kimley-Horn to go through the provided agenda items. These include:

- Public Meeting No. 1 Overview (statistics, station review, results, what we learned)
- MetroQuest Overview (statistics, screen review, results, what we learned)
- Local Officials / Stakeholders Meeting No. 1 Overview
- Festival Participation
- Alternatives Development

A copy of the meeting agenda is attached to this summary.

The following sections of this summary focus on the discussion and decisions for the agenda items.

2. Public Meeting No. 1 Discussion

Lindsay Walker discussed some of the lessons learned from the public meeting in April. One note was to have someone outside of the room at the sign-in table to direct traffic and orient visitors to the activities. Using a punch card or “passport” was also discussed as a way to let people know what stations to visit.

The project team discussed the scrolling presentation and the challenges with staffing that station. People at the public meeting wanted to ask questions during the presentation and it wasn’t easy to stop and restart the PowerPoint. One suggestion for the second public meeting was to have a voice-over that accompanies the scrolling presentation. Other KYTC Districts have had advertised times for a live presentation (e.g. 5:15 pm and 6:15 pm).

Lynn Soporowski mentioned that she thought there were too many activities at the first public meeting.

Mikael Pelfrey noted that only one hardcopy of the final Public Meeting summary notebook is produced now. Draft versions of the notebook can be submitted electronically. Charlie Allen and the District 4 staff indicated they are okay with receiving only an electronic copy of the notebook.

The project team discussed showing the results of the tradeoff exercises differently. Showing only the average response value does not give the true picture of the results when most of the responses were polarized to one end or the other.

3. MetroQuest Discussion

Aaron Heustess discussed the possibility of leaving the MetroQuest response window open longer for the second round of engagement. Typically four weeks is the minimum response time for a MetroQuest survey to allow for more penetration into the community. KYTC staff were agreeable to having the survey be open longer in the fall as long as the input could still be consolidated in a timely manner.

There was a question about cross-referencing the Strong Places / Weak Places mapping results with the Live / Work / Visit question at the end of the survey. Kimley-Horn will look to see if there are any correlations between the comments and people’s connection to the study area.

4. Local Officials / Stakeholders Meeting No. 1 Discussion

There was a large turnout for the first Local Officials / Stakeholders Meeting including people who had not been directly invited to attend. The project team discussed how best to interact with the local officials and the stakeholders in a meaningful way for the second round of engagement. Some of the ideas included reducing the number of people invited, holding separate meetings with the local officials and the stakeholders, and having one large combined meeting that was more of a presentation than information gathering. Ultimately, the project team decided to wait until Project Team Meeting No. 3 to decide how best to engage the local officials and stakeholders in the fall.

Multiple groups of stakeholders expressed interest in individual follow-up meetings. These included the airport, Haydon Materials, Filiatreau Farms, the Fire / EMS / Police Departments, and the Joint City-County Planning Commission (JCCPC) of Nelson County. The project team decided to meet directly with the JCCPC of Nelson County prior to the next project

team meeting. The other interested groups were deemed to be stakeholder groups and would be updated on the study through the second Local Officials / Stakeholder meeting in the fall.

5. Festival Participation Discussion

There was discussion about attending a festival or similar community event to provide general project updates to the public and to advertise the September public meeting. The project team decided that the Bourbon Festival would be attended by lots of people from outside of Nelson County and that this would not be the preferred event. One suggestion was to attend the Buttermilk Days festival August 23-25, 2018. The event is expected to draw over 3000 people and is described as “a Nelson County Homecoming.” The project team will discuss this event or finding another event during the meeting with the JCCPC of Nelson County.

6. Alternatives Development Discussion

It is important to show a range of connectivity options at this stage, even ones south of US 62 that may have high costs or high environmental impacts. KYTC will review the preliminary connectivity options and recommend any additional options or options to be removed prior to Kimley-Horn and CDP proceeding with the impact comparison matrix. Shane McKenzie requested that Kimley-Horn send the preliminary connectivity options GIS files to her and Steve DeWitte.

7. Next Steps

- Kimley-Horn will coordinate scheduling a meeting with the JCCPC of Nelson County
- Kimley-Horn will coordinate scheduling Project Team Meeting No. 3
- Kimley-Horn will provide the GIS files for the preliminary connectivity options mapping to Shane McKenzie
- Kimley-Horn will gather more information about the Buttermilk Festival as a potential community outreach event

The meeting was adjourned at 12:00 PM.

Attachments

- Agenda
- PowerPoint Presentation
- Public Meeting Number 1 Summary of Input
- Preliminary Connectivity Options Map

Joint City-County Planning Commission of Nelson County Meeting

Project Id: Nelson County (Item No. 4-8809.00)

Location: Fiscal Court Room; Bardstown KY

Date: July 10, 2018
9:30 AM

Prepared By: Lindsay Walker

In Attendance:

Name	Agency	Email
Charlie Allen	KYTC – District 4	charliea.allen@ky.gov
Kevin Young	KYTC – District 4	kevinm.young@ky.gov
Steve Ross	KYTC	steve.ross@ky.gov
Steve DeWitte	KYTC	stephen.dewitte@ky.gov
Janet Johnston-Crowe	JCCPC Nelson Co.	ncpz@bardstowncable.net
Doug Cornett	JCCPC Nelson Co.	postmandug@yahoo.com
William Busch	JCCPC Nelson Co.	bandrrbusch@att.net
Martin Carpenter	JCCPC Nelson Co.	carpm@bardstowncable.net
Crystal Brady Hagan	JCCPC Nelson Co.	crystalreeneb@yahoo.com
Lindsay Walker	Kimley-Horn	lindsay.walker@kimley-horn.com
Aaron Heustess	Kimley-Horn	aaron.heustess@kimley-horn.com

Summary of Meeting

1. Introductions – Opening Comments

Lindsay Walker welcomed everyone to the meeting and had those in attendance introduce themselves. Lindsay provided a brief overview of the project. Janet Johnston-Crowe provided an overview of the project from the Joint City-County Planning Commission (JCCPC) of Nelson County perspective.

A packet of information containing goals and objectives and additional project information compiled by the JCCPC was provided to attendees. A copy of the information provided is attached to this summary. The following sections of this summary focus on the discussion points of the meeting.

2. Objectives for Western Connectivity

The JCCPC has compiled a list of objectives for this project and provided them to meeting attendees. These include:

- Fuel economic growth
- Improve safety
- Reduce congestion
- Spend tax dollars wisely
- Preserve existing infrastructure

Discussion focused on the lack of infrastructure (sewer and water) and the availability of open land. East of Bardstown is fully built out leaving the western side as the primary option for growth. The JCCPC views a new connector road as critical for opening land for development. Approximately 800 acres has been identified as the amount of land that is needed for projected industrial growth. The currently adopted future land use map has some areas south of KY 245 and north and south of US 62 identified that would accommodate about half of the need. Where the additional 400 acres could be identified for either light or heavy industrial development is still in question. The JCCPC was asked to identify the area for industrial development or an industrial park. This information would then be considered in the travel demand model for the traffic analysis of the refined corridors.

Removing truck traffic from the US 31E and downtown was noted as a major need. The JCCPC noted that truck traffic for the Barton 1792 Distillery could be reduced substantially with a new connector west of Bardstown.

Finally, travel time and response time for Fire, Police, and EMS was discussed. With noted congestion downtown during peak time periods, having an alternative route could save up to several minutes for responders to reach the incident location.

3. Function of New Route

With the noted needs and objectives identified for connectivity west of Bardstown, discussion points included the type of facility and the function it would serve. The JCCPC agreed that a new route should have limited access to enable vehicular movement.

The concept of a corridor overlay was presented by Kimley-Horn as a potential option to preserve the corridor as designed and limit access permits that would result in another congested roadway.

4. Schedule / Timing

The current Nelson County Comprehensive Plan was adopted in November 2011. The plan is to be updated every 5 years and is due for an update currently. The JCCPC is waiting on the recommendations of this study and will immediately adjust the Future Land Use map to preserve the identified roadway corridors with the appropriate adjacent land use. This amendment will take place prior to a full update of the plan.

5. Growth Areas

To assist with the in-depth traffic forecasting for the refined corridors, the Hardin-Meade County Travel Demand Model will be adjusted per specific land use changes that are pertinent to this project and that could affect traffic volume projections.

The specific areas that will be considered include:

- New school locations
- Industrial development parcels / locations

6. Initial Corridor Identification

A map of the initial corridors and connections was presented by the Project Team to the JCCPC. Below are some thoughts the JCCPC had on the presented map.

- A connection between KY 245 and US 31E would be for connectivity only and to provide an alternative route from having to travel through the KY 245 / US 31E intersection. It does not open additional land for development.
- KY 332 could be an option to use for some connectivity but would need to be upgraded.
- In general, the JCCPC supports a location further out with longer-term plans for a new interchange with the Bluegrass Parkway.
- All options should avoid the airport. The land that is associated with the airport has been projected with no houses allowed to be built near the site.
- Furthest dashed red line option may be too costly with high property value impacts.
- A connection that utilizes KY 733 was viewed as a good possibility.

7. Festival Participation

A public meeting is to be scheduled towards the end of September. Additional community outreach is desired to promote project awareness and promote the public meeting if possible. Initially a recommendation was made at the first public meeting to do the additional outreach at the Buttermilk Days Festival. That was determined at this meeting to only reach a very select group and there is regional / out-of-town attendance that may not make it the most desirable event.

Other community outreach events / venues that were suggested:

- Arts and Crafts festival in October
- Nelson County vs Bardstown Football Game (September 21)
- Booth outside Kroger / Walmart on a weekend
- One day at the Bourbon Festival

Attendees will consult community calendars and provide additional input if another event / venue makes sense.

8. Next Steps

- The JCCPC of Nelson County will provide the court order for the land use buffer between Wilson Parkway and KY 332.
- The JCCPC of Nelson County will review industrial site land use and make a recommendation for an identified industrial park zone.
- Kimley-Horn will contact schools to collect information related to new school placement in the county for travel demand modeling purposes.
- Kimley-Horn will review festival participation and make a recommendation for best use of resources to advertise / collect information related to public outreach.
- Kimley-Horn will review the corridor locations and use input from the JCCPC to assist with the first round of evaluation.

The meeting was adjourned at 10:55 AM.

Attachments

- JCCPC of Nelson County Handout Packet

Western Bardstown Connector Road Study
Joint City-County Planning Commission of Nelson County
7-10-2018

- Fuel economic growth
 - Makes land available for development along US 62 and KY 245 corridors
 - Based on land use analysis, Nelson County's growth will require at least 800 acres of industrial land to provide employment for population over next 50 years.
 - Existing industrial parks have minimal supply. Identify and plan for land along proposed connector road for light and heavy industrial centers.
 - Allows for public services and infrastructure, i.e., natural gas, sewer, water, etc., to be extended along the new corridor
- Improve safety
 - Improve level of service downtown and in front of St. Joe, particularly roads and intersections with LOS C or below
 - Reduce response time for emergency services; faster route to Flaget Hospital
 - Reduces travel time and cost for school system, businesses, government, etc.
- Reduce congestion
 - Improve level of service on downtown streets and intersections and in front of St. Joe, particularly those identified as LOS D or below
 - Provides alternate connector road and reduces truck traffic downtown at least by minimum 25 percent; possibly allows for truck route downtown to be eliminated
 - Provides linkages to 31E north and Bluegrass Parkway
- Spend tax dollars wisely
 - Approximately 2/3 mile of right-of-way with construction easement already dedicated to the county for connector road next to SRECC substation and Thomas Nelson High School
 - Provides for linkages to extend connector north to US 31E and south to Bluegrass Parkway
- Preserve existing infrastructure
 - Reduce downtown traffic, thereby reducing maintenance and improving longevity of roadways

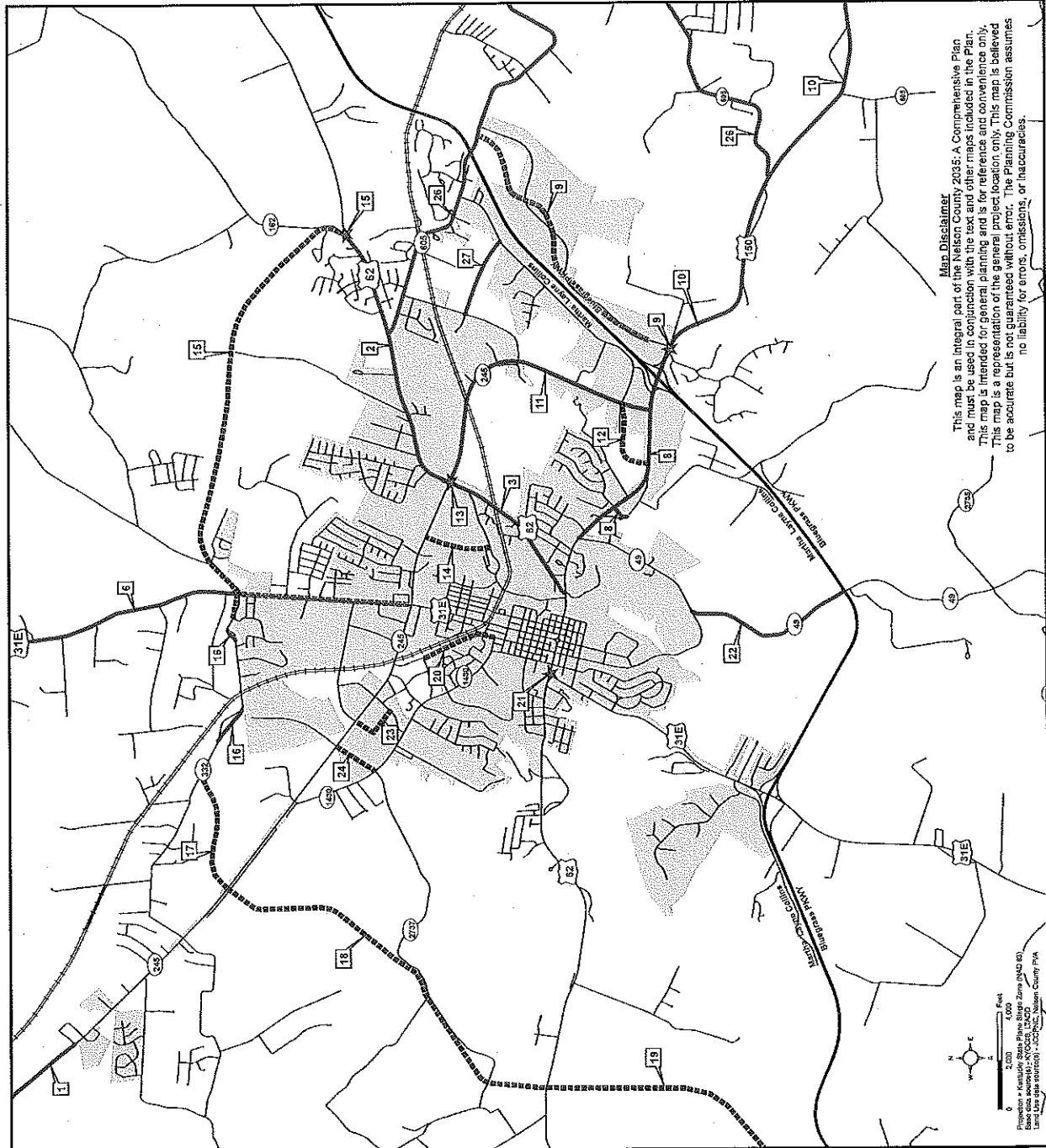
Potential and Planned Transportation Improvements

This map shows the location of potential and planned transportation improvements and is intended for general planning only.

- 1 New Shepherdsville Road (KY 245) - Addressing geometric issues between hospital and Samuels Loop (KY 509) and major widening between hospital and county line
- 2 Bloomfield Road (US 62) - Widening from East John Rowan Boulevard (KY 245) to Woodlawn Road (KY 605) with dual turn lanes at Woodlawn Road (KY 605)
- 3 Bloomfield Road (US 62) - Construction of continuous left turn lanes from Centre Drive, East John Rowan Boulevard (KY 245) and major widening between East Stephen Foster Avenue (US 150) and Centre Drive
- 4 Louisville Road (US 31E) - Widening and access management improvements between Nazareth Drive and Samuels / Fairfield Roads (KY 509)
- 5 Springfield Road (US 150) - Major widening between Parkview Drive (KY 43) Leslie Ballard Lane
- 11 East John Rowan Boulevard (KY 245) - Major widening between Springfield Road (US 150) and Bloomfield Road (US 62)
- 12 Culpeper Street - Extension to Springfield Road (US 150)
- 13 East John Rowan Boulevard (KY 245) at Bloomfield Road (US 62) - Intersection Improvements, including turning lane additions (completed)
- 14 East John Rowan Boulevard (KY 245) / Old Bloomfield Pike - Construction of connector road
- 15 Northeast Connector - Construction of connector road between Bloomfield Road (US 62) and Louisville Road (US 31E)
- 20 North Fourth Street - Extension to Frost Avenue
- 21 West Stephen Foster Avenue (US 62) at Cathedral Manor (US 31E) - Intersection improvements
- 22 Lorito Road (KY 49) - Spot improvements between Old Gilkey Run Road and Bluegrass Parkway Overpass
- 23 West John Rowan Boulevard (KY 245) - Construction of connector at intersection of Withrow Court to Mainstream Boulevard
- 24 New Shepherdsville Road (KY 245) - Construction of connector to Tempkin Avenue (KY 1430) at Ben Irvin Road (KY 2797)
- 25 Woodlawn & Poplar Flat Roads (KY 605) - Spot improvements between Bloomfield Road (US 62) and Springfield Road (US 150)
- 27 Filletreau Lane & Spencer Mattingly Lane - Construction of connector road

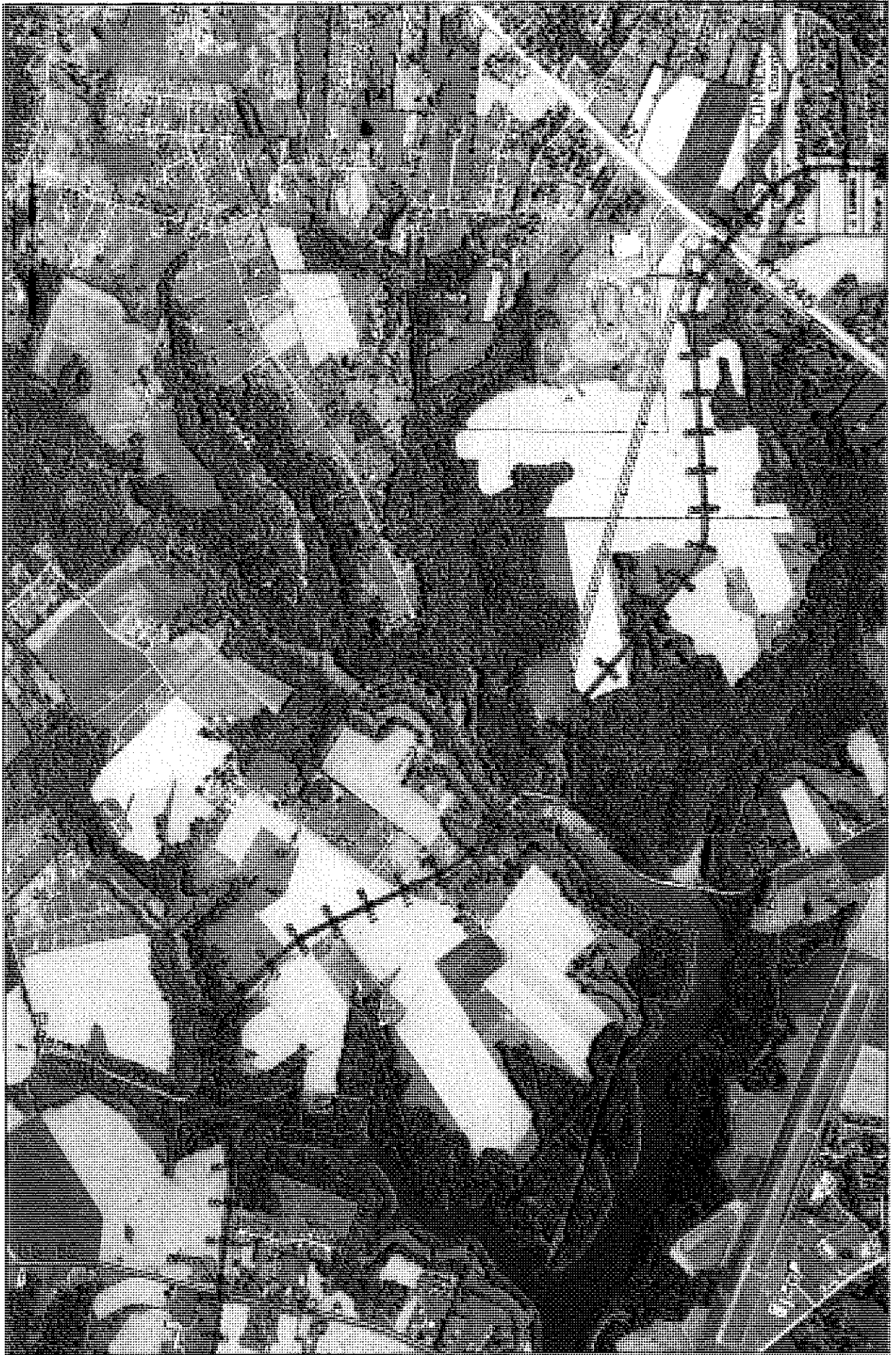
- ☆ Intersection improvement
- Roadway improvement
- New Roadway Construction
- Completed Improvement
- Existing Railroad
- Local/County Road

Map 5-4
PLANNED AND POTENTIAL TRANSPORTATION IMPROVEMENTS
URBAN AREA
 Nelson County, 2003
 A Commission of Nelson County
 Georgetown, Bloomfield, Fairfield, New Haven and Nelson, Kentucky
 REV 8/11

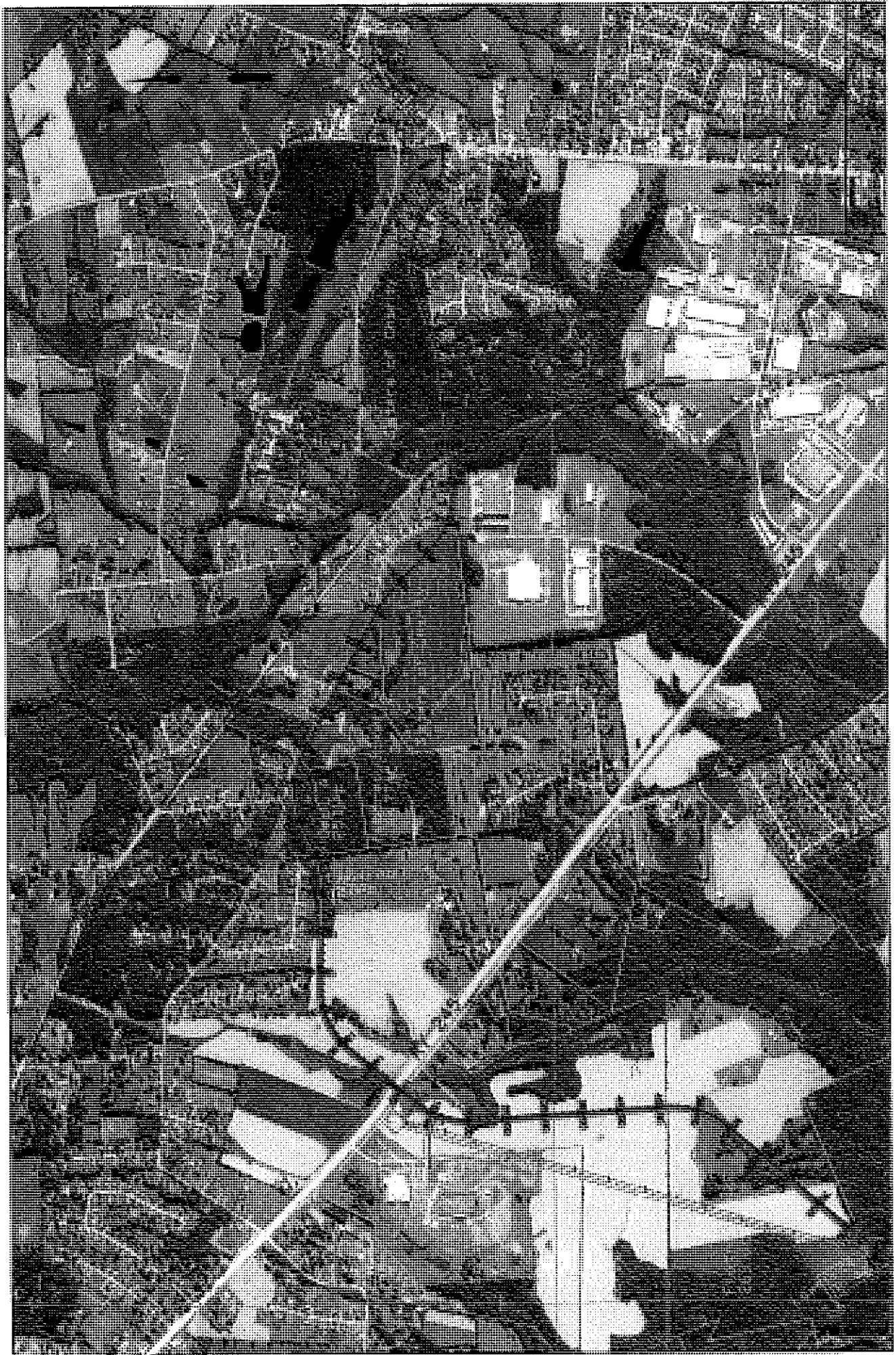


Map Disclaimer
 This map is an integral part of the Nelson County 2003: A Comprehensive Plan and must be used in conjunction with the text and other maps included in the Plan. This map is intended for general planning and is for reference and convenience only. This map is a representation of the general project location only. This map is believed to be accurate but is not guaranteed without error. The Planning Commission assumes no liability for errors, omissions, or inaccuracies.

Prepared by Kentucky State Space Systems (KSSS) Inc.
 Base data provided by KYDCOG, LINDSAY
 Land Use data provided by Nelson County P&A



100-100000-100000



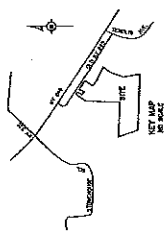
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SECRET CONNECTION
1-11-1984

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10:00 AM

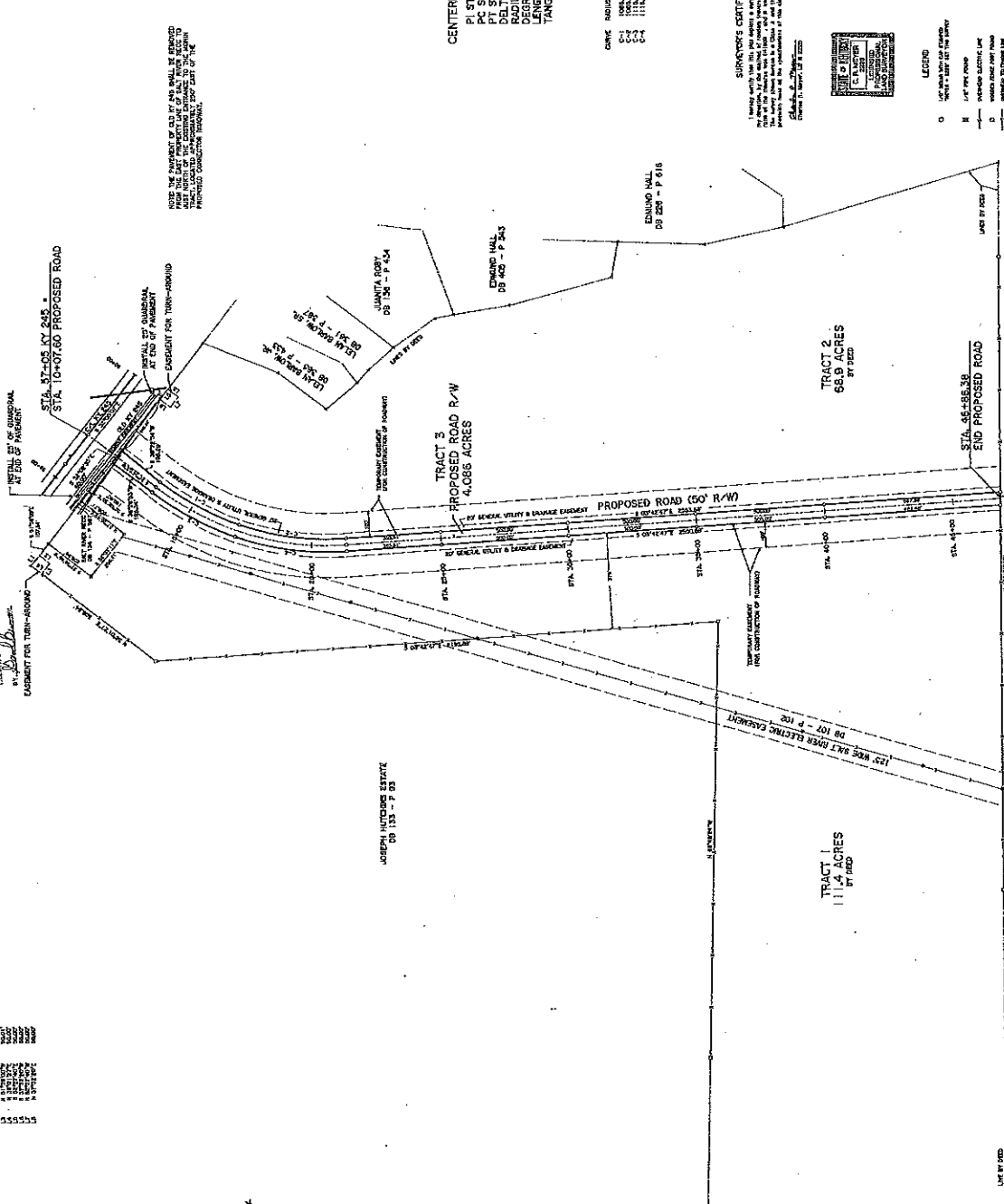
10 X 11



LEGEND

1	PROPOSED ROAD
2	EXISTING ROAD
3	PROPOSED R/W
4	EXISTING R/W
5	PROPOSED TURN-AROUND
6	EXISTING TURN-AROUND
7	PROPOSED TURN-AROUND
8	EXISTING TURN-AROUND
9	PROPOSED TURN-AROUND
10	EXISTING TURN-AROUND
11	PROPOSED TURN-AROUND
12	EXISTING TURN-AROUND
13	PROPOSED TURN-AROUND
14	EXISTING TURN-AROUND
15	PROPOSED TURN-AROUND
16	EXISTING TURN-AROUND
17	PROPOSED TURN-AROUND
18	EXISTING TURN-AROUND
19	PROPOSED TURN-AROUND
20	EXISTING TURN-AROUND

28716
 TRACED-2 PH 2-1
 ASSESSMENT FOR TURB-AROUND
 by [Signature]



OWNERS CERTIFICATION
 I, the undersigned, being the owner of the above described land, do hereby certify that the information herein is true and correct to the best of my knowledge and belief, and that I have read and understand the contents of this plan and the provisions of the laws of the State of New York relating to the subdivision of land, and that I have obtained the necessary approvals of the appropriate authorities, and that I have no objection to the recording of this plan and the subdivision of the land as shown hereon.

DATE: 11/10/15
 BY: [Signature]
 TITLE: [Title]

CERTIFICATION OF APPROVAL FOR RECORDING
 I, the undersigned, being the County Clerk of the County of Sullivan, do hereby certify that the above described land is situated within the County of Sullivan, and that the information herein is true and correct to the best of my knowledge and belief, and that I have read and understand the contents of this plan and the provisions of the laws of the State of New York relating to the subdivision of land, and that I have obtained the necessary approvals of the appropriate authorities, and that I have no objection to the recording of this plan and the subdivision of the land as shown hereon.

DATE: 11/10/15
 BY: [Signature]
 TITLE: [Title]

ACCEPTANCE OF RIGHT OF WAY
 I, the undersigned, being the County Clerk of the County of Sullivan, do hereby certify that the above described land is situated within the County of Sullivan, and that the information herein is true and correct to the best of my knowledge and belief, and that I have read and understand the contents of this plan and the provisions of the laws of the State of New York relating to the subdivision of land, and that I have obtained the necessary approvals of the appropriate authorities, and that I have no objection to the recording of this plan and the subdivision of the land as shown hereon.

DATE: 11/10/15
 BY: [Signature]
 TITLE: [Title]

CENTERLINE CURVE DATA:
 PI STA. 17+56.15
 PC STA. 13+41.28
 PT STA. 21+34.19
 DELTA - 118.43° LT.
 RADIUS - 1091.39'
 DEGREE OF CURVE - 5°15'
 LENGTH - 732.81'
 TANGENT - 414.87'

R/W CURVE TABLE

CHORD	CHORD BEARS	CHORD BEARS
100.00	100.00	100.00
200.00	199.98	199.98
300.00	299.94	299.94
400.00	399.88	399.88
500.00	499.80	499.80
600.00	599.70	599.70
700.00	699.58	699.58
800.00	799.44	799.44
900.00	899.28	899.28
1000.00	999.10	999.10

SURVEYOR'S CERTIFICATE
 I, the undersigned, being a duly licensed Professional Engineer in the State of New York, do hereby certify that I am a duly licensed Professional Engineer in the State of New York, and that I have read and understand the contents of this plan and the provisions of the laws of the State of New York relating to the subdivision of land, and that I have obtained the necessary approvals of the appropriate authorities, and that I have no objection to the recording of this plan and the subdivision of the land as shown hereon.

DATE: 11/10/15
 BY: [Signature]
 TITLE: [Title]



MINOR SUBDIVISION PLAT
 PROPOSED ROADWAY

OWNER
 LAND ENTERPRISES, INC.
 100 N. MAIN STREET, SUITE 200
 BARTONVILLE, NY 14003
 607-338-8800

DESIGNER
 MASTER LAND SURVEYORS & ENGINEERS INC.
 CHARLES A. MILLER, P.E., L.S.
 100 N. MAIN STREET, SUITE 200
 BARTONVILLE, NY 14003
 607-338-8800

DATE: 11/10/15
 REVISION: 11/10/15

SCALE: ONE INCH EQUALS TWO HUNDRED FEET

GRAPHIC SCALE

DATE: 11/10/15
 BY: [Signature]
 TITLE: [Title]

Project Team Meeting No. 3

Project Id: Nelson County (Item No. 4-8809.00)

Location: KYTC District 4 Conference Room

Date: August 2, 2018
10:00 AM

Prepared By: Jarrod Johnson

In Attendance:

Name	Agency	Email
Charlie Allen	KYTC – District 4	charliea.allen@ky.gov
Larry Krueger	KYTC – District 4	larry.krueger@ky.gov
Joseph Ferguson	KYTC – District 4	joseph.ferguson@ky.gov
Chris Jessie	KYTC – District 4	chris.jessie@ky.gov
Josh Hornbeck	KYTC – District 4	josh.hornbeck@ky.gov
Kevin Young	KYTC – District 4	kevinm.young@ky.gov
Paul Sanders	KYTC – District 4	paul.sanders@kytc.gov
Mikael Pelfrey	KYTC	mikael.pelfrey@ky.gov
Shane McKenzie	KYTC	shane.mckenzie@ky.gov
Steve Ross	KYTC	steve.ross@ky.gov
Steve DeWitte	KYTC	stephen.dewitte@ky.gov
Jay Balaji*	KYTC	jayalakshmi.balaji@ky.gov
Jeremy Edgeworth*	KYTC	jeremy.edgeworth@ky.gov
Lindsay Newton	LTADD	lindsay@ltadd.org
Lindsay Walker	Kimley-Horn	lindsay.walker@kimley-horn.com
Aaron Heustess	Kimley-Horn	aaron.heustess@kimley-horn.com
Jarrod Johnson	Kimley-Horn	jarrod.johnson@kimley-horn.com
Nick Jehn	Kimley-Horn	nick.jehn@kimley-horn.com
Lewis Dixon	CDP	ldixon@cdpengineers.com

*Joined via video conference

Summary of Meeting

1. Introductions – Opening Comments

Charlie Allen and Lindsay Walker welcomed everyone to the meeting and asked the group if it was acceptable to skip introductions since most all attendees – with exception of a new Kimley-Horn team member: Nick Jehn – were familiar with one another from prior meetings. The meeting was then turned over to Kimley-Horn to go through the provided agenda items. These included:

- Work Elements / Schedule (project schedule overview, outstanding items)
- JCCPC of Nelson County Meeting Overview
- Segment Development (process, revised segments)
- Segment Evaluation (process, matrices, refined corridors)
- Public Involvement (process, MetroQuest survey)

A copy of the meeting agenda is attached to this summary.

The following sections of this summary focus on the discussion and decisions for the agenda items.

2. Work Elements / Schedule Discussion

Lindsay Walker discussed project scheduling and outstanding items including the refined traffic forecasts, geotechnical overview, resource agency mailing, and public involvement. There was a question about who needs to make the request for the geotechnical overview. Shane McKenzie responded that KYTC Central Office would be responsible for making this request provided Kimley-Horn sends them the map of the corridors that need to be evaluated. Kimley-Horn can send the map once they are revised based on the consensus gathered during the meeting.

3. JCCPC of Nelson County Meeting Overview

Lindsay Walker provided an overview of the discussion and what was learned at the meeting with the JCCPC of Nelson County. It was mentioned during the discussion of project needs that the JCCPC of Nelson County are open to changing the land use on their comprehensive plan depending on the outcome of this study. Lindsay mentioned that the JCCPC of Nelson County would like some form of access control for the new corridor.

4. Segment Development

The segment development process was presented to the project team including the technical analysis, public engagement portion, consultant team work session, and refinement. Lindsay discussed how the segments were revised after receiving input from the project team. There was a question about what the term radius meant when referring to the corridor areas. Kimley-Horn will change the wording to “off center line” to replace “radius” based on the suggestion from Steve Ross.

5. Segment Evaluation

Lindsay Walker discussed the segment evaluation process including the technical analysis, evaluation categories, quantitative and qualitative assessment, and scoring. The evaluation matrices showing the segment rankings and evaluation data were presented, as well as a map of the segments, highest scoring segments, and the four refined corridors. There was concern about the acreage evaluation being on a per-mile basis; specifically, Segment R. The concern was that since it is such a small segment, the small acreage number would not be as difficult to deal with as the rankings show. Kimley-Horn chose to retain this process due to Segment R having an existing court order that prohibits the connection of R. Elsewhere, the per-mile evaluation was not of concern.

There was concern about the constructability of the Segment A interchange near the Bluegrass Parkway. Steve DeWitte mentioned a similar concern with the Segment E1 interchange. Charlie Allen mentioned that it would probably be better to show Segment A to the LO/S and Public to gather their input on it. It was stated that this interchange decision may depend on what will happen involving transportation south of the Bluegrass Parkway, and the location of the interchange

could be moved if needed.

There was a discussion about the exclusion of weighting for the categories of the evaluation. Josh Hornbeck asked if Kimley-Horn had the capability to add weight to the benefits portion of the evaluation. Kimley-Horn can check to see how this may change the overall segment ranking; however, a rough exercise of this change was completed at the end of the meeting and only minor fluctuations in overall segment rankings were found. The consensus of the group was that there was not a suitable way to decide what the weights should be for each category and that it could lead to subjective selections of segments. Steve Ross suggested that it would be better to just hold all evaluation categories equal to give baseline evaluations and that the project team could discuss segment evaluation scenarios as needed.

There was a discussion of the reasoning behind the exclusion of corridors or segments in the center of the study area between the evaluated segments (between blue/orange and red/yellow). Aaron Heustess brought up the high cost of construction in this area due to environmental issues such as streams, lakes, and wetlands as well as right-of-way issues such as the airport. The group consensus was that this was satisfactory given the availability of other, less-costly options.

There was a discussion on whether the possibility of an inner corridor (near red/yellow) between US 62 and KY 245 only was considered. Lindsay noted there may not be much more traffic demand through this proposed corridor, and Kimley-Horn will check the demand of a new corridor in this location. The consensus of the group was to clip the yellow corridor to be only between US 62 and KY 245 to be consistent with the blue and orange corridor. After this change was agreed upon, Mikael Pelfrey mentioned that due to Segment J's low score and the exclusion of the northern half of the yellow corridor, it would be a good idea to use segments E9 and E13 (previously part of yellow corridor) for the blue corridor now instead of J and E14. Kimley-Horn will make these changes on the maps.

Josh Hornbeck commented that he didn't think that people would use the corridors as much if they were as far west as the blue and orange corridors are.

There was a discussion on whether the shorter segments, such as Segment Q, would be included as short-term improvement options. Kimley-Horn will analyze each segment during the prioritization process on a segment-by-segment basis so that short-term improvements are a possibility. All scoring and evaluation for the segments will be retained for reference.

It was discussed that the sharp curve on the blue corridor be straightened. Kimley-Horn will review this on the map, with the adjustments made during the design process within the corridors. Kimley-Horn noted that detailed geometric evaluations were not part of the segment evaluation process, and that the 1000 total feet off-center was partly to take account of these geometry improvements. Kimley-Horn and CDP will do more detailed revisions for these segment geometries in the later stages of the project prior to the public meeting.

There was a discussion on what color the corridors should be. Paul Sanders mentioned that the JCCPC of Nelson County recommendation in the study area used the same color/s as one of the corridors in this study. Kimley-Horn will research what colors have not been used in any other similar studies and change the corridor colors to unique colors to separate these corridors from prior study corridors.

There was a discussion on whether the traffic forecasting could be completed by the public meeting. Jay Balaji mentioned that she would need the corridor maps and that she would need to discuss this with her co-worker. Kimley-Horn will meet with Jay on 8/3/2018 to discuss this further. Lindsay Walker mentioned that the forecasting would need to be completed before the public meeting.

For the segment evaluation process, detailed documentation will be included in the final report in order to provide the details on the process to accompany the tables.

6. Public Involvement Discussion

Aaron Heustess provided an overview of the process for the upcoming public involvement activities. These activities include the Local Officials / Stakeholders meeting No. 2, Public Meeting No. 2, and the second MetroQuest survey. There was discussion about how to best advertise for the public meeting. It was decided that Kimley-Horn will not use resources to promote the project and public meeting at a festival, community event, etc. due to limited exposure to the study area population. Instead, Kimley-Horn will mail more postcards since it was successful for Public Meeting No. 1. KYTC D-4 and Kimley-Horn will continue discussing specific details about who the recipients of the postcards will be and what should be displayed on the postcards. It was mentioned that people closer to New Haven in the Thomas Nelson High School district may benefit from coming to the meeting due to their stake in the study area.

It was mentioned that recipients of the postcards would have preferred route names due to their unfamiliarity with the route numbers. Kimley-Horn will place route names on the map to be sent to residences.

There was a discussion on the date of Public Meeting No. 2. Charlie Allen prefers September 25th or September 27th.

Lindsay Newton was asked if she could find out if these dates conflicted with any of the local officials' schedules. She will find out after her meeting with them on August 15th. Charlie will begin to contact Thomas Nelson High School and the Nelson County Civic Center in preparation for the meeting. The meeting will be advertised two weeks in advance and again one week in advance using the local newspaper.

Josh Hornbeck suggested that we could use portable message signs as well.

Charlie suggested that there be a presentation before the public meeting to inform attendees before they begin the public meeting activities. Kimley-Horn mentioned that they had planned to do a scrolling presentation with voice-over to present to attendees before they participate in the public meeting activities. Chris Jessie commented that there were a lot of visits to the KYTC Facebook page, and suggested that this presentation could be placed on the District 4 website to inform citizens prior to attending. He also suggested that a map be placed in the newspaper ad. The consensus was to create a brief presentation with a voice-over to present online as well as before attendees begin the public meeting activities.

7. Next Steps

- Kimley-Horn will change the word "radius" to "off center line" in the revised segment map.
- Kimley-Horn will clip the yellow corridor to only include segments between US 62 and KY 245 and update the revised corridor map.
- Kimley-Horn will evaluate straightening curves on the corridors through the design review and re-route the blue corridor to follow KY 332.
- Kimley-Horn will research similar previous studies to assign unique colors to each corridor.
- Kimley-Horn will send the revised maps to KYTC Central Office so that they can send them for the geotechnical review.
- KYTC Central Office will complete the traffic forecasting.
- Kimley-Horn / CDP will create cost estimates for the corridors.
- Kimley-Horn will provide a Public Meeting Plan and postcard design for review that includes route names.
- Kimley-Horn will create a brief scrolling presentation with a voice-over for the public meeting which can also be uploaded to the KYTC District 4 media sites.
- Kimley-Horn will work with KYTC to determine other mail routes to add.
- Kimley-Horn will design the MetroQuest survey for review.
- KYTC District 4 will schedule the LO/S and Public Meeting No. 2 and send out the LO/S letters.
- KYTC District 4 will submit a Public Meeting ad for the newspaper and inform citizens on their website and Facebook.
- Lincoln Trail ADD will determine whether local officials have any scheduling issues for meeting dates.

The meeting was adjourned at 11:45 AM.

Attachments

- Agenda
- PowerPoint Presentation
- Evaluation Matrices
- 32 Segments Map
- Corridors Map
- Revised Corridors Map

Local Official & Stakeholder Meeting No. 2

Project Id: Nelson County (Item No. 4-8809.00)

Location: Thomas Nelson High School

Date: September 27, 2018
2:00 PM

Prepared By: Jarrod Johnson

In Attendance: See Attached Sign-In Sheets

Summary of Meeting

1. Introductions – Opening Comments

Lindsay Walker welcomed everyone to the meeting and began the presentation. Items on the agenda included:

- Study Overview (background, study area, scope of work, schedule, and purpose and need)
- Alternatives Development Procedures
- Phase 1 Public Involvement (Public Meeting No. 1 Review, MetroQuest Survey Phase 1 Review)
- Segment Development and Evaluation
- Phase 2 Public Involvement (Public Meeting No. 2 Preview, MetroQuest Survey Phase 2 Preview)
- Meeting Review and Next Steps
- Interactive Group Discussion

2. Questions and Comments

After the presentation, Lindsay opened the floor for questions or comments from the Local Officials and Stakeholders.

The first question asked was if there was a way to show what portion of ADT is truck traffic. Lindsay answered that this would be further information that we would be acquiring and using in our evaluation process.

Someone asked if the project team considered future land use and if it was part of the selection process. Lindsay responded that a meeting was conducted with the JCCPC of Nelson County where information about various land uses was learned and considered during the process, and that further land use information gained after the meeting will continue to be considered.

It was asked whether the corridors had been scored. Lindsay responded by saying no; the purpose of the meeting is to gain feedback on each of the four corridor areas, and that the corridors will be evaluated based on input from the public to aid in the evaluation process. The project team wanted to provide information for the public and allow them to give their input on which option they prefer.

Someone mentioned that the Purpose and Need didn't mention economic growth and asked if this will change. Lindsay responded by saying that KYTC is hesitant to include economic growth as an overall goal. KYTC's interest is in building roads to provide safe and efficient travel, not economic growth. Aaron Heustess commented that this study was heavily focused on input from the public, and that economic growth was not a priority for them and scored lowest on priority ranking. Lindsay mentioned that future economic factors can't be fully identified at this stage, however major employers were considered in evaluation.

3. Interactive Group Discussion

After the questions and comments portion of the meeting, attendees were invited to discuss the project further with individual team members at stations to be presented at the public meeting including corridor maps, development and evaluation maps, and information from the prior public involvement phase.

4. Next Steps

- KYTC will send a copy of the presentation slides to attendees that request them.

The meeting was adjourned at 3:30 PM.

Attachments

- Local Officials & Stakeholders Meeting No. 2 Sign-In Sheet

Local Official / Stakeholder Meeting #2

Sign-In Sheet

September 27, 2018

Attend	Name	Agency	Email
✓	Charlie Allen	KYTC – District 4	charliea.allen@ky.gov
	Larry Krueger	KYTC – District 4	larry.krueger@ky.gov
✓	Brad Bottoms	KYTC – District 4	bradley.bottoms@ky.gov
	Joseph Ferguson	KYTC – District 4	joseph.ferguson@ky.gov
	Chris Jessie	KYTC – District 4	chris.jessie@ky.gov
✓	Chad Filiatreau	KYTC – District 4	chad.filiatreau@ky.gov
	Josh Hornbeck	KYTC – District 4	josh.hornbeck@ky.gov
✓	Kevin Young	KYTC – District 4	kevinm.young@ky.gov
	Tina Eggers	KYTC – District 4	tina.eggers@ky.gov
✓	Paul Sanders	KYTC – District 4	paul.sanders@kytc.gov
	Kevin Martin	KYTC	kevin.martin@ky.gov
	Scott Schurman	KYTC	scott.schurman@ky.gov
✓	Steve DeWitte	KYTC	stephen.dewitte@ky.gov
✓	Mikael Pelfrey	KYTC	mikael.pelfrey@ky.gov
✓	Shane McKenzie	KYTC	shane.mckenzie@ky.gov
	Steve Ross	KYTC	steve.ross@ky.gov
	Scott Thomson	KYTC	scott.thomson@ky.gov
	Jay Balaji	KYTC	jayalakshmi.balaji@ky.gov
✓	Lindsay Newton	LTADD	lindsay@ltadd.org
✓	Lindsay Walker	Kimley-Horn	lindsay.walker@kimley-horn.com
✓	Aaron Heustess	Kimley-Horn	aaron.heustess@kimley-horn.com
✓	Jarrod Johnson	Kimley-Horn	jarrod.johnson@kimley-horn.com
✓	Nick Jehn	Kimley-Horn	nick.jehn@kimley-horn.com
✓	Jonathan Whitehurst	Kimley-Horn	jonathan.whitehurst@kimley-horn.com
✓	Brad Waldschmidt	Kimley-Horn	brad.waldschmidt@kimley-horn.com
✓	Lewis Dixon	CDP	ldixon@cdpengineers.com
✓	David Carter	CDP	davidc@cdpengineers.com
	Bob Walling	CDP	bwalling@cdpengineers.com
✓	Lindsay Newton	Lincoln Trail ADD	

Sign In *

18

(counted Chad Filiatreau on Project Team List; not on Sign in sheet) ^{Local Official}

Western Bardstown Connectivity Study

Nelson County
Item No. 4-8809

Public Meeting Number 2: Summary of Input

Prepared For:



Consultant Team:

Kimley»Horn



November 2018

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Public Meeting Survey/Questionnaire Responses.....1

Public Meeting No. 2 Activity Summary 1

Corridors 1

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 Screen 4: Preferences.....19

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Public Meeting Survey/Questionnaire Responses

Public Meeting No. 2 Activity Summary

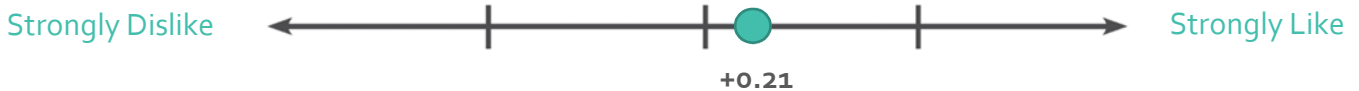
This second public meeting of the Western Bardstown Connectivity Study held on September 27, 2018 was attended by **240 people** at Thomas Nelson High School in Bardstown. Attendees were able to learn about the project and provide feedback. This section summarizes the public meeting activities, which were designed as drop-in stations providing information and answers to assist with the completion of a feedback seeking worksheet. Through three worksheet exercises, **2093 data points** and **116 comments** were collected and analyzed. Feedback collected from the worksheet will be combined with information received from stakeholder meetings and the online survey to inform the final phase of the planning process, including the evaluation of the four refined corridors and final recommendations. The corresponding worksheet exercise results and other components that were used in each activity are shown in the following sections.

Corridors

Participants were introduced to the project’s four preliminary corridors. Each corridor was given a rating by the project team of Good, Better, or Best in seven priority categories based on technical analysis. Participants were asked to indicate how much they like each corridor and given the opportunity to provide an optional comment. The results of this exercise provide valuable insight into the community’s preferences and will assist in project prioritization. Participants provided 559 data points which are reflected below as scores and averages.

The numbers on the board represent average placement from -2 to +2. (-2 = furthest left and +2 = furthest right)

Aqua:



Yellow:



Orange:



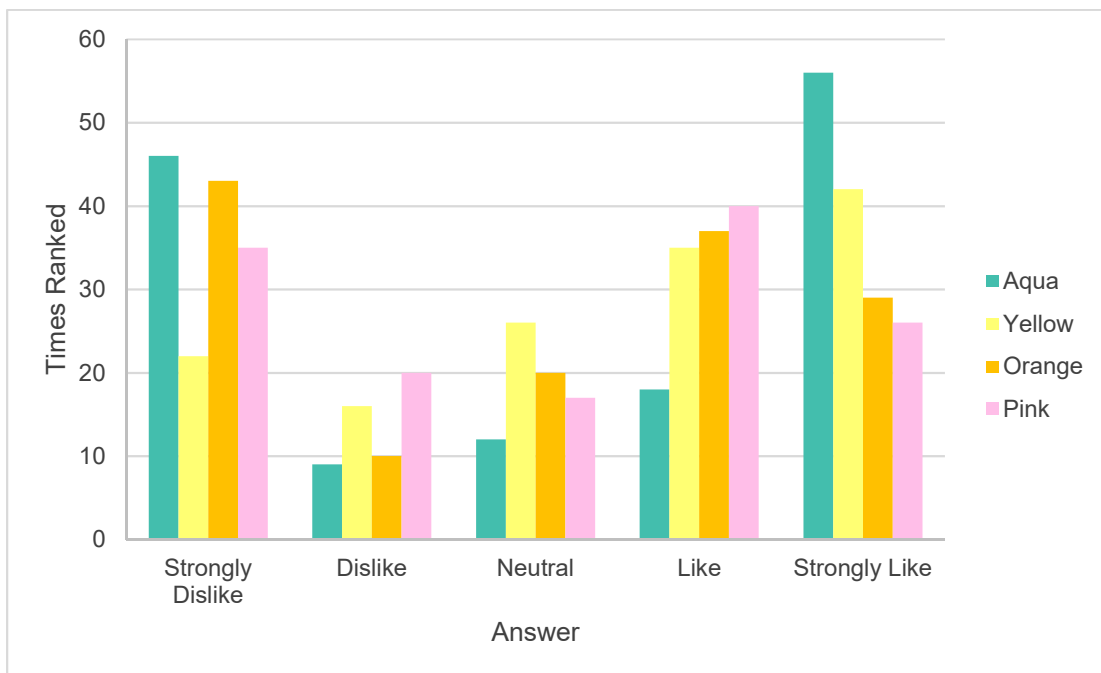
Pink:



WESTERN BARDSTOWN CONNECTIVITY STUDY

Since the opinions of the participants were split at the public meeting, more information was needed to highlight key takeaways. The amounts and percentages of each response are shown below.

Corridor	Average Score	Amount of Responses by Answer				
		Strongly Dislike:	Dislike:	Neutral	Like:	Strongly Like:
Aqua	0.21	46 (33%)	9 (6%)	12 (9%)	18 (13%)	56 (40%)
Yellow	0.42	22 (16%)	16 (11%)	26 (18%)	35 (25%)	42 (30%)
Orange	0.00	43 (31%)	10 (7%)	20 (14%)	37 (27%)	29 (21%)
Pink	0.00	35 (25%)	20 (14%)	17 (12%)	40 (29%)	26 (19%)



Based on these results, the Aqua corridor was both the most strongly liked and strongly disliked corridor. The Yellow corridor had the least amount of "Strongly Dislike" ratings at only 16% of its ratings. Overall, 55% of participants stated that they either "Like" or "Strongly Like" the Yellow corridor, followed by 53% for Aqua, and 48% for both Orange and Pink. The Yellow corridor had the least amount of combined ratings of "Strongly Dislike" and "Dislike" with 27 total ratings, followed by 38 for Orange, and 39 for both Aqua and Pink.

Comments:

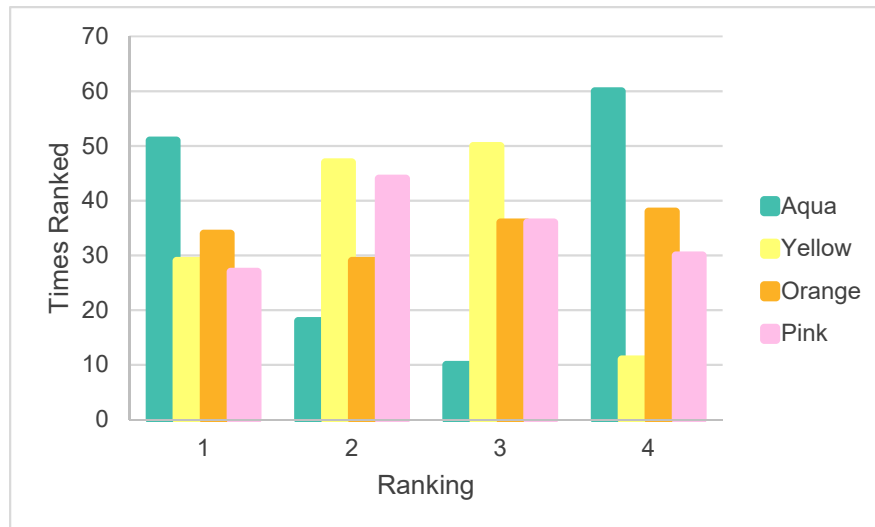
There were seven total comments written with this exercise:

- Could use bike paths on any of them
- Aqua Corridor - Make a better access to and from the Bluegrass for the traffic going south on 31E
- It seems to me that the aqua/yellow will not alleviate the issues of trucks from 31 going thru town, the school children / buses getting to schools; or much of the town congestion. At 1/2 the price, will get more bang for our bucks and immediate relief of traffic
- The Aqua Corridor is the best long term. Provides greatest opportunity for economic growth and is a true bypass. It also doesn't affect neighborhoods.
- Orange helps residents of New Haven and Boston Area. The other corridors primarily helps Boston area.
- The yellow will help me out a lot.

Preferred Corridor

On the second page of the worksheet, participants were given a map of the four corridors and asked what their preferred corridor was. They performed this exercise by ranking each corridor 1 through 4. They were also given the opportunity to provide an optional comment. The results of this exercise provide valuable insight into the community's preferences and will assist in project prioritization. Participants provided 560 data points and 34 comments which are reflected below. Responses that were left blank or had a zero were not compared. A zero was left twice for each corridor except the Orange corridor, which was given a zero ranking three times.

Corridor	Average Ranking	Amount of Responses for Each Ranking			
Aqua	2.57	1 st : 51 (37%)	2 nd : 18 (13%)	3 rd : 10 (7%)	4 th : 60 (43%)
Yellow	2.31	1 st : 29 (21%)	2 nd : 47 (34%)	3 rd : 50 (36%)	4 th : 11 (8%)
Orange	2.57	1 st : 34 (25%)	2 nd : 29 (21%)	3 rd : 36 (26%)	4 th : 36 (28%)
Pink	2.50	1 st : 27 (20%)	2 nd : 44 (32%)	3 rd : 36 (26%)	4 th : 30 (22%)



The Yellow corridor ranked the best with a 2.31. This is due to its low amounts of 4th place rankings. Aqua had high amounts of #1 and #4 rankings relative to the other corridors and relatively low amounts of rankings in the middle. It received the most #1 rankings overall with 51, (17 more than Orange, the next highest amount) but it also received the most #4 rankings with a total of 60 (24 more than Orange, the next highest amount). The Yellow corridor had an opposite result, with a relatively low number of #1 and #4 rankings, but a high amount of its rankings in the middle. It had the least amount of #4 rankings with a total of 11 (25 less than Pink, the next lowest amount). The Orange and Pink corridors were more evenly distributed, with the main difference being with the #2 ranking. The pink corridor had 15 more #2 rankings than the Orange corridor, but the Orange corridor had more #1 and #4 rankings. The relatively higher amounts of #2 rankings for Yellow and Pink could indicate that participants would prefer a full north-south connection over just connecting US 62 to KY 245.

Comments:

There were 34 total comments written with this exercise. Comments from this exercise were classed into corresponding categories to help sort out the opinions of the participants. Some comments had multiple categories and were sorted based on what appeared to be the participants highest priority.

Congestion

- Best flow to keep traffic out of Bardstown. (Participant ranked Aqua 1st, pink 4th)
- Aqua / Yellow won't address original issues. Also - bike path / shoulder paths need to be beside whatever route is chosen: This would be more useful closer into town. Check dT congestion for aqua vs. orange.
- -Impact helps city congestion - within City Limits. -Should consider overall size of Bardstown for future limitation and desired community. - Cost Should be less as well (Participant ranked Orange #1, Aqua #4)
- Orange line is only one that avoids "downtown" congestion. - Blue line is politically motivated
- Seems to be most cost effective for traffic utilization this would help get most traffic out of town. (Participant checked Pink Corridor only)
- If the road comes out by Thomas Nelson School, it will cause more congestion where there is already TOO MUCH! We live on Stonehouse Road and most of the time, day or night, we have a hard time pulling onto Hwy 245, especially turning left. (Participant ranked Pink #1, Aqua #4)

Truck Traffic

- The pink corridor provides the best route for trucks around Bardstown, also gives better access for truck to/from airport (south of town) to/from 245. Cargo traffic has picked up at night(morning) between those 2 points with increased cargo traffic into airport. -Cory (Airport Manager)

- Please consider which route will get passing trucks (semis and dumps) onto 245 and B.G. Parkway quickest. The new quarry is opening on the west side of town and those trucks go all over the state. I know they sell aggregate as far away as London and Corbin. They will need access to the parkway. (Participant ranked aqua 1st, Orange 4th)
- I suspect that the orange or pink route would be out grown before it's complete. Seems like the Aqua would actually help with truck traffic.
- Truck traffic on Bellwood Rd (733) is already very heavy, due to farms on 733. The 1st section of Boston Rd, homes were built close to road. (45-60 ft) 35 MPR speed limit - After passing our area they can speed up if they want - But most speed up after the turn onto Bellwood Rd.
- Yellow corridor would be best for all the transfer trucks and vehicles passing through that wouldn't stop in Bardstown anyway. And it would direct them to the Bluegrass Parkway where they were probably going anyway

Cost

- Pink/Orange most cost and time effective.
- Traffic volume matches roadway cost. Orange would be in B-town's best interest for traffic alleviation and cost effective.
- Most effective would be orange. Anything further out is a waste of money/time.
- Orange will be the most time/money effective. Aqua will cause problems long term.
- Orange and Pink would be more cost effective and quicker to finish rather their \$ and time put in to longer roads. Aqua road will be just as dangerous except now w. more traffic.

Property

- We live off of the Corridor 4. don't want the increase of traffic. Our house sits right off of Old Nazareth RD. (Participant ranked Orange 1st, Aqua 4th)
- I dislike the Aqua the most. 1. Aqua) This will disrupt too many homes adding the addition down Nazareth Rd. 2.) The yellow corridor would direct enough traffic away from the downtown area with only minimally disrupting farm land.
- Aqua would disrupt too many homes with excessive traffic. Yellow or Orange would solve the problem of too much traffic in town. It seems to me that with the town concerned about honoring its businesses downtown, this restructuring is going to take away from those businesses

Safety

- My home is located on an already dangerous section of Old Nazareth Rd. There is never a safe time to mow the grass, check the mail, etc. The proposed section to allow traffic to connect to 31E is prone to cars leaving the road-way, speeding, and blind corners caused by no restrictions keeping the farmers from planting their crops within feet of the roadway. Residents are constantly repairing mail boxes along this stretch of road.
- Drainage concerns for KY 245 to US 31E segment adjoins my property and have serious concerns for drainage with construction of this segment. Concerns about curves and width of existing Old Nazareth Road. (poor drainage on existing road) Concerns about published travel rates and vehicle collision #'s = I thought both were too low. Obvious concerns about how new segments would adjoin my property and/or separate my property from the road. Concerns about train crossing if increased traffic. Would also like to ensure there would be no access to Industrial park from Old Nazareth Road.

Short vs. Long Term

- It appears that the pink and orange corridors primarily benefit traffic in downtown Bardstown. It wasn't that long ago that we put in the bypass on 245 between 62 and 150. That bypass has created some of the worst traffic in Bardstown and has had to be widened and intersections reworked. The pink / orange corridor seems to be a short term solution that offers very little economic development long term. Any development on orange / pink would likely be a huge traffic nightmare in 10 years.
- The orange corridor doesn't offer enough long term value. - The orange / pink doesn't offer enough diversion of traffic while having a negative impact on city school tax revenue due to significant loss of high end homes in Beech Fork Estates and other areas.
- Long term commitment should be made to the blue corridor. Yellow corridor should be priority. Pink and Orange corridors are too close to town to be a viable (long-term) solution.
- The Orange Corridor would only be a short term "Band-aid" The Aqua Route would be a better option for the long term development of Nelson County.

- I do not believe the Orange route will provide a very long-term solution to the issues of our community. The Aqua corridor would be the best for our growth and traffic patterns.
- Aqua line won't be beneficial in long run.

Economic Development

- *Aqua - 1st - economic impact (Best) *Yellow - 2nd. Orange - 4th - many neighbors affected! Pink - 3rd
- Aqua has the biggest potential for long term economic impact. Aqua also seems to be the best at diverting industrial and truck traffic away from downtown. - Orange: I'm not sure the benefit of connecting 31E to 62 on the south end. That route will cut up existing neighborhoods which would reduce tax revenue for schools. Orange also seems to be the most challenging. The far south end is very hilly and would be extremely difficult to bridge traffic.

Accessibility

- The shorter segments, yellow and pink, provide the most accessibility and convenience to local residents but do little to provide a long term solution.
- Smaller "circle" makes it easier to access both entry points from downtown. (Participant ranked Orange first)
- The orange corridor does not provide enough of a savings in time or mileage to detour the downtown route (existing).
- I think for people on 62 It would help them to get to 245 a lot faster. Would help getting to hospital. Participant ranked Yellow Corridor #1.

Multimodal / Miscellaneous

- Add multi access / bike path wherever you build
- We don't need any of this!

Segments

On the third and fourth pages of the worksheet, participants were informed that the selected corridor would likely be constructed in multiple phases. They were asked to rank the segments into the order they'd prefer to be constructed first. This exercise will allow the project team to understand more about the community's views about specific sections of each corridor.

Aqua Corridor Segments

Aqua Corridor Segments	Average Ranking	Amount of Responses by Ranking		
Bluegrass Parkway to US 62	2.35	1 st : 11 (13%)	2 nd : 32 (39%)	3 rd : 40 (48%)
US 62 to KY 245	1.30	1 st : 77 (72%)	2 nd : 28 (26%)	3 rd : 2 (2%)
KY 245 to US 31E	2.23	1 st : 20 (24%)	2 nd : 23 (28%)	3 rd : 39 (48%)

Comments

- Road too wide on Old Nazareth Rd - too narrow. Too expensive, Least traffic - most would use 65 from E-town - Louisville
- Best flow
- Drainage concerns for KY 245 to US 31E segment adjoins my property and have serious concerns for drainage with construction of this segment. Concerns about curves and width of existing Old Nazareth Road. (poor drainage on existing road) Concerns about published travel rates and vehicle collision #'s = I thought both were too low. Obvious concerns about how new segments would adjoin my property and/or separate my property from the road. Concerns about train crossing if increased traffic. Would also like to ensure there would be no access to Industrial park from Old Nazareth Road.
- Aqua/yellow - Both are safety issue for close to TNHS. Traffic is extremely bad w/ faculty and students. Having a mJOR highway w/ inexperienced drivers is a major concern for safety. Losing a life to prove someone wrong is not the way to go.
- None of these solutions are very good. You need to address the shortest routes for the truck traffic. They cause all the congestions, noise, pollution everywhere as well as the center of town. None of the solutions address the shortest routes to the industry sites. Parts of the Orange Corridor does this but it needs to be expanded to more industry site and not go through rural and house areas. 8-26-18 PS. I'm an engineer and know something about these problems. - R Wageer
- This is not really useful until both southern segments are complete. Too little - not soon enough.
- Best option for reducing all problem areas.
- Segment from 62 to 245 will eliminate dangerous travel between 245 and Boston. I do think the BG interchange is very important also
- This would provide an easy way for people on the south side of town to get to 245.
- Get truck traffic out of town first. This will be new traffic to downtown if not rerouted.
- Do not want the Aqua corridor - The proposed road would double the trouble we already experience living in this stretch of road.
- I live on Segment 245 to 31E. Strongly dislike the idea of any more additional traffic on this road. It is already very dangerous. To far away from town for a bypass.
- Never - No Way - Nazareth will stop / Camelot will Stop!
- Favor for most immediate benefit
- Best Alternative
- This route is unneeded and a waste
- Best long term solution. Will have long term economic growth opportunities.
- To Far out of Bardstown
- This route will provide growth potential and meet the short term need to minimize truck traffic from quarry relocation. In much the same way that Ring Road allowed E-Town to grow, we too will benefit in future generations.
- Nazareth Road was a "Cow Path" and needs to be moved northward. 2.) Hospital not getting sufficient attention - Too far from intersection linking both B.G. and US 31
- This gets 62 traffic out of downtown to 245

Yellow Corridor Segments

Yellow Corridor Segments	Average Ranking	Amount of Responses by Ranking	
Ben Irvin Road Realignment	1.47	1 st : 52 (57%)	2 nd : 40 (43%)
Ben Irvin Road to KY 245	1.48	1 st : 45 (54%)	2 nd : 39 (46%)

Comments

- Do Yellow First Then Aqua Route
- Flow not completed
- Not Acceptable
- No difference as far as results that I can see.
- Good relief for some truck traffic relief.
- too far from town to have a bypass. too far out of the way.
- -No-
- Would have to do both sections to accomplish benefit
- 1 is mostly there, so I'm sure it's the cheapest
- This route is unneeded and a waste
- Best solution to help city traffic.
- Only helps a few
- This is possible 1st step to longer growth potential as it is a portion of the Aqua Corridor.
- Really no difference
- This should cut through Catlet Farm to Ben Irvin

Orange Corridor Segments

Orange Corridor Segments	Average Ranking	Amount of Responses by Ranking		
		1 st :	2 nd :	3 rd :
US 31E to US 62	2.24	17 (20%)	31 (36%)	37 (44%)
US 62 to KY 245	1.37	63 (63%)	37 (37%)	0 (0%)
KY 245 to US 31E	2.21	26 (30%)	17 (20%)	44 (51%)

Comments

- multi access / bike path wherever you build
- Too close to the city
- Don't build it. Just a bad idea.
- Will get truck traffic coming from S and E out of town (not too far out of the way like the aqua) and help southern county get to the northern/western areas.
- Helps with downtown only.
- This was not my initial first choice but is more practical than aqua.
- All look like short term solutions.
- I think this corridor is the most efficient way to route traffic around downtown.
- No
- No to all - many neighborhoods affected. Have to build another bridge and not a true bypass.
- do not build does not offer long term negative impact at the cost of homes displaced and lost. If this is a bypass option it is too short term and blue will be needed later.
- Don't see much of any benefit to this alternative
- No benefit to connect south end of 31E to 62.
- 3 goes directly behind our house.
- Don't care.
- Do not like this option. Too many impacts. Diminishes town entrance to tourists and similar. Negative impact on city school tax revenue. Too costly for such a short term option.
- This route doesn't help w/o this connector. (They are referring to the south segment of Orange between US31E and US 62 not helping w/o connector of US62 to KY 245, as indicated by arrows drawn by participant.)
- Do not like this one!
- Best long term plan
- I moved to Bardstown 7 months ago from Louisville. I moved here to get away from traffic and the hustle and bustle of Louisville. This

was to be my forever home. Please don't build in this corridor.

- We moved here 7 months ago to get away from traffic. PLEASE DO NOT DESTROY OUR SUBDIVISION.
- The pink and orange routes will cut through areas that are currently populated and served by sufficient roads. Does not sufficiently provide relief for future truck traffic. As self-driving trucks become prevalent in the next 10 years, we will benefit from routes that can safely adapt.
- It would help me to get to Louisville
- Relief of some downtown traffic

Pink Corridor Segments

Pink Corridor Segments	Average Ranking	Amount of Responses by Ranking	
US 62 to Templin Ave	1.29	1 st : 69 (71%)	2 nd : 28 (34%)
Templin Ave to KY 245	1.72	1 st : 28 (29%)	2 nd : 54 (66%)

Comments

- multi access / bike path
- for the goal they want to accomplish - this is more reasonable price.
- Too close to the city
- Would love to see bike paths on all segments
- Don't build it. Too close to town.
- Not acceptable
- Pink and Orange make the most sense. Best traffic numbers and most amount of people benefitted.
- Do not see this as any valuable option.
- Connecting to Templin from 62 would cut out downtown truck traffic tremendously.
- Not the best long term solution but would provide improved access to Boston which is difficult now.
- This looks like a short term solution.
- Similar to orange. Keep it close to downtown for a more efficient bypass.
- Don't care.
- Short term option only. Doesn't help long term.
- Best option
- The best Return on investment to handle traffic. Do this now and outer road i.e. yellow or aqua 10 years later.

The segment connecting US 62 to KY 245 was ranked the best for each corridor. There was no clear choice for the public's preference when deciding between the KY 245 and US31E, and the US 62 and US31E segments. The Pink corridor's preferred segment was the longer US 62 to KY 245 segment.

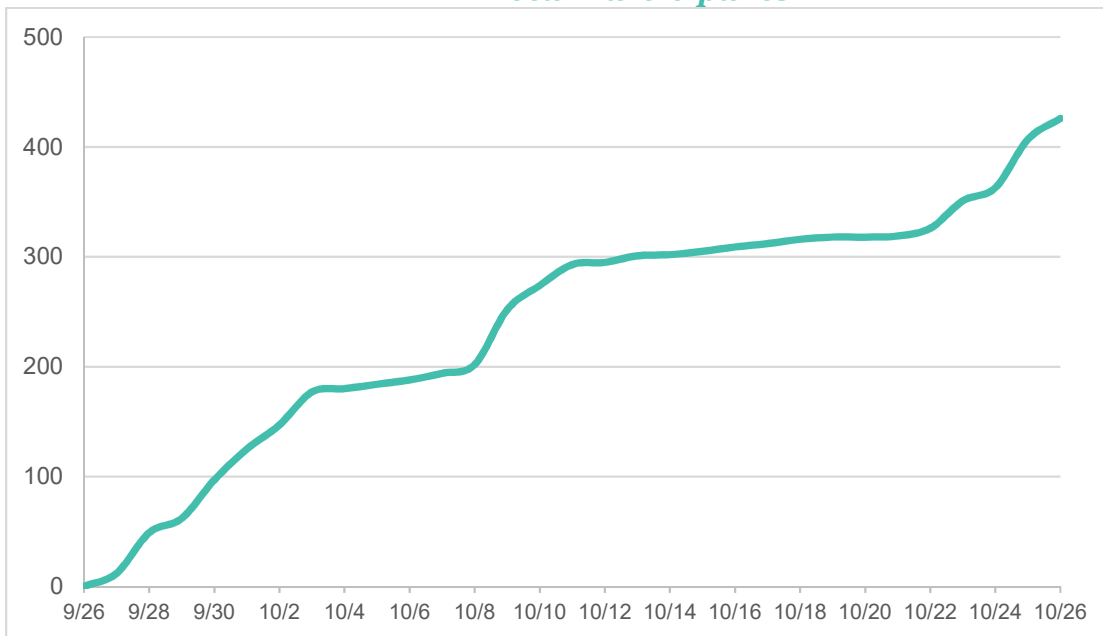
MetroQuest Online Survey No. 2

Similar to the first round of public involvement, an interactive online survey was provided for citizens in an effort to collect as much feedback as possible and provide a broader sense of the overall community’s interest. This survey launched in conjunction with the second in-person public meeting on September 27, 2018 and was available until October 26, 2018. The survey was kept open for four weeks instead of two to allow the public to provide more input to help with final evaluations. The survey was designed to mimic the activities provided at the public meeting. However, there are a few differences between the two which are discussed in this section. Because of the differences, attendees of the public meeting were able to add more information than they may have provided at the public meeting. Participants could learn about the results from the first phase of the study and were provided information about each corridor based on their personal evaluation preferences to assist them with their decision making. Through activities on the MetroQuest survey platform, participants could identify their preferred corridors and their preferred corridor segments with the option to provide comments along the way. The online survey consisted of five interactive screens that guided participants through a variety of activities related to the study. This section summarizes the MetroQuest activities and results.

Participation

In total, **426 people** participated in the two-week survey and provided **5,002 total data points** for analysis. Participants provided **287 written comments**. The survey could be accessed by either a computer or a mobile device, and 40% of participants accessed the survey using a mobile device.

Total Participants



426
participants

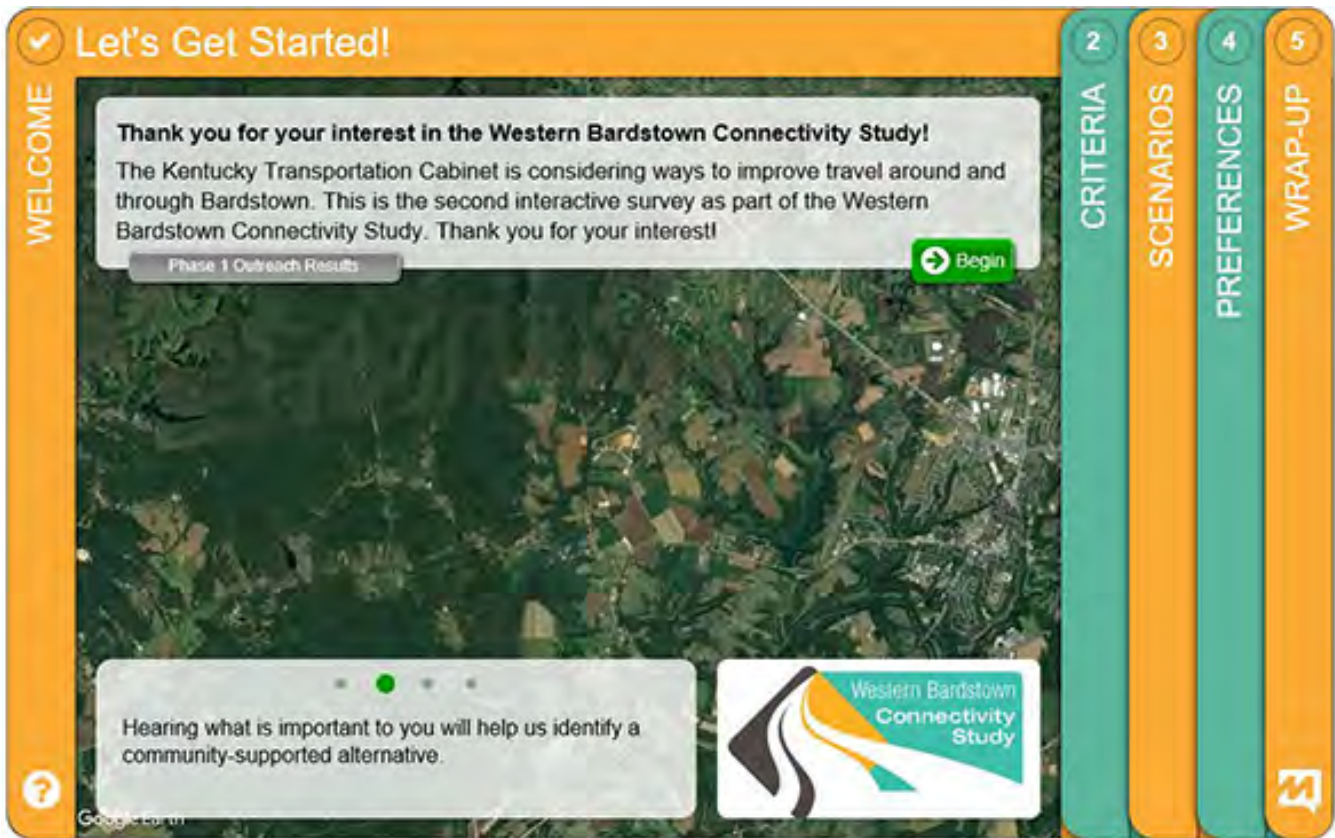
287
comments

5,002
data points

Screens

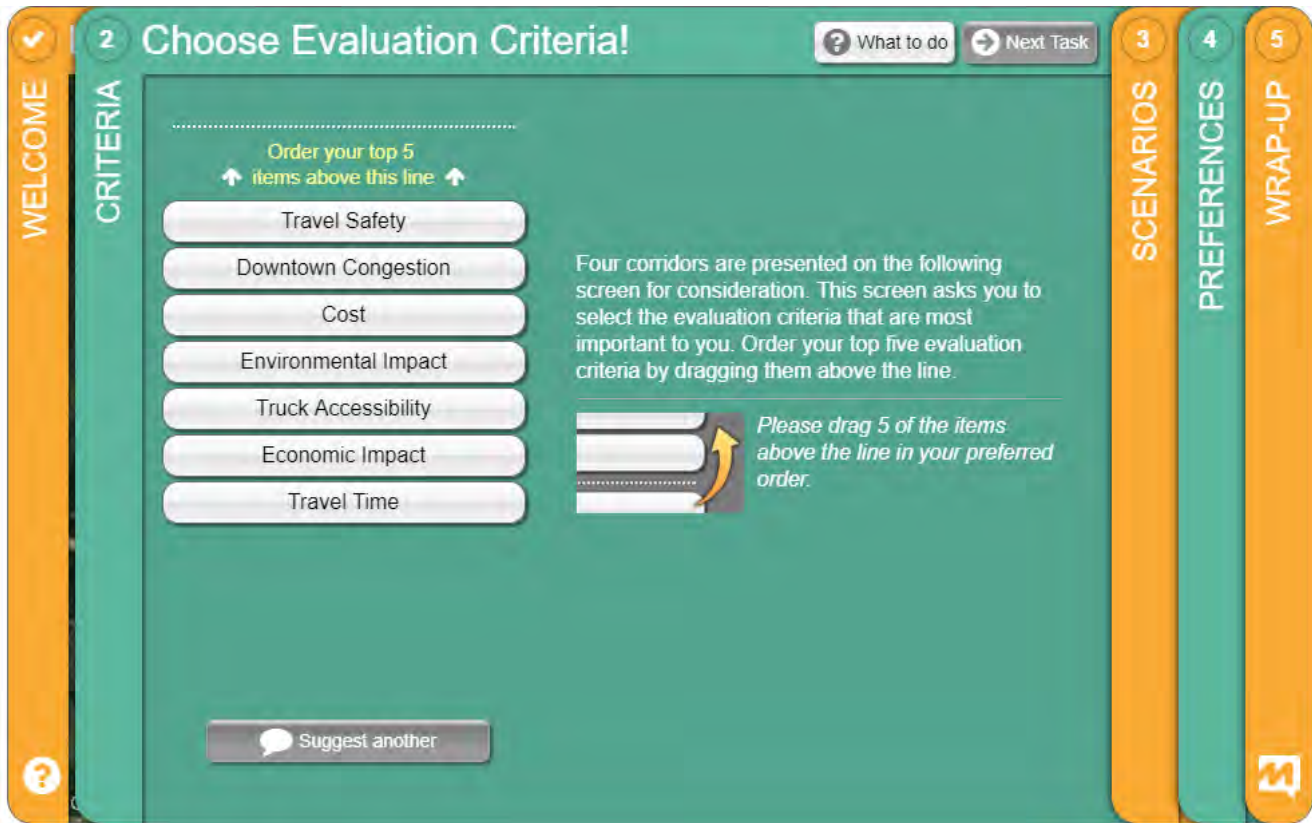
Screen 1: Welcome

This screen served as the introduction and provided updated context about the study as well as instructions for completing the survey. Information to help participants understand the background, questions, categories, and progress of the survey was provided. Participants were able to see an infographic about key takeaways from the first round of public engagement by clicking on "Phase 1 Outreach Results."



Screen 2: Criteria

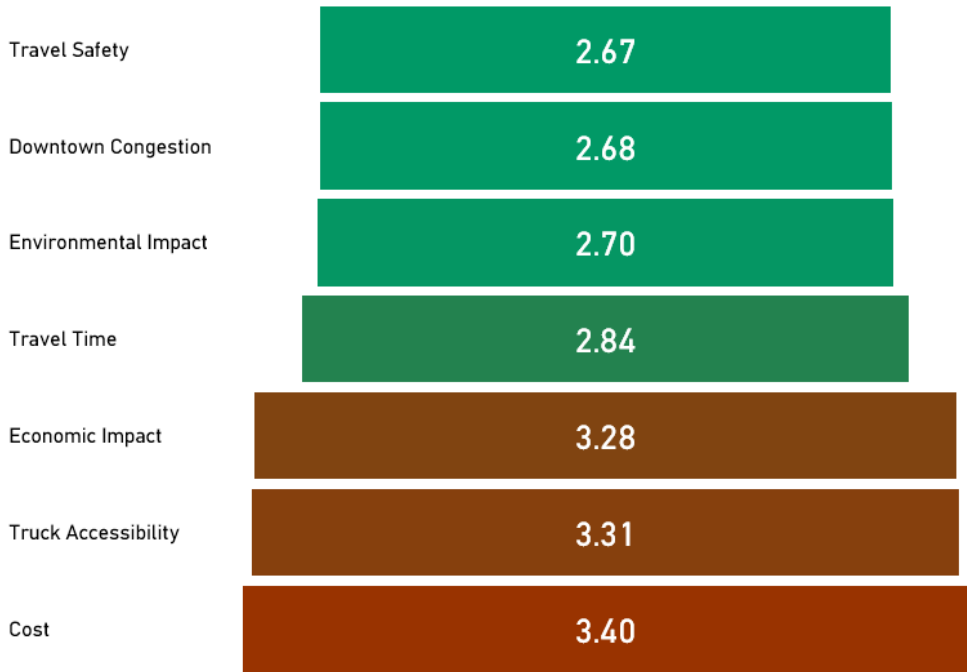
The second screen asked participants to consider the various transportation categories that they think is the most important when evaluating the preliminary corridor alternatives. This gave the participant a customized comparison of each potential corridor in a report card on the next screen. It also allowed the project team to see what interested citizens the most when evaluating the corridors. Participants had the chance to choose 5 of 7 categories to rank. Each one was described to the participant when they clicked on them, and the offer to write a comment was presented as well. Participants also had the opportunity to suggest a category not available in the 7 selections. Results from this page will help when considering evaluations for the corridors.



WESTERN BARDSTOWN CONNECTIVITY STUDY

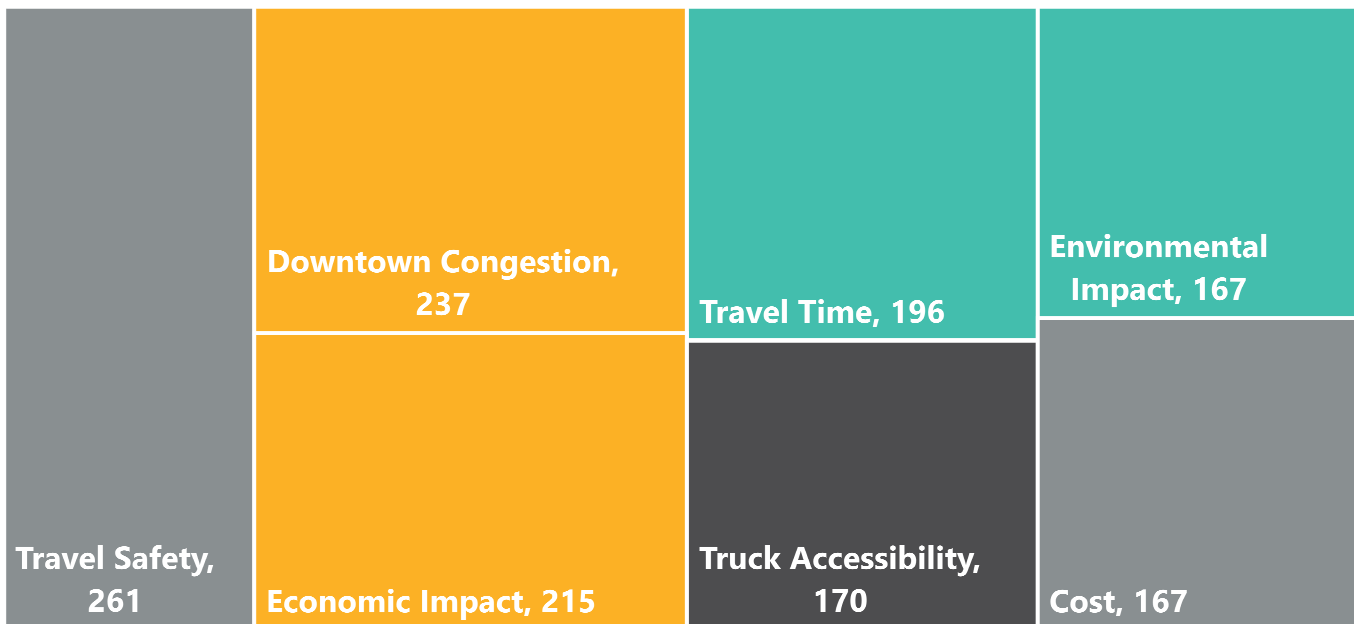
Overall, there were 1,473 rankings with 52 comments. Results are shown by average rank and number of times ranked. Since the highest rank is number 1, a lower ranking category is of more importance to the participant.

Average Ranking



On average, participants selected Travel Safety, Downtown Congestion, and Environmental Impact similarly as the top criteria for evaluation. Travel time was close but fell in a middle tier of the categories. This shows that while it's not the most vital of the evaluation criteria to the participants, it was still an important one. Economic Impact, Truck Accessibility, and Cost ranked as the least important evaluation criteria to participants. Below is a chart showing how many times each of the evaluation criteria was selected.

Total Rankings



Comments

Participants had the chance to write a comment to go along with the evaluation criteria, or to suggest another criteria metric altogether. Some chose to simply put a more general comment that may have not been fully related to the evaluation criteria they left a comment on.

Travel Safety

- Yeah like the great job you did on getting people killed on the new 31 bypass the first day it opened. NICE WORK transportation cabinet.
- This is always my biggest concern. Downtown congestion is already an issue. Big trucks with gravel or bourbon are an issue.
- goal of project should be to find economical way to provide alternative truck route for trucks from Barton's distribution center off KY 245 and the new quarry to bypass downtown
- This is always import for cars, trucks and pedestrians.
- numerous accidents happen at 4th and beall because of drivers running the stop sign. children can not walk to school easily downtown because of the amount of bad drivers
- Key point is avoid established subdivisions at all cost. Do not run thru or very near established residential neighborhoods.
- Please don't build a new road on, or adjacent, to Cardinal Hill Road. Please don't tear up that neighborhood.
- Please don't build a road on, or adjacent to, Cardinal Hill Road. Please don't destroy that neighborhood.

Downtown Congestion

- Please don't build a road on, or adjacent to, Cardinal Hill Road. Please don't destroy that neighborhood.
- The aqua corridor is the best, spreads the congestion. The orange corridor doesn't allow for much future expansion.
- Downtown is not congested. This bypass would take traffic away from downtown which means fewer people to patronize downtown businesses.
- this is a problem now in the morning and afternoons.
- providing connectivity to US 31E close to town best way to get traffic to use and reduce downtown congestion
- Downtown really only gets congested during festivals (which is when we want people downtown) and during the school start times and dismissals. This is not help with much because the majority of the cars in the area at that time can't avoid it since the schools are there. Seems like a lot of money for minimal impact.
- Please don't build a new road on, or adjacent, to Cardinal Hill Road. Please don't tear up that neighborhood.
- Big trucks are a downtown problem.

Economic Impact

- I believe that the inner "pink" route is too little too late. By the time it's finished we will wish for the outer route. We seem to be growing fast. We are running out of space.
- Please don't build a road on, or adjacent to, Cardinal Hill Road. Please don't destroy that neighborhood.
- I believe that the inner "pink" route is too little too late. By the time it's finished we will wish for the outer route.
- "If you want a bypass and good connectivity, plan for that and the future with a true new outbelt that serves trucks and travellers alike for many many years to come. Doing a half-way job now with the idea of possibly expanding lanes down the road destroying neighborhoods such as those along Old Nazareth road makes no sense in the long run.
- So, go farther out! where it may be possible for land to become available for commercial development with good access to a bypass."
- This is a lot of money. This should be put where the most businesses can thrive.
- This could also take away from existing Bardstown businesses. Bypasses have a way of "bypassing" small towns.

Truck Accessibility

- The outer routes are close to the new quarry
- Too many large trucks downtown.....Especially since the new rock quarry has been developed.
- The proposed use of narrow, winding Old Nazareth Road is a nightmare. Currently farm equipment moves on that road, curves are sharp and really unsuitable for truck traffic. Not to mention that this is a rural residential area. Trucks do not belong in residential area.
- I hate that all semi trucks have to come through down town.
- We have a lot more quarry and asphalt traffic than we do distillery trucks.

Cost

- project needs to be economical or it won't get built
- Ideally, a bypass should be just that, a way completely around a town such as I-265 and I264 are. Federal matching funds would be a better solution to make a true bypass rather than trying to repurpose small rural residential area roads.
- cost needs to be minimal because the current traffic issue was caused by local corruption in school board building new school in wrong location
- Can't see using tax money when we don't have money to pay our current debts to basically build a road to help private enterprise such as rock quarry
- Using taxpayers money to basically build a road for private company, rock quarry, is one of the things wrong with our government. When you don't have money to pay current debts we shouldn't use to build new roads. This is not a 'bypass' of town, it is a connector road Bypass would be within city limits or at least close

Travel Time

- Please don't build a new road on, or adjacent, to Cardinal Hill Road. Please don't tear up that neighborhood.
- It is my understanding that the primary goal of this project is to ease congestion in downtown while making the Northwest side of town (245) more accessible to residents of southern Nelson County.
- Long travel times will make our town unfriendly.
- Please don't build a road on, or adjacent to, Cardinal Hill Road. Please don't destroy that neighborhood.
- Safety is number one importance with truck traffic out of downtown. Thanks

Environmental Impact

- How about a category for not taking peoples homes or running a road thw a neighborhood.
- Would should minimize this as much as possible but still build the road.
- Project should not be built in the City Lake's watershed
- Please don't build a road on, or adjacent to, Cardinal Hill Road. Please don't destroy that neighborhood.
- Please do not destroy working farms in this process.
- I'm worried about the future school traffic on templin. I expect it to have to be widened.
- Please don't build a new road on, or adjacent, to Cardinal Hill Road.

Suggest Another

- Immanent Domain: or simply put taking ones home for a road!
- Avoid destruction of natural resources / family farms
- Residential Affects
- Please don't build a road on, or adjacent to, Cardinal Hill Road. Please don't destroy that neighborhood.
- independent decision on route: ensure local officials or their friends do not benefit from the decision of the route. current issue is due to location of new school which likely benefited local school official or their friends

Screen 3: Scenarios

This screen allowed participants to learn about potential corridors to improve connectivity on the western side of Bardstovwn. It displayed a report card style performance rating for each corridor with categories representing what the participant chose as their most important on Screen 2. The corridors were presented on a map with a description. Participants were asked to rate each corridor from one to five stars and also were able to provide an optional comment.

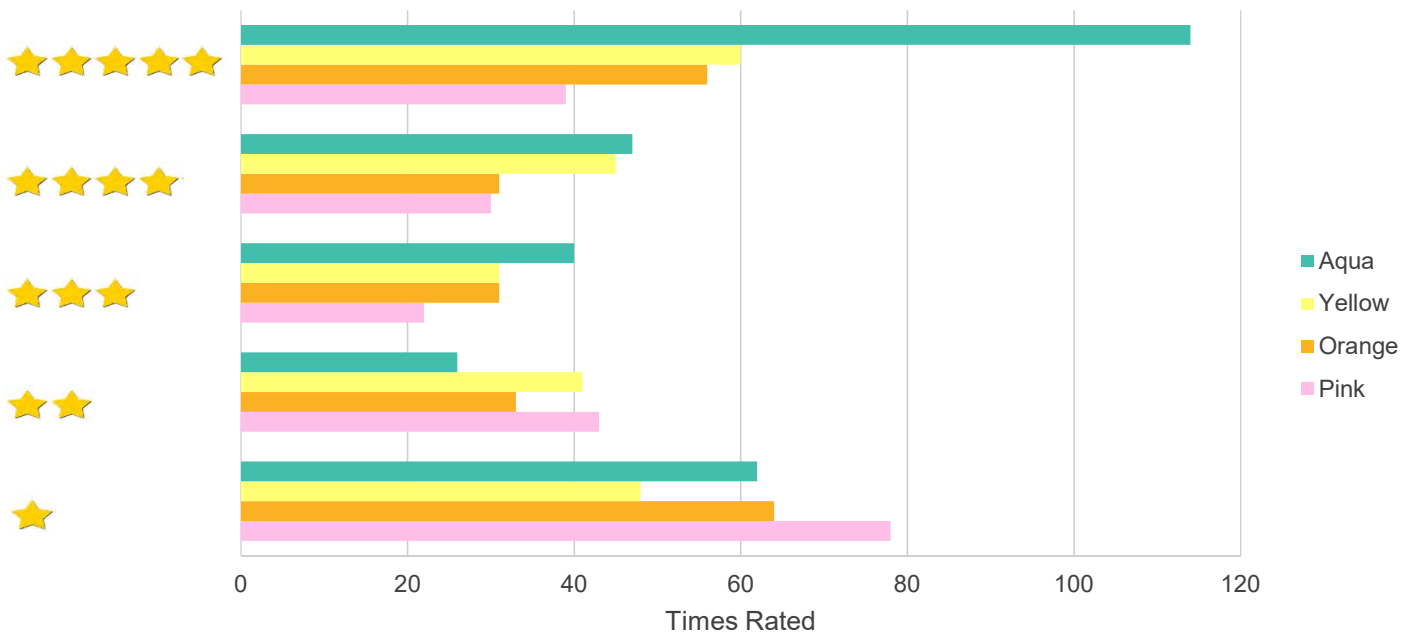
The screenshot shows a user interface titled "Evaluate the Corridors!". At the top, there are navigation tabs for "WELCOME", "CRITERIA", "SCENARIOS", "PREFERENCES", and "WRAP-UP". The "SCENARIOS" tab is active, showing four scenario categories: AQUA, YELLOW, ORANGE, and PINK. The "AQUA" scenario is selected and detailed in a text box: "This 8.7-mile corridor is the westernmost connection and extends from Bluegrass Parkway southwest of Bardstovwn to US 31E north of the city. A new interchange would be constructed at Bluegrass Parkway." Below this is a "More about this" link. A report card section titled "No priorities selected, at random:" lists five criteria with checkboxes: "Travel Safety" (1 checked), "Downtown Congestion" (3 checked), "Cost" (1 checked), "Environmental Impact" (2 checked), and "Truck Accessibility" (3 checked). At the bottom of the report card are three radio button options: "Good", "Better", and "Best". To the right of the text is a rating section with five stars and an "Optional Comment" field. Below the text and rating is a map of Bardstovwn showing the AQUA corridor highlighted in green. The map includes labels for "Bardstovwn", "Bluegrass Parkway", "US 31E", "US 150", "US 151", "Boston Rd", "Bluegrass Rd", and "New State Rd". A zoom control is visible on the map.

WESTERN BARDSTOWN CONNECTIVITY STUDY

Overall, there were 979 ratings with 103 comments written by participants. Below you can see the average star rating for each corridor.

Corridor	Times Rated	Average Star Rating	
Aqua	303	3.43	★★★★★
Yellow	235	3.10	★★★★
Orange	224	2.92	★★★
Pink	221	2.59	★★★

The aqua corridor had the highest rating with an average of 3.43. The Pink corridor had the lowest at 2.59. However, these ratings do not reflect how many times each corridor was ranked, they only are an average. The amount of times rated can indicate how important a certain corridor is to participants on top of what they rated each corridor. The Aqua corridor was rated 303 times, almost 30% more than the next highest number of ratings, showing it is the most important corridor to the community whether they like, dislike, or are neutral about it. A table showing more detail about what each corridor was rated is shown below.



The Aqua corridor received the most five-star ratings with 114. The next highest was the Yellow corridor at 60, receiving almost half the amount as the Aqua corridor. The Pink corridor was the given the least amount of high-star ratings while getting the most low-star ratings.

Comments: Scenarios - Aqua Corridor

- too extensive, too costly, too much impact. Overkill with suspect motives focusing on specific business
- Concerned the Aqua is going to be further for residents of New Haven and it would be quicker to sit through the horrendous traffic in town. The orange corridor helps BOTH the south end of the county and Boston. It is already about 15 minutes quicker for Busses cutting behind the lake to make it from TNHS to Boston than it is for New Haven busses who has no other options other than to sit in the traffic in town
- Please don't build a road on, or adjacent to, Cardinal Hill Road. Please don't destroy that neighborhood.
- Please don't build a new road on, or adjacent, to Cardinal Hill Road. Please don't tear up that neighborhood.
- the rankings provided for providing an alternate truck route as best appear to be overly optimistic. The roadway is in the watershed of the City's lake (source of drinking water) so environmentally is poor choice. It provides no viable means to connect to US 31E, a much bigger source of traffic in downtown. It does nothing to get Barton's trucks out of downtown. Use of KY 332 gets into potential section 106 issues with Nazerath as well as violates a promise made to the residents during the Wilson Industrial Park development that connecting this road to industrial would not be done. AND IT COSTS TOO MUCH
- don't see how this gets used to get much existing traffic out of downtown. It may help with the new quarry. Not worth the cost and doesn't solve why the project is needed. The roadway would be in the city lake's watershed, so environmentally poor choice. Never will be able to connect this to US 31E in cost effective manner so again really not solving why the project is needed
- I like this option especially if considering long term growth of the area. But I think the yellow corridor will accomplish what needs to be done in a less disruptive and costly manner
- This route should be extended all the way to 31E south of the Bluegrass Parkway
- It is imperative for economic development that there be an interchange at BG Parkway, so this is the best scenario.
- Acquisition of R/W at a future date possible if optimal route is clearly established
- Using the small, winding Old Nazareth road as part of the "connectivity" is a very poor idea. The roadway is not suitable for truck traffic and making it so will destroy neighborhoods along 332 making the area unlivable, driving property values down and thus tax revenues down! There is no benefit in this option.
- This is the most comprehensive way of connecting Nelson Countians to the different features of town. It is what makes the most sense.
- This is the best route for economic development and to keep traffic far out of Bardstown.
- Best -- gets you from BG up Louisville road. Good for business.
- Important to connect BG and 150 and bypass far out of town.
- Nazareth Rd too narrow. Dangerous
- Opens up the most roads for residents and is close to the new Mago and Haydons
- This would help everyone
- The aqua route would cause environmental disturbance to the largest area, a negative.
- Long range this plan makes the most sense for Nelson County
- I disagree that this corridor would be the best option to alleviate downtown congestion and travel time.
- Room for development. Eases traffic from town. Room For development once this corridor is finished. Plus helps relieve large trucks from down town. What more could you want? THIS IS AN EXCELLENT IDEA.
- route addresses school traffic issue
- This was the original plan, was it not? This connects Bardstown and Nelson Co.
- This is a no brainer!
- This would eliminate congestion around red light at 245. Would take care of 3rd street, New Haven and Boston commute. Preferred as long as does not take away from Nazareth.
- It's a little far out. Would appear to only benefit people that live out of town, who are passing by Bardstown anyways
- This is the original route. It makes sense.

Comments: Scenarios - Yellow Corridor

- Not sure if I see the significance
- it doesn't go far enough--why spend any money to 1/2 do it and doesn't allow for growth
- route addresses school traffic issue
- Almost all of this corridor lies in the watershed to the city reservoir. This corridor would serve the least number of travelers.
- Environmentally this is a better option, but I am still think it will be an economic hit to take traffic/business away from Bardstown's downtown.
- Second best -- keeps traffic out of town.
- Second best scenario. Gives Haydon and Mago trucks a transportation route.
- This route even more than Aqua route should be chosen such that future improvements can be planned.
- This isn't as good as Aqua, because it doesn't connect with BG Parkway, but is far better than Orange or Pink. Those are too close to Bardstown and will entail bypass traffic mixing with regular city traffic and making city traffic worse. The purpose of the bypass should be to keep traffic that is bypassing Bardstown out of the congested inner area. Orange and Pink do not accomplish that -- they are basically in town still.
- only helps with diverting the quarry trucks. The roadway is in the lake's watershed so environmentally poor choice. Longer than other alternatives so will cost more to build
- This alternate is a poor choice. The roadway does nothing to help get Barton's truck traffic from their distribution center off KY 245 out of downtown. The roadway is within the watershed of the City's lake (source of drinking water). It is overly optimistic that this will remove any significant amount of "existing traffic" other than the new rock quarry traffic from downtown. No connection is viable to US 31E, a major source of traffic in downtown
- Please don't build a new road on, or adjacent, to Cardinal Hill Road. Please don't tear up that neighborhood.
- Please don't build a road on, or adjacent to, Cardinal Hill Road. Please don't destroy that neighborhood.
- still too large a project for the need

Comments: Scenarios - Orange Corridor

- better than some other in that it connect to 31E but not sure if this is absolutely necessary. Costs?
- This road will work for both residents of boston and new haven areas and is slated to move the most traffic. Why spend more on Aqua to move less traffic?
- This route looks like it will cut through some neighborhoods south of the Beech Fork. That's is not acceptable.
- better than some other in that it connect to 31E and 150 but not sure if this is absolutely necessary. Costs?
- It appears this Orange route will pass through several homes south of the Beech Fork. Please don't destroy these neighborhoods!
- Best alternative. solves all the reasons the project is needed (gets Barton's trucks, quarry trucks, and traffic from 31E out of downtown). The corridor shown could be refined to be shorter, more economical than what is shown. Roadway not in the Lake's watershed so environmentally friendly. This route could have bike paths that people would actually use
- This is a horrible route, far too close to town to serve the purpose of a bypass. The bypassing traffic will mix with regular town traffic and make everything more congested. Aqua, with the BG Parkway interchange, will be far better and will bring more economic development to Bardstown.
- If the traffic signal is placed at US 62 & 31E allowing better traffic movement to and from the west, the expense of a new bridge can be avoided as this route would not show an effective cost/benefit ratio.
- This route and the pink route seem like they will not help Nelson County much, kind of a waste of money. It would be a better use of resources to connect all of the areas.
- Too close in -- this will be completely enveloped by Bardstown sprawl within a few years and defeat the purpose of a bypass.
- Not only does this scenario handle Bluegrass Parkway traffic, it also picks up Boston Road traffic.
- This one would take the most traffic from downtown
- Too close to town for a bypass. Too many properties impacted.

- This has too much impact to existing homeowners
- Quick fix that won't have much impact and won't be cost effective in the long run. The outer routes will have to be built anyway with Nelson County's growth.
- This corridor would alleviate traffic from both New Haven Road and Boston Road from downtown, as well as serving Bartons, all the Withrow Court/Nutter Drive industries, St. Joseph School, Bethlehem High School, and the quarry/proposed asphalt plant.
- I disagree that this would not be the best option to alleviate downtown traffic."
- This is really the best option for the majority of the county
- option seems to add more road where there is none
- This destroys a working farm. Consequences include the loss of oxygen from the crops and trees, destruction of natural habitats, destroying a family's income, loss of crops/food.

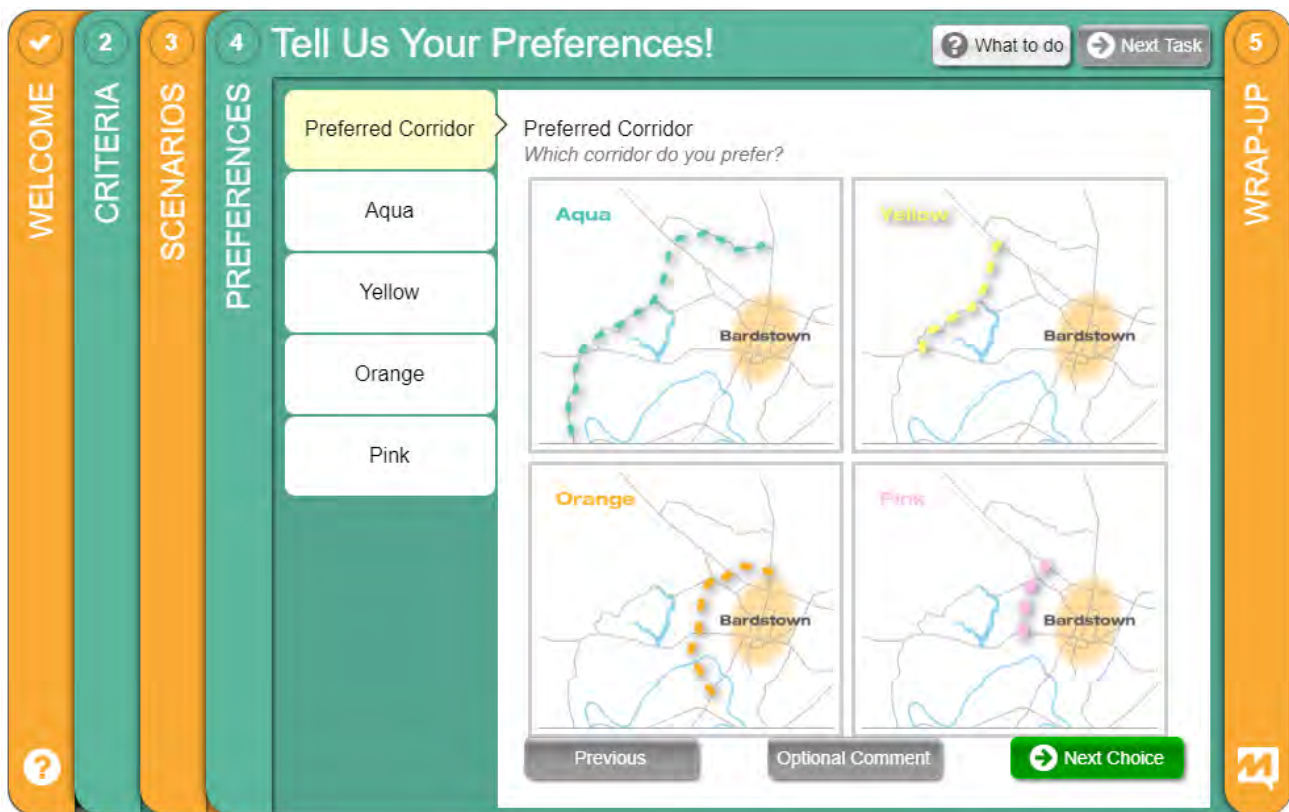
Comments: Scenarios - Pink Corridor

- This destroys a working farm. Consequences include the loss of oxygen from the crops and trees, destruction of natural habitats, destroying a family's income, loss of crops/food. Not to mention: how can you just take people's land away that they desperately do not wish to surrender? Land they've worked since the 1950's. How can you sleep at night if you do that?
- This makes about as much sense as the "improvement" (lol) that was made to the BG ramp accessing 150 trying to make a left turn...BIG WASTE OF MONEY.....Obviously the individual that proposed this pink plan (as well as the "new and improved BG access to 150) doesn't live in southern nelson county and doesn't ever need to make a left turn onto 62 or to 150...if they did, they would see (or seen) the difficulty!
- option seems to add road where there is none
- also doesn't allow for growth
- If we actually need, which I doubt, this should be the most feasible as 1.7 mile bypass should be considerably cheaper than 8+ mile connector. Plus it eliminates breaking up the farmland that would be endangered.
- This corridor would allow for continuation with orange corridor.
- This is just silly. If this is going to be done it should be done correctly.
- Short term fix which will be obsolete in 20 years. Too close to town for a "bypass". Does not solve the problem of quarry trucks and garbage trucks on the road by the lake as they'll likely continue to cut through the length of Ben Irvin rather than going around.
- This route looks to interfere with the riparian area around Withrow Creek. there is so little riparian wildlife habitat left in the area; we should be preserving or adding to habitat, not reducing it.
- Only partially handles the traffic...
- Same comment as I made for Orange. Will be like another city street. Don't see the economic benefit.
- Can't see using this. Too short, too close to town to be of any use.
- I will not use this road. Pointless to spend money connecting these two roads so close to town. Existing roads already do this.
- This just doesn't make sense at all. I realize that it is cheapest, but cheapest still uses a ton of money for something that fixes almost none of our transportation problems.
- This route should suffice until the need for the Aqua or outer route becomes more apparent.
- This is the worst route of them all. It is short, far too close to town to serve the purpose of a bypass. The bypassing traffic will mix with regular town traffic and make everything more congested. Aqua, with the BG Parkway interchange, will be far better and will bring more economic development to Bardstown.
- It doesn't seem as though this fixes the problem.
- this alignment second choice and probably the first to be built. It sets up to make a connection to US 31E in the future and help with Barton's trucks. It gets the quarry trucks out of downtown at least. The roadway does not tie in at very good spot on Templin and KY 245. The roadway should connect to Lincoln Way. Road would cost much less to tie in there and reduce right of way needed. Environmentally good because not in the Lake's watershed, but if you move it won't be in the creek, making it even better
- Please don't build a road on, or adjacent to, Cardinal Hill Road. Please don't destroy that neighborhood.
- Please don't build a new road on, or adjacent, to Cardinal Hill Road. Please don't tear up that neighborhood.

- This alternative connects to Templin Avenue in the wrong place, increasing estimated construction costs, right of way impacts, and blue line stream impacts. It is not in the City Lake's watershed, which is good, but the alignment could be refined to be much better. Tying the alignment in at Templin near Lincoln way would allow for an at grade intersection rather than a 30 feet fill shown for the current pink alignment. this alignment could have shared use path that would connect to shared use path currently to be constructed, improving multimodal connectivity for the City
- simple and cost effective with the least negative impact. If needed it could later be extended to 31E and 150

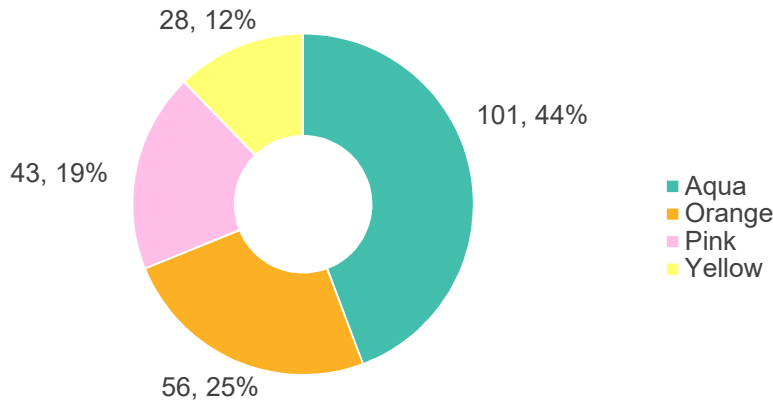
Screen 4: Preferences

The survey's fourth screen was a chance for participants to choose individual segments that they preferred within each corridor. Each corridor is essentially a collection of segments, and certain segments will be prioritized to simplify the implementation process while leveraging limited funding. Participants were also asked to choose a single preferred corridor to be constructed.



There were 1,111 responses given on this screen with 59 written comments. Aqua was selected as the most preferred corridor, receiving 44% of the participant's feedback. This was followed by the Orange Corridor at 25%, the Pink Corridor at 19%, and the Yellow Corridor at 12%. A chart showing the results from the activity is shown below.

Preferred Corridor

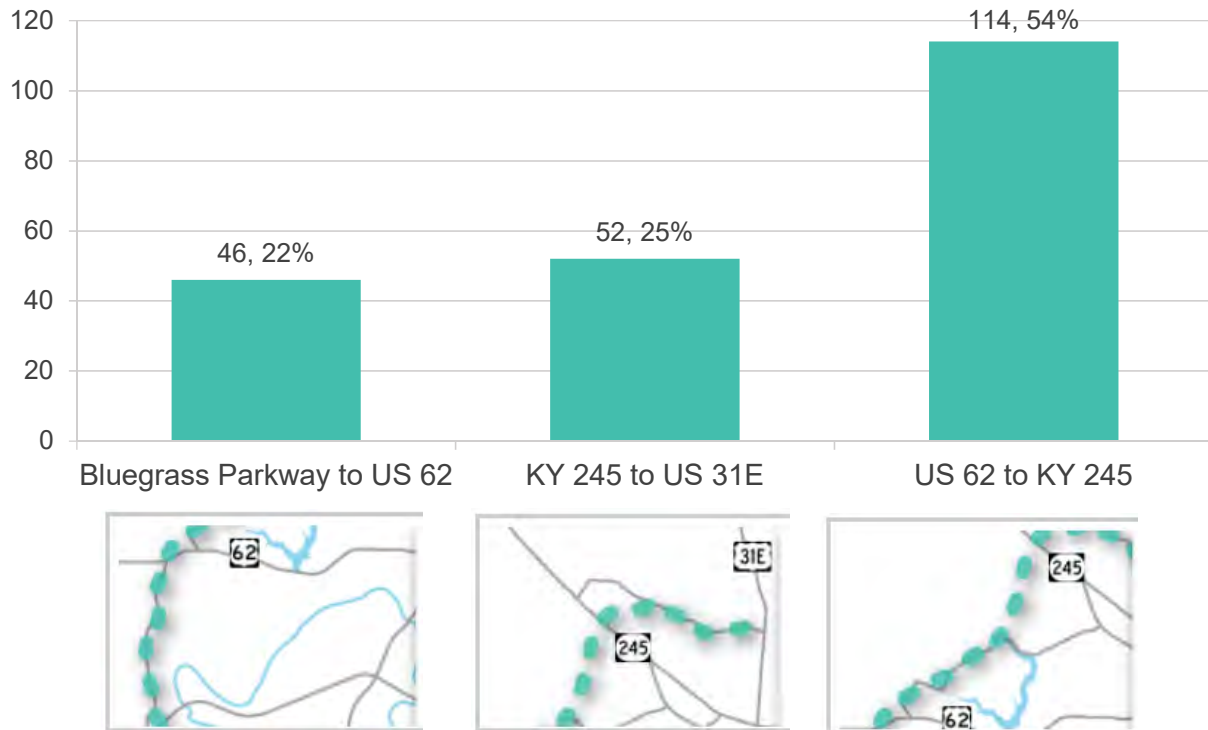


The Aqua corridor was preferred by 44% of people participating in this survey activity. This exceeded Orange by 19%. Aqua and Orange combined got 69% of the preferred corridor selections indicating a preference for the longer corridors. Yellow was selected the least number of times as the preferred corridor at only 12%. This may mean that people who like Yellow also preferred Aqua and chose that instead since they are similar corridors.

Comments: Preferences - Preferred Corridor

- There is no other smart choice if you truly want to bypass town and improve the taxpayer’s commute, the Aqua route is desperately needed and overdue!
- Any option should involve a quicker route to the expressway. We need bypasses from North 150 to the Parkway for both the east and the west.
- Room for development. Eases traffic from town. Room For development once this corridor is finished. Plus helps relieve large trucks from down town. What more could you want? THIS IS AN EXCELLENT IDEA. Why would this even be up for discussion not to develop? (*Voted for Aqua)
- This corridor provides the best scenario for traffic congestion resolution, travel safety, cost and permits for future expansion. (*Voted for Pink)
- Seems to be the best option to keep traffic flowing without sacrificing economics. (*Voted for Orange)
- The aqua has the most impact on housing and cost. I do not like this option.
- I am 32 years old and will be living in Bardstown for the remainder of my life. I'm looking at this from a long-term perspective. Bardstown will continue to grow. We may not need this now but we will need it soon. Go ahead and do it and let Bardstown grow to the west.
- Most comprehensive. It is what Bardstown needs. (*Voted for Aqua)
- This is the only scenario that I feel provides a direct benefit to those traveling New Haven Rd to Bardstown. (*Voted for Orange)
- Aqua makes the most sense as trucks could enter via 245 Louisville road or the BG parkway. The orange would effect my property value because I have property in beachfork estates
- If someone is trying to bypass Bardstown there is a good chance that they are trying to make it to the Bluegrass Parkway. This does this as well as helps to keep the bypass far enough away from town to not cause congestion on Templin. (*Voted for Orange)
- The aqua corridor makes the most sense as it would allow trucks to enter via 245, Louisville Road or even the BG parkway. The orange would effect my home value as I have property in Beechfork Estates and plan to have a home there in 5 years.
- This route appears to serve the purpose of increasing connectivity while reducing the overall mileage of of new road cut. it also appears to suffice as a truck bypass around Bardstown. (*Voted for Orange)
- Shorter route and would potentially impact fewer peoples property
- Does an acceptable job connecting and meets the goals.
- Please don't build a new road on, or adjacent, to Cardinal Hill Road. Please don't tear up that neighborhood.

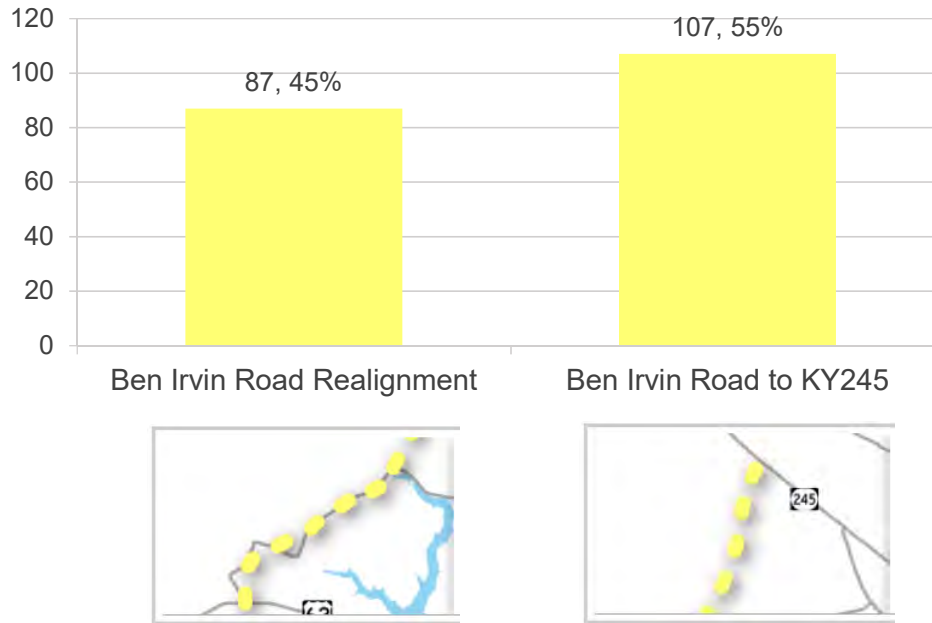
Aqua Segments



Comments

- Please don't build a new road on, or adjacent, to Cardinal Hill Road. Please don't tear up that neighborhood.
- Please don't build a road on, or adjacent to, Cardinal Hill Road. Please don't destroy that neighborhood.
- all segments have issues and would not build any of them
- This corridor benefits only the Nelson County Landfill ,Cedar Creek Quarry, Mago and a sparse population of residents between Bardstown and Boston will be the only beneficiaries. Residents and Commerce traveling from the South end of the County will likely continue use of the Downtown route due to the distance they would have to travel just to get to the bypass. If a traveler from the South end of the County wishes to travel North on 31E to Louisville they will certainly not use the Bypass to get to that same point.
- This corridor is not important. The County Landfill ,Cedar Creek Quarry, Mago and a sparse population of residents between Bardstown and Boston will be the only beneficiaries.
- Aqua and yellow corridors are the most sensible choices.
- Isn't the whole reason for these ideas....to relieve downtown traffic and congestion? This would help 10 times more than any other choices.
- For those traveling from the southern part of Nelson County, the best way would be from US 31E all the way to Ky 245.

Yellow Segments



Comments

- For those traveling from the Southern part of Nelson County will continue to use 31E to Templin Ave to Ky 245. US 62 seems to be 'out of the way' unless it is connected to the Bluegrass Parkway.
- Templin doesn't need anymore traffic....Ben Irvin only needs straighten if this is part of the Aqua project
- Aqua and yellow corridors are the most sensible choices.
- I feel like this makes the most sense for those on Boston rd attempting to make it to 245. Many travel Ben Irvin rd in order to bypass going into town and taking "the long way around," this would cut down on much travel time and would make travel much safer than dealing with traffic on the existing small road. This would also increase emergency response time by bypassing going through town as well.
- The yellow also benefits only the County landfill, Cedar Creek Quarry, Mago, and the sparse population of residents along US 62. People from the South end of the county will still use the downtown route instead of traveling the extra mileage just to get onto the bypass.
- all segments have issues and would not build any of them
- Please don't build a road on, or adjacent to, Cardinal Hill Road. Please don't destroy that neighborhood.
- Please don't build a new road on, or adjacent, to Cardinal Hill Road. Please don't tear up that neighborhood.

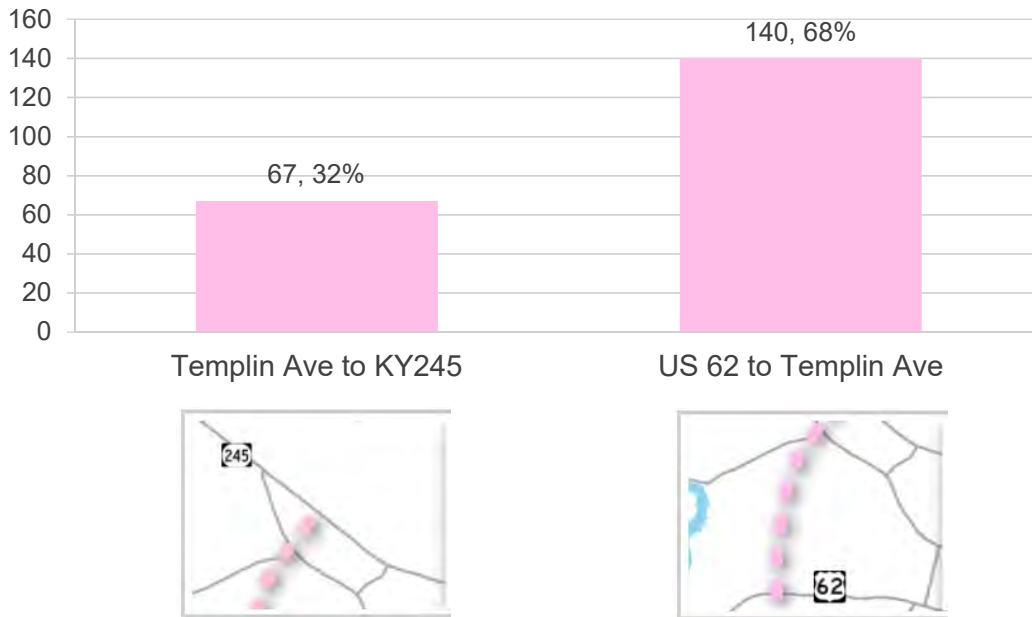
Orange Segments



Comments

- Please don't build a new road on, or adjacent, to Cardinal Hill Road. Please don't tear up that neighborhood.
- Another intersection out near the Bluegrass Parkway on 31E will increase morning congestion in that area.
- without knowing traffic counts etc., it is difficult to ascertain if any segment would achieve high results without the other two.
- Please don't build a road on, or adjacent to, Cardinal Hill Road. Please don't destroy that neighborhood.
- This segment would affect my property in Beechfork Estates.
- This section addresses immediate concerns regarding getting trucks from the new quarry as well as trucks from Barton's distribution center off KY 245 as a means to bypass downtown. Also provides best opportunity for multimodal transportation options
- This portion addresses current concerns getting trucks from the new quarry, as well as trucks from Barton's Distribution Center, off KY 245 as a way to bypass downtown. This section also provides the best opportunity for multimodal transportation options.
- If trying to get around Bardstown and continue on 31E this route makes the most sense.
- If the goal is to do the best for Nelson County, the most connection possible seems that it would be the goal.
- The 245 to 31E section would help so many people get around Bardstown where they have to cut through by the factories now. The rest of this route would be a waste of resources.
- This route seems to hit all the needs of Bardstown area
- No corridor makes fulfill the purpose and need without connecting 31E south to KY 245.
- My preferred option is South 31-E to 245
- Relieving traffic is the idea.....This segment makes sense. With room for more development.

Pink Segments



Comments

- Templin has a couple options to reach 245 already
- Please don't build a new road on, or adjacent, to Cardinal Hill Road. Please don't tear up that neighborhood.
- Please don't build a road on, or adjacent to, Cardinal Hill Road. Please don't destroy that neighborhood.
- This is the least optimal route as all it will do is increase congestion on Templin.
- The pink and orange corridors would not be helpful to the community.
- doesn't make sense to split this alternate up
- Waste of resources
- This route would be a waste. The only people who use Boston Road live there and it is pretty rural. The real bypass will eventually need to be built anyway, and this route would be forgotten.
- Aqua and yellow corridor are the most sensible choices.
- The Pink Route is the most cost effective to alleviate traffic congestion in downtown. Truck traffic from out on 62 will benefit, residents from the South end will be able to effectively utilize, the cost is reasonable, the watershed does not drain to the County's water source, it allows for future expansion to the Parkway and 31E North, and the cost to the State is reasonable. Not to mention that it can likely be built in a much shorter time frame than any of the other suggestions.
- neither
- neither of these is any help

Results from this segment selection activity match the public meeting in that participants prefer the US 62 to KY 245 connection the most (or US 62 to Templin Ave for Pink) for each corridor, and there is no clear second choice for a preferred segment.

Screen 5: Wrap-Up

The final screen asked participants to provide information about their prior involvement with the study and some optional demographic information to provide a better understanding of how the responses of the survey relate to the community and the study. Participants provided 1,439 responses with 73 comments on this screen. Questions asked can be seen in the image of the screen below:

Thank You!

Final Questions

How have you participated in the study?

- I attended the April public meeting.
- I completed the first online survey.
- I attended a local officials meeting.
- I attended the September public meeting.
- This is the first time I have participated.

Please select all that apply.

- I live in the study area.
- I work in the study area.
- I visit places in the study area often.

What is your age? (optional)

Select...

Please specify your ethnicity. (optional)

Select...

Additional Comments (optional)

Type...

Submit Final Questions Skip

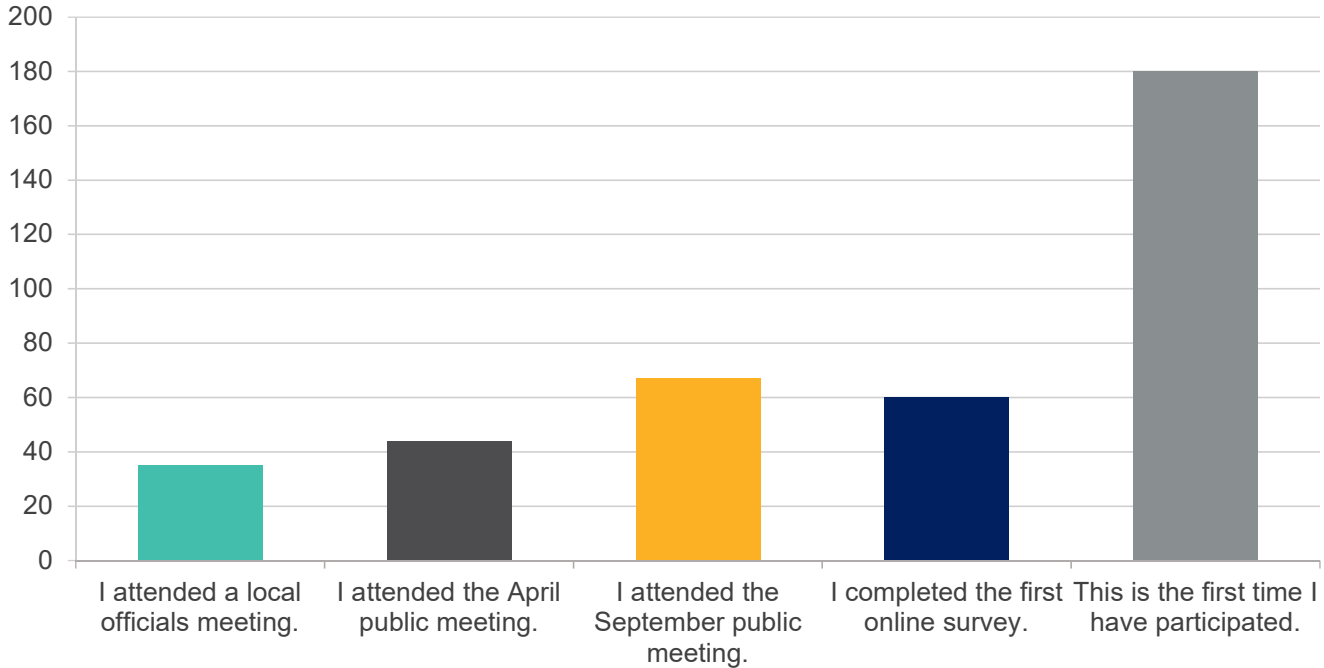
Thank you!

Your input here and throughout the study process will help shape connectivity in the greater Bardstown area in the years to come.

Answering the final optional questions will help us better understand your responses

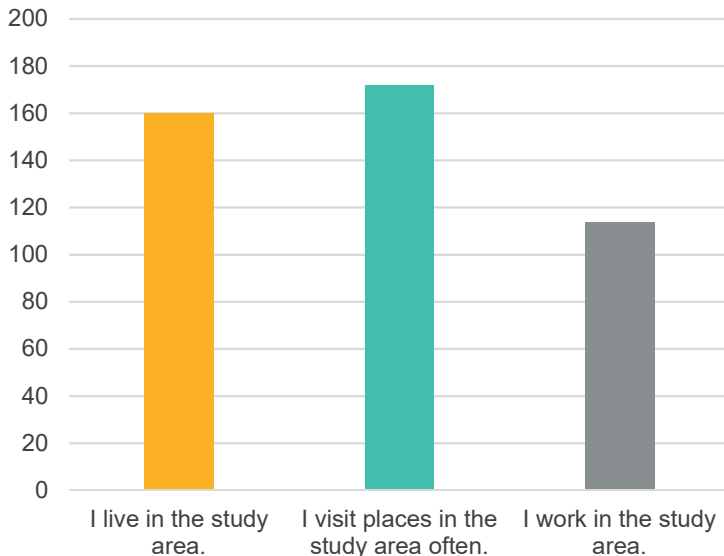
KENTUCKY TRANSPORTATION CABINET

How have you participated in the study?



Of the participants that responded to this question, 180 said that this is the first time they have participated. This shows that most of the results gathered from the survey are not just repeated opinions of those gathered from prior public engagement, and thus a larger base of the community is represented overall.

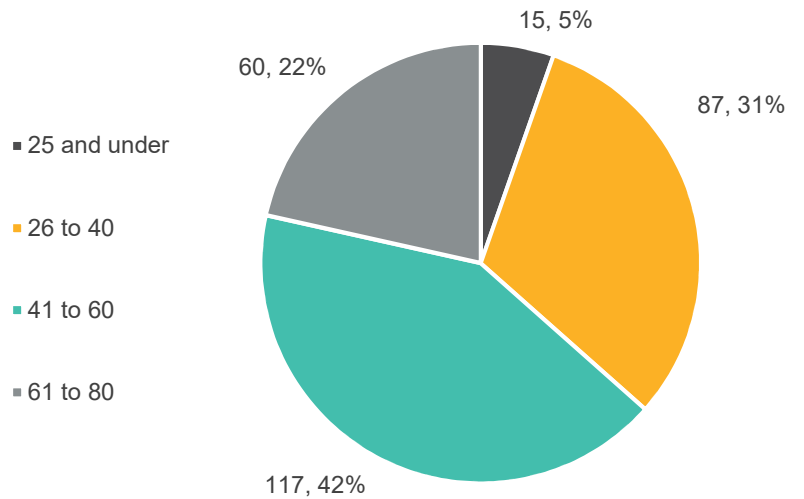
Which scenarios apply to you?



The results from this question were very similar to the first online survey. Most people who participated in this question answered that they visit places in the study area often. While this also could include people who live in the study area, it still indicates that the study area is a place that generates traffic and that people want to visit. Several participants only indicated they visit places in the study area which could indicate that Bardstown has a need for connectivity from outside of the city.

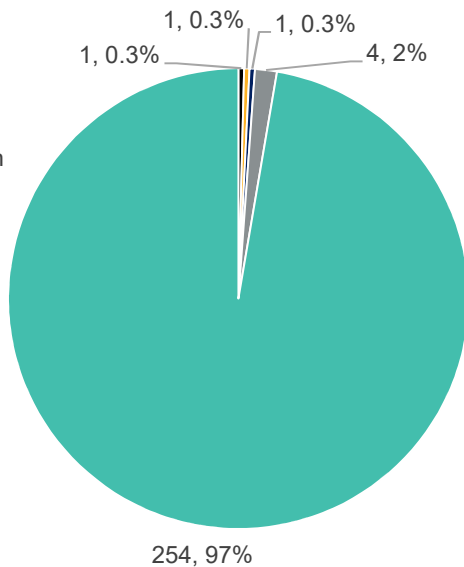
What is your age?

The age group percentages were similar to the first round of public engagement. Most respondents are between the ages of 41 and 60. However, a large portion of the participants are between 26 and 40. Bardstown has a median age of 33, which is approximately 15% lower than the Kentucky average of 39. Having 27% of respondents under the age of 41 shows that participation in this survey was more representative of the age demographic in the region.



What is your ethnicity?

- Black or African American
- Hispanic Latino or Spanish Origin
- Pacific Islander
- Some other race or origin
- White NonHispanic



97% of people who answered this question were of White Non-Hispanic ethnicity. This is 2% less than the previous survey. The percentage of the White Non-Hispanic ethnicity in Bardstown is 81%, so there is a difference of 16%. However, the percentage of the White Non-Hispanic ethnicity in Nelson County is 91%, and many participants indicated that they did not live in the study area.

Additional Comments

The last question gave participants the chance to provide any final thoughts about the study, the survey, or any other topic. A representative selection from the 73 comments provided are shown below:

- Future home site on this path.
- Placing a road in front of my house would be a huge detriment, as we in part chose this area for the quiet seclusion.
- The new rock quarry and the Nelson County Landfill would both benefit from the aqua and yellow corridors. Not only them but school buses from Boston and New Haven going to Thomas Nelson High. They would also be favorable for western Bardstown residents to access highway 245. Ben Irvin road is treacherous.
- could be less travel time
- could it be less travel time to etown
- Very disappointed in the tie-in to US 62 of the outer loop. The inner loop is less expensive and best serves the purpose of the project in terms of traffic movement.
- Aqua has the most long term advantages for Bardstown and Nelson County. Although expensive, it's a smarter investment and will impact the fewest amount of existing homes and businesses.
- Please do not use this as an opportunity for a few individual to profit at the expense of impact to environment and quality of life in the proposed areas. The goal should be reduce traffic not opening up areas for development not discussed is an open forum specifically about that separate issue.
- I was out of town for work and could not attend the second meeting. I did send representatives from our company to both local officials meetings.
- Drive a bus...need a better Rd from Boston School to tnhs...
- "Please don't build a new road on, or adjacent, to Cardinal Hill Road.
- Please don't tear up that neighborhood."
- "Please don't build a road on, or adjacent to, Cardinal Hill Road.
- Please don't destroy that neighborhood."
- Please do not construct an overpass that interferes with the neighborhood of Cardinal Hill. Please do not destroy our neighborhood!
- Do not think it should impact residential areas off of Sutherland drive
- Why not make 245 connection north of flaget hospital? Thus keeping traffic away from emergency area. Not close to Bernheim at all.
- orange alignment can be refined to meet the purpose and need for this project and serve the City well for many years NOW. Other alignments can maybe solve pieces of the traffic issues but not all
- I think this survey is misleading by incorporating those check marks. It will bias people less familiar with the area. Unless you have quantified data supporting your claims that one route is the most environmentally friendly, when it clearly is in the town's water source watershed, you should not bias people with the three "best" check marks.
- want it from as far away as it can be from my house. I didn't by land to have a road built in my backyard
- The aqua route is my preference with an easier access those that need to connect 31E south. the current route should continue from the Blue Grass Parkway to 31E south.
- Drive a bus to New Haven, want traffic to be easier and safer.
- I think that this is important and I believe for any bypass to truly be successful it needs to reach down to 31E or the BG.
- "Pink and Yellow doesn't do enough to connect all roads. Aqua is too far out to help except for a few that use the BG Parkway. Orange is best that connects all roads and be most used and at a later
- date finished to completely circle Bardstown"
- A route connecting 31E to KY245 would be beneficial to those commuting north on 245. It would also be helpful for commercial vehicles travelling to and from the Bluegrass PKWY to K245.
- I've worked in downtown Bardstown for 35 years, traffic is terrible.
- Please keep the farmers and landowners in mind since they will loose their homes.
- I think it would be beneficial, especially for all those living south of the Bluegrass to have an easier and faster route to 245, to by pass

having to go thru town.

- "As I stated before, the aqua is my least favorite because of its impact on me personally.
- The yellow and orange is sufficient to redirect the traffic without impacting as many. "
- It appears to me that the orange and pink routes would serve only to the benefit of Haydon Rock Quarry and Mago. The other routes would serve everyone in Nelson County
- New Haven Rd traffic needs better access to Hospital, TNHS and Hwy245 without going downtown.
- The only reason I selected the Orange route was because it connects to New Haven Road. Should the Aqua route connect to New Haven Road, I would have selected that option. I'm all in - let's get this project done!
- I want to be able to go all the way around the town. Don't use taxpayer's money just to help the rock quarry trucks.
- Worried about congestion on Louisville Rd past Nazareth when it changes to two lanes. Difficult getting in and out of neighborhood.
- I live and work on the farm land lining Ben Irvin Road and Templin Avenue. To build the orange or pink road would destroy the farm my great grandfather started 70 years ago. Not only that, but it would cut into my backyard and eliminate my privacy.
- This construction is not important enough to use tax dollars when a good road already exists. It also cuts through a farm of a long time bardstown family and puts un needed economic pressure on them.
- By far the best bypass will be one sufficiently removed from town so that bypass traffic does not mix with town traffic. Large trucks carrying rocks and cargo need to be kept far out of Historic Bardstown. There needs to be an interchange with the BG Parkway to keep Parkway traffic out of downtown and to bring more economic prospects. The bypass should be close to Flaget Hospital so that ambulances can get around faster. The two close-in options do not serve these purposes at all. The 245 to BG Parkway option that begins around Thomas Nelson HS should be the preferred route by far.
- I believe the majority of people that are heading west through Bardstown are doing so in order to reach 31E and the Bluegrass Parkway to head to New Haven and Etown. The corridors that only effect Ben Irvin Rd and US 62 would not help the traffic onto the Bluegrass Parkway.
- We need to do this asap so we can keep downtown Bardstown nice. Traffic is already becoming a problem during time periods. I am afraid it will be grid lock all the time and we will lose tourist because of it.
- I think the pink is the best due to the cost and sufficient for the truckers to bypass in town, also close in town to take away from heavier traffic. Orange is a good one also due to the Bluegrass Parkway.
- None of the proposed routes are really good options. Each is a bandaid! I suggest going back to the drawing board and considering new road construction using Federal Matching Funds for a connectivity that will last well into the future of Bardstown and Nelson county.
- Please also consider the environmental impact of this project.
- Have to keep in mind the long term good for Bardstown. Lots of economic development potential for the Aqua route.
- Please do not touch the areas of the Bischoff farm. I see absolutely no benefit to Bardstown to disrupt the environment of these farms. We are slowly losing what little farms we have in bardstown. This is an outrageous plan to disrupt what little agriculture is left close to the city of Bardstown.
- I feel due to increasing traffic volume roads around each option need to be widened for safety. They are not wide enough as it is, adding more volume will make it more hazardous
- while I chose routes that involve Rt 31 north of Bardstown, it is because they most closely link the Bluegrass and 245. I think many people will be directly affected by traffic on Rt 31 by Nazareth Rd. Since I haven't been to meetings, I can't comment positively or negatively to the traffic on 31 North of Bardstown.
- A truck friendly outer corridor would move A lot of traffic out of the city center and would provide area for the community to grow
- Please do the complete bypass.
- I live and farm in the Aqua, Yellow corridor and have no interest in the value of my property or my Family's property to be enhanced via the County's idea of "Economic Growth". The parties that appear to me to benefit the most from a Yellow/Aqua scenario of roadway are voices that number few but seem to be the loudest in the political and industrial arena. It would be poor judgment against the people of this County to have this roadway placed so that these aforementioned "loud voices" which are few in numbers benefit above and beyond the numbers in the South end of the County.
- Please consider what will be the best traffic solution for Nelson County for the long run, not what local politicians and business people with deep pockets and influence want for the short term.

- This is important for the growth and connectivity of Bardstown.
- I think the Aqua route will be needed eventually but is too far out right now.
- I am concerned about environment impact, specifically the loss of green space in some of the proposed options.
- This is the first I've heard of this study. Would like to hear more.
- "Please consider the options that make the most sense and offer convenience for the town.
- which ever route is decided on the decision should ensure that local school and government officials do not benefit. local officials caused the problem by locating thomas nelson school where they did and local school official and/or their friends likely benefited to everyone elses expense. route needs to solve county school problem that they created
- WHY IS ADDITIONAL STUDIES AND PROPOSED FUNDING BEING DONE FOR NEW AREAS WHEN AREAS SUCH AS HWY 79 IN MEADE COUNTY IS ON HOLD DUE TO NO FUNDING? SHOULDN'T WE FINISH WHAT WE'VE STARTED RATHER THAN GO DEEPER. LIVES HAVE BEEN EFFECTED FOR 5 YEARS ON THIS HWY 79 PROJECT. FINISH IT OR CALL IT OFF.
- Please maintain existing family farms. Progress and convenience are not more important than family land. That farm lifestyle is why so many people choose to live or move here. Don't take that away simply for convenience. If people want more pavement, they can move to Louisville!
- Aqua only option
- I live in New Haven and my child attends Thomas Nelson High School and we need a shorter route
- Don't like the outer route, too far out to pull commercial traffic away from downtown. Inner route is much more beneficial.
- I live on Highway 62 where rock trucks are traveling by several times a day. We need a different route for them.
- Thanks for asking for our opinion.
- If we do this project lets do it right rather then regrets later.
- Why does my ethnicity matter in a traffic study? This is a ridiculous question that brings identity politics to a new level.
- I have not attended meetings, however I have emailed a letter to cabinet members on our opinions and thoughts. We believe a road is needed to help with congestion through Bardstown and make commute faster/safety for those traveling to New Haven and Boston.
- The mayor is emailing people to vote for the inner route because he wants Barton trucks off of the roads downtown ASAP. This undermines the original plan, which was to make all of Bardstown accessible with a bypass. If you spend this huge amount of money (I realize that it is the cheapest but still...\$4M is ALOT of \$) to create this little band-aid road the original plans will never come to fruition.
- Not impressed with the outer route.
- I prefer the orange plan only moving the route slightly further away from town and more direct from 31 to the BG.
- Thanks for allowing input from the public.

Summary

Results

Aqua and Yellow were the overall top-rated corridors in both the public meeting and the online survey. The Aqua corridor had the most positive overall results, generally outweighing its negative results. The Yellow corridor had the least amount of negative results, helping place it as the other most favorable corridor overall. This indicates the participants would prefer the more western connections of Aqua and Yellow. The Orange corridor had the most neutral overall answers, with results being more evenly split amongst the activities. This caused it to place below the Aqua and Yellow corridors. However, it did receive the second most votes for 'Preferred Corridor' in the online survey. This indicates that the community would prefer a full-length corridor connecting the Bluegrass Parkway at the south and US 31E to the north rather than the shorter segments of Pink and Yellow. The Pink corridor generally scored the worst in the public involvement results.

Another factor to consider is that when given the option to not answer, some corridors had more input more than others. For instance, in the Scenarios activity on the online survey where people were asked to rate the corridors out of five stars, the Aqua corridor was rated almost 30% more than the next closest amount of corridor ratings. This indicates a strong public opinion on this corridor that will need to be considered in further analysis.

Participants chose the US 62 to KY 245 segment as their preferred segment for each corridor. In the Pink corridor, it was the longer US 62 to Ben Irvin Road segment. Amongst the other segments, there were no significant differences in opinion on which one the participants preferred.

Safety, Congestion, and Environmental Impact were selected as the highest rated evaluation criteria. This is similar to the priorities selected in the first round of public involvement and is consistent with the purpose and need of the study. The demographics of this study were very similar to the first round of public involvement, except that 180 participants of the online survey said this was the first time they had participated in the study.

Comments

While not all 403 comments shown in this report can be summarized into one paragraph, a few key takeaways were discovered when analyzing them. Participants are concerned about the safety, truck traffic, and congestion of Bardstown. These main concerns all tied together in many of the comments, and while some citizens doubt the need for a connection, an overwhelming amount expressed their concern on these issues and agreed that something needed to be done regardless of what option they preferred. Several citizens expressed their concern about environmental impact and the residential impacts for all the corridors.

Many comments from people advocating for the Aqua or Yellow corridor mentioned that the Orange and Pink corridors are only temporary solutions that would be outgrown too quickly with future traffic conditions. They also gave reasons to support these connections such as people coming from the south to go to Thomas Nelson High School or the hospital, truck traffic utilization, and long-term economic growth.

The comments from people advocating for the Orange and Pink corridors had opposite views. They do not agree that Bardstown will need the connections as far west as the Aqua and Yellow corridors. They believe that the Orange and Pink corridors will be utilized more by people in and traveling through Downtown Bardstown, or people traveling to and from the north. They mention the relatively lower cost of these corridors would be more cost effective and provide the area with more funding for other purposes, and that Aqua or Yellow can be built if required in the future.

Project Team Meeting No. 4

Project Id: Nelson County (Item No. 4-8809.00)

Location: KYTC District 4 Conference Room

Date: November 14, 2018
10:00 AM

Prepared By: Nick Jehn

In Attendance:

Name	Agency	Email
Charlie Allen	KYTC – District 4	charliea.allen@ky.gov
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Lewis Dixon	CDP	ldixon@cdpengineers.com
Richard Hall	CDP	rhall@cdpengineers.com

*Joined via video conference

Summary of Meeting

1. Introductions – Opening Comments

This meeting is the fourth and final project team meeting for the Western Bardstown Connectivity Study. Charlie Allen and Lindsay Walker welcomed all attendees and chose to skip introductions since the project team members have met previously throughout the planning process. Lindsay noted that a complete summary of public input and agenda were sent to the group prior to the meeting, then proceeded to walk through the agenda items. These included:

- Phase Two Public Involvement Overview (LO/S Meeting, Public Meeting, MetroQuest Survey)
- Corridor Adjustments
- Additional Corridor Information (Traffic Volumes and Operational Results, Geotechnical Evaluation, Resource Agency Information)
- Recommendation and Outcomes Discussion
- Meeting Review – Next Steps (Study Documentation, Local Officials Briefing, Phase I Design Advertisement)

A copy of the meeting agenda, presentation, and all associated handouts are attached to these minutes. The following sections summarize key discussion points, questions, answers, and action items.

2. Phase Two Public Involvement Overview

Public Meeting Overview and Summary of Input

Lindsay Walker opened Kimley-Horn's presentation by recapping the LO/S meeting, at which local officials and stakeholders were informed of the status of the project and provided an opportunity to express their comments and concerns prior to the public meeting held that night. Though several questions were asked following a brief presentation by Kimley-Horn, key takeaways from this meeting included:

- Traffic forecasts should include truck volumes to aid in the evaluation process
- Current and future land use should be included in the study documentation so that it is clear how this information was used

Next, Lindsay summarized the public meeting by reviewing each of the five stations that were set up—Scrolling Presentation, Info Wall, What We Heard, Corridors, and Segments. Key discussion items by area are included below.

- **Corridors**
 - Respondents were given a "report card" and summary information for each corridor. They were asked to rate each on a scale from "strongly dislike" to "strongly like" based on the provided summary information. The results showed that the public meeting attendees generally had a neutral opinion about the Orange and Pink corridors, but slightly favored the Yellow and Aqua corridors. That said, it was interesting to note that the Aqua corridor received the most "strongly dislike" and the most "strongly like" ratings.
 - Chad Filiatreau pointed out that the polarizing nature of the Aqua corridor could be linked to where public meeting attendees live (i.e. many of the attendees are residents along existing Bellwood Road and KY 332, where the Aqua corridor is shown to pass through).

Chad also stated that the relatively small amount of property owners may be why the Yellow corridor scored favorably. Aaron Heustess responded by noting that (1) respondents were not asked where they lived in the surveys, so this cannot be confirmed, and (2) Aqua utilizes more existing segments than any of the other corridors, providing the most opportunity for property owners to be impacted. That said, Aaron also observed that the Yellow corridor was the least disliked of all corridors while affecting the fewest parcels.

- **Preferred Corridor**
 - After rating each corridor, respondents were asked to rank the corridors in order of preference. This exercise yielded similar results, as opinions on the Aqua corridor were polarized (51 ranked it 1st [most overall], and 60 ranked it 4th [most overall]), while the remaining corridors were not unanimously liked or disliked.
- **Segments**
 - Finally, respondents were asked to rank the individual segments that make up each corridor to aid in prioritizing future implementation. Here, the results were clearer, as respondents unanimously preferred the segments of each corridor that connect US 62 to KY 245.

To conclude, Lindsay Walker summarized key takeaways from the public meeting, which included:

- The outer corridors (Aqua and Yellow) scored the highest overall
- Yellow scored the highest by being disliked the least, but Aqua was ranked 1st most frequently
- Orange and Pink received neutral rankings across all exercises
- Segments connecting US 62 to KY 245 were the most preferred

MetroQuest Survey Overview and Summary of Input

Lindsay Walker continued the presentation by summarizing findings from the MetroQuest survey that remained open for four weeks following the public meeting. In total, 426 people participated in the two-week survey, providing over 5,000 data points and 287 written comments. Lindsay commented that one interesting finding was that most respondents had not yet participated in the study (i.e. attended a previous public meeting or provided feedback in the past). While increased participation was considered a positive overall, it was important to note how this might implicate the survey results. Key findings were as follows:

- **Criteria**
 - Survey respondents were given a list of potential evaluation criteria (e.g. travel safety, downtown congestion, cost, environmental impact, etc.) and asked to rank them in order of importance. The results showed good alignment with the purpose and need of the project, as safety, downtown congestion, and environmental impact were ranked the highest, while cost and economic impact were ranked lowest. This also aligns well with the first round of public engagement.
 - Chad Filiatreau asked if details were provided in the survey as to what each criterion means. Aaron Heustess responded that yes, survey respondents were provided with background information and definitions of all evaluation criteria prior to deciding on their selections. Jarrod Johnson pointed out that each respondent also had the chance to review the “What We Heard” from the first round of public engagement.
- **Scenarios**
 - Next, survey respondents were asked to score each of the corridors from one to five stars (independently of each other) based on the provided summary information. This summary information gave a “good”, “better” or “best” rating to each of the corridors based on the analyses performed by Kimley-Horn to date. Among the corridors, Aqua scored the highest, which agreed with the results from the worksheet exercises at the public meeting. The

- remaining corridors obtained similar scores, with Pink the lowest-scoring overall.
- Chad Filiatreau commented that it seemed counterintuitive that Aqua would relieve downtown congestion given how far from the city center it would be constructed. Lindsay Walker stated that travel demand models were built to account for differences in route choice based on travel time and that the impacts at each downtown intersection were analyzed based on model outputs.
 - Aaron Heustess also stated that it is possible each corridor could score the same for a given evaluation criteria on a scale from one to three checks, even though the numeric value of each measure of effectiveness may differ. “Full” connections (Aqua and Orange) scored three checks on downtown congestion, while the “short” connections (Yellow and Pink) scored fewer checks.
- **Preferences**
 - Finally, survey respondents were asked to rank the individual segments that make up the corridors based on their personal preference. Similar trends to the worksheet exercises were observed here, as the segments between US 62 and KY 245 were preferred over the exterior segments of each corridor.
 - **Wrap-Up**
 - To conclude the MetroQuest survey, respondents were asked to what capacity they had participated in the study to date. As alluded to previously, the majority (180 respondents) were participating in the study for the first time by taking the survey. Demographically, there were mixed responses relative to whether respondents live or work in the study area, but age and ethnicity were representative of regional statistics.
 - Key takeaways from the MetroQuest survey included:
 - Safety, congestion, and environmental impacts were the highest rated evaluation criteria
 - Aqua was the top-rated corridor overall
 - Outer corridors scored higher than inner corridors
 - Longer corridors scored higher than shorter corridors
 - US 62 to KY 245 was the preferred segment for all the corridors

Charlie Allen said that it was interesting to see how little cost weighed into the decision-making process for the public. Given potential budget constraints, it would be important for the public to understand that a phased implementation will be necessary. Lindsay Walker responded by noting that cost effectiveness was addressed in some of the written comments, though these did not affect the numeric outcomes of the worksheet exercises or MetroQuest survey. Property owners living in Beech Fork Estates or along KY 332 were most concerned, while the public frequently asked about land use in the region and how this factored into the process.

3. Corridor Adjustments

As mentioned previously, slight adjustments have been made to the Pink and Orange corridors since the public meeting based on additional data collection and conversations among the project team. These adjustments were made to ensure that each corridor would be constructible and to minimize impacts to property owners. Specifically, Lindsay Walker said that it was determined the Orange corridor would pass directly through a proposed athletic complex between Ky 245 and Templin Avenue, so this corridor was adjusted to the west. Additionally, Aaron Heustess said that the property owner adjacent to the Environmental Justice area would prefer that the Orange and Pink corridors be shifted eastward to benefit all impacted parties. A high-level glance at topography indicated that this would be feasible, so the adjustment

was ultimately made.

Kimley-Horn and CDP prepared updated cost estimates based on these adjustments that showed a slight decrease in the cost associated with the Orange corridor (of about \$100,000), but a significant increase in the cost of the Pink corridor (of about \$1.8 million). The increase in the Pink corridor also considers some of the section that overlaps with Orange that was not previously accounted for. Upon review of these numbers, Brad Bottoms commented that the right-of-way costs seemed to be underestimated and requested that these be reviewed. Aaron Heustess said that these high-level cost estimates were based on the acreage intersected by each corridor and the corresponding land use code reported by the Nelson County PVA. In some cases, missing information from the PVA may have led to erroneous estimates, so Kimley-Horn said that right-of-way costs will be revisited and increased in the final report accordingly.

4. Additional Corridor Information

Land Use

Regarding land use, Kimley-Horn addressed comments from the LO/S meeting by providing a map showing how current and future land uses interact with the proposed corridors. Jarrod Johnson noted that for a few of the land uses, the polygons on the map denote where property is *owned*, but do not necessarily indicate that this land is currently used or planned to be used. Kimley-Horn concluded this portion of the discussion by stating that after November 20th, the latest future land use plan from JCCPC of Nelson County will become public record and will be referenced in the final report. Chad Filiatreau pointed out that economic impact / development is not part of the purpose and need of this project. Aaron Heustess responded by noting that although the planning commission has stressed the need to accommodate for industrial land use growth, that it is not part of the purpose and need for the project. Aaron also noted that the planning commission is willing to update land use based on the outcomes of this study.

Traffic Volumes and Operational Results

As part of the evaluation process, Kimley-Horn analyzed current and future traffic volumes and operations at key intersections in Bardstown (e.g. US 31E and KY 245, US 62 and US 31E). To aid in the recommendations and outcomes discussion, maps were developed that compare the control delay at each of these intersections under the 2040 no-build scenario to that under the 2040 build scenario. For reference, segment volumes were displayed on the same maps.

After observing the differences in delay between corridor options, meeting attendees had a few questions related to trends. Brad Bottoms noted US 31E / KY 245 did not change under the Pink corridor scenario but increased under all other corridor scenarios. Aaron Heustess replied by noting that the maps display “ranges” of delay differences, so a deeper look at the numbers may reveal that logical numeric differences exist.

While on the topic of traffic, Lindsay Walker asked Jay Balaji if she could (1) provide a traffic forecast in report form, and (2) provide truck volume forecasts.

Abbreviated Geotechnical Overview

A preliminary geotechnical assessment was performed by KYTC. This assessment showed that soils are generally suitable for construction, but revealed two areas of concern:

- New Albany Shale exists within the Aqua and Yellow corridors and could pose environmental hazards.
- Orange and Pink pass through low-lying areas more susceptible to saturation, springs, and encounter highly erodible shale that could be difficult to build on.

It was determined that this information will be important for design and construction moving forward, but

that it is not critical to choosing a final alternative.

Resource Agency Information

Several responses to the resource agency letter submitted previously have been received, and there are no major comments or concerns at this time (though a few parties expressed their corridor preferences). The agencies would like continued information as the project process moves into subsequent stages.

5. Recommendation and Outcomes Discussion

Lindsay Walker led the recommendations and outcomes discussion by revisiting the purpose and need of the project to ensure that this would drive decisions made at the meeting and moving forward. Given the provided public and technical analysis information, discussion ensued as to what the recommendation should be.

- KYTC attendees opened the discussion by asking if the purpose and need is adequately addressed by the current ranking system. Chad Filiatreau expressed concerns over the ranking system that led to Yellow and Aqua scoring highest, stating that he thinks downtown congestion (both passenger car and truck traffic) would be mitigated most by the inner corridors. Specifically, drivers may have a difficult time justifying driving a few extra miles away from the city center to utilize the Aqua or Yellow corridors. To address this issue, Chad suggested coming up with a benefit / cost ratio based on how many people are positively affected by each corridor. This could include usage, travel time savings, and safety benefits.
- Along these lines, Brad Bottoms described KYTC's experience with opening low-volume roadways in the past and said that it would be difficult to justify spending \$51 million (on the Aqua corridor) to serve just over 2,000 vehicles per day on some segments 20 years in the future. Brad also said that the Division of Highway Design would like to move forward with the study outcome decision to prepare for the January or February project lettings but noted that the proposal date is driven by when the study is completed.
- Charlie Allen suggested a short-term / long-term approach that involves constructing one of the inner or short corridors today but leaving a plan in place for an outer option / full connection in the future. Combinations of the segments that form each corridor could also be utilized to achieve the benefits of one corridor while spending less money at any given point.
- Regarding the purpose and need of the project, KYTC attendees commented that it is hard to evaluate capacity without knowing what the build scenario volumes are on existing roadways (e.g. US 31E, KY 245). Aaron Heustess replied that only intersection capacity was analyzed (segment capacity was not), as these are the primary congestion locations currently. The consensus among the group was that operations on KY 245 and US 31E cannot be improved aside from diverting traffic. Since the Pink and Orange corridors are forecasted to carry the most traffic in 2040 but do not significantly improve operations at key downtown intersections, it was determined that capacity should not drive the final alternative selection. That said, Chad Filiatreau stated that HSIP funding exists for improvements to the intersection of US 31E and US 62, so operations and safety may both be improved here regardless of which corridor is chosen.
- Charlie Allen and other KYTC attendees revisited the public's opinion of the corridors by mentioning that the Aqua corridor was very polarizing, mainly due to the number of property owners impacted along Bellwood Road and KY 332. It is possible that these property owners may be skewing the worksheet and survey results due to a lack of understanding as to what will happen if the Aqua corridor is selected (i.e. they think that their property would be impacted more substantially than it would in reality). Brad Bottoms then commented that this misunderstanding may at least partially exist because 1000-foot corridors are too narrow to be representative of what a final design may look

like. Brad stated that he would prefer wider corridors that provide more flexibility during the design phase. However, it was noted that Kimley-Horn and KYTC agreed upon 1000-foot corridors at the beginning of the process and that this width does not constrain any final design. It was agreed that Kimley-Horn would provide for design flexibility in the language of the final report.

- Similarly, much of the public opposed to the Pink and Orange corridors believed traffic on these roadways would exceed capacity shortly after they were built. Future traffic volumes and how they were determined will be emphasized in the final report. In both cases, it is important to note that the public may not have a full understanding of what the benefits (travel time savings and safety) and impacts (property and cost) of each corridor would be.
- Final documentation will lay out the entire process of developing recommendations and provide “wiggle room” for the future. It is expected that the project will be will move forward into design and has programmed SPP funds in the 2018 Six Year Highway Enacted Plan., if this project does not receive funding to move forward through final design and construction in the near future, a reader will be able to see how decisions were made and justify any adjustments that may need to be made due to changes in the study area over time.

At the conclusion of this discussion, KYTC attendees stated that it seems both the data and the public ultimately support a longer corridor (i.e. Aqua or Orange), but that budget and time constraints may drive the need to construct a piece between US 62 and KY 245 first. The group came to a consensus in favor of the Orange corridor, with the Pink corridor seeming logical to move forward in the near-term. The Aqua corridor would be recommended as a long-term alternative should the land use development density increase to result in an increase in vehicular traffic demand. This recommendation supports the purpose and need of the project. Ultimately it can serve potentially more traffic at a lower cost. Throughout the remainder of the process, KYTC would like to explore a possible extension of the Orange corridor to KY 332 and US 31E via Wilson Parkway, with consideration given to examination of the court order preventing the connection. Also, consideration should be given to improvements to US 62 from the Orange corridor connection to US 31E.

6. Next Steps

- KYTC will create a formal traffic forecast report that includes truck volume forecasts
- Kimley-Horn will complete and submit a draft final report by December 7th
- KYTC will review the draft final report and supply comments no later than January 4th, 2019
- Kimley-Horn will address these comments and submit the final report by January 31st, 2019
- A local officials briefing will be scheduled for early 2019
- The Phase I Design Advertisement for the continuation of this project is tentatively planned for February 2019

The meeting was adjourned at approximately 12:00 PM.

Attachments

- Agenda
- PowerPoint Presentation
- Corridor Land Use Interaction
- Revised Orange Corridor Alternatives
- 2040 Intersection Comparisons
- Preliminary Geotechnical Assessment Geologic Map
- Public Meeting No. 2: Summary of Input

Project Team Meeting for Benefit Cost Analysis

Project Id: Nelson County (Item No. 4-8809.00)

Location: Conference Call

Date: March 1, 2019
10:00 AM

Prepared By: Lindsay Walker

In Attendance:

Name	Agency	Email
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Todd White	Kimley-Horn	todd.white@kimley-horn.com

Summary of Meeting

1. Introductions – Opening Comments

A conference call was scheduled to go over the additional work items and discuss results for the Western Bardstown Connectivity Study requested by KYTC following Project Team Meeting No. 4.

These included:

- Vehicle Hours Traveled (VHT) for No-Build and Build Corridors
- Vehicle Miles Traveled (VMT) for No-Build and Build Corridors
- Crash Predictions Using Highway Safety Manual (HSM) Procedures
- Cost Estimate Revisions
- Benefit-Cost Analysis

A copy of the presentation is attached to these minutes. The following sections summarize key discussion points, questions, answers, and action items.

2. Vehicle Hours Traveled (VHT)

The first set of data presented was for Vehicle Hours Traveled (VHT). Using the Hardin-Meade County Travel Demand Model (TDM), differentials in VHT for each of the four corridors compared to the No-Build were calculated. The Aqua and Yellow corridors show no appreciable difference. The Orange and Pink show slight decreases.

Further data was presented that displayed an example determination of individual route choice travel time. The route selected has endpoints at Thomas Nelson High School and the Bluegrass Parkway. Further clarification was requested as to why Templin Avenue was used for the path choice versus the coded new connection for the Orange and Pink corridors. The TDM assigns route choice based on speed and capacity. Essentially this was the route choice the model selected.

Monetary values were assigned to the calculated vehicle hour savings per day for the Orange and Pink corridors. These were translated to per week, per year, and per 20 year savings. For the per week costs, it was noted that best practices guidance per Benefit-Cost Analysis Guidance prepared by the US Department of Transportation (June 2018) was used which bases the cost on the business week (5 days) as opposed to a full calendar week (7 days). This is a conservative approach and a note will be made in the documentation.

3. Vehicle Miles Traveled (VMT)

The second set of data was for Vehicle Miles Traveled (VMT). A process similar to the VHT analysis was followed, using output data from the Hardin-Meade County TDM. All values for the corridors were found to be higher than the No-Build; therefore, no monetary benefit was calculated. From a qualitative assessment, the benefit realized is increased mobility as shown by more vehicles travelling in the study area.

4. Safety Benefits

A quantifiable way to measure safety benefits for each of the corridors employs Highway Safety Manual procedures to estimate changes in crash frequency for the downtown segments of US 31E and US 62 as a result of constructing each of the corridors. The safety analysis presented calculated the Excess Expected Crashes (EEC) for the No-Build and then made assumptions for the reductions in volume as a result of

constructing each of the corridors. This resulted in an EEC value for each corridor. The difference was then evaluated where values that were less than the No-Build identified as a benefit. Discussion with KYTC resulted in determining using the EEC values could not guarantee a corresponding proportional decrease in crashes. The analysis should use the predicted crashes value which is used to help determine the EEC. From a quick analysis, this showed no change in the relative B/C ratio outcome between the four corridors. The Pink Corridor still returned the highest B/C ratio. For the final documentation and analysis, the process will be amended to present the predicted crash value difference and resulting benefits. The EEC values calculated for the No-Build scenario will be included in the crash analysis section of the report to add to that discussion.

5. Cost Estimate Revisions

As discussed at the last Project Team Meeting, the right-of-way cost estimates were reviewed and revised accordingly. The updated cost estimates were presented during this presentation as they form the “cost” component of the benefit-cost analysis. Upon review of the updated estimates, Brad Bottoms was still concerned the amounts were too low. He requested the parcel information and acreage that was evaluated for his team to review and provide input on final numbers. Kimley-Horn provided the files to KYTC following the conference call.

6. Benefit-Cost Analysis

The Benefit-Cost Ratios were presented based on the travel time savings and the safety benefits. Overall it was found that Pink has the highest return on investment. With expected changes to the safety values and right-of-way cost estimates, adjusted values will be determined and presented in the final report.

7. Next Steps

- KYTC to provide input and propose new right-of-way costs
- Kimley-Horn will complete and submit a draft final report by March 8, 2019
- KYTC will review the draft final report and supply comments no later than March 25th, 2019
- Kimley-Horn will address these comments and submit the final report by April 5th, 2019
- A local officials briefing will be scheduled for April 8, 2019
- The Phase I Design Advertisement for the continuation of this project is planned for April 9th, 2019
- The Public Information Flyer will be mailed on April 12th, 2019.

The meeting was adjourned at approximately 11:00 AM.

Attachments

- PowerPoint Presentation