

Appendix K:

PROJECT DEVELOPMENT TEAM MEETING MINUTES



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TO: Tom Hall, PE
Judi Hickerson
Mikael Pelfrey, PE
Project Managers, KYTC

FROM: Parsons Brinckerhoff

DATE: October 15, 2013

SUBJECT: I-265 Programming Study
Minutes of Project Development Team Meeting #1

The first Project Development Team (PDT) Meeting was held at 10:00 AM (EST) on Tuesday, October 15, 2013, at the KYTC District 5 Office. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Carl Jenkins	KYTC – District 5	carl.jenkins@ky.gov
Jason Richardson	KYTC – District 5	jasonr.richardson@ky.gov
Jeff Schaefer	KYTC – District 5	jeff.schaefer@ky.gov
Andrea Clifford	KYTC – District 5	andrea.clifford@ky.gov
Judi Hickerson	KYTC – District 5	judi.hickerson@ky.gov
Travis Thompson	KYTC – District 5	travis.thompson@ky.gov
Shelley Morrison	KYTC – District 5	shelley.morrison@ky.gov
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Tom Wright	KYTC – District 5	tom.wright@ky.gov
Matt Bullock	KYTC - District 5	matt.bullock@ky.gov
John West	KYTC – District 5	jonathan.west@ky.gov
Paul Davis	KYTC – District 5	paul.davis@ky.gov
Chris Allen	KYTC – District 5	chris.allen@ky.gov
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Scott Thomson	KYTC – C.O. Planning	scott.thomson@ky.gov
Steve Ross	KYTC – C.O. Planning	steve.ross@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
Thomas Witt	KYTC – C.O. Planning	thomas.witt@ky.gov
Chuck Allen	KYTC – C.O. Location Engineer	chuck.allen@ky.gov



Andy Rush	KIPDA	andyh.rush@ky.gov
Larry Chaney	KIPDA	larry.chaney@ky.gov
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Scott Walker	Parsons Brinckerhoff	walkersc@pbworld.com
Anne Warnick	Parsons Brinckerhoff	warnick@pbworld.com

Welcome and Introductions

Tom Hall welcomed everyone to the meeting and asked everyone in attendance to introduce themselves. Representatives from the Kentucky Transportation Cabinet (KYTC), the Kentuckiana Regional Planning & Development Agency (KIPDA), and the consulting firm (Parsons Brinckerhoff) were present. Tom Hall noted that he was serving as the co-Project Manager for KYTC District 5 along with Judi Hickerson, and Mikael Pelfrey was serving as Project Manager for KYTC Central Office. Tom noted that the purpose of the meeting was to kick off the I-265 Programming Study as well as to present work completed thus far and discuss next steps.

Project Study Area, Objective, Purpose and Need

Shawn Dikes then led the discussion providing a general overview of the study area and the objective of the project. He also shared the draft purpose. The attendees agreed to revise the draft purpose statement by leaving out the specificity of denoting the new East End Bridge as a major reason for increased traffic. Instead, the revised statement should allow for improvements as a result of increased traffic due to the major transportation and development changes in the Louisville Metro area. Also, per comments of the attendees, economic development will be added to the list of needs this project will address.

Overview of Existing Conditions

Existing conditions were next to be discussed with the PDT. Comments from this discussion are separated below by the type of data / map being discussed at the time. Shawn discussed the mapping of the study area that has been completed and these maps were shared with the project team via 11 x 17 handouts. These maps included:

- Study Area Map
- Crash Locations
- Level of Service – Freeway (AM)
- Level of Service – Freeway (PM)
- 2012 Six Year Plan Projects

Environmental Overview

Shawn discussed an overview of environmental constraints such as aquatic and terrestrial resources, underground storage tanks (UST), and cultural-historic sites. At the time of the meeting, the archaeological overview had not been completed. It was noted that most of the improvements being studied will hopefully be within the existing right of way, which should

minimize any environmental impacts. Hard copies of the environmental reports received to date were shared with Jeff Schaefer and Judi Hickerson. It was noted that electronic PDF copies of the environmental reports would be provided to KYTC by Parsons Brinckerhoff following the meeting.

Crash Analysis

Anne Warnick provided an overview of the high crash areas and highlights of the data. Areas of concern were noted, and will be further evaluated later in the project as potential improvements are identified. There were questions from the attendees regarding the difference between the yellow and red lines on the map. It was also noted that the legend for the green line should be corrected. Also, Anne clarified how the rates were calculated, and noted that the rates are based on length and traffic volumes not just the number of crashes.

Field Observations / Roadway Conditions

Anne also discussed the field review conducted by Parsons Brinckerhoff prior to this meeting. Positive observations such as presence of cable guardrail, adequate lighting and signage and in-ground pavement markings were pointed out. Some potential improvements were also highlighted, such as increased acceleration lane lengths, several interchange improvements, the potential for collector-distributor roads, and expanding the ITS system. Shawn mentioned TRIMARC's desire to have 1/10 mile location signs to assist motorists with their location when reporting incidents along the corridor.

Traffic Volumes / Level of Service

Scott Walker discussed the traffic analysis, focusing mostly on the methodology that Parsons Brinckerhoff will use to evaluate traffic conditions. KIPDA will be providing future year (2020 and 2040) traffic volumes, which are still being developed. Therefore, Scott focused mostly on the tools that will be used to analyze the traffic, with a brief discussion of HCS and FREEVAL (a Highway Capacity Manual tool) and the ways that both software will be used and the benefits of that approach.

There was also a discussion of some of the assumptions that were made regarding the development of future traffic volumes. Andy Rush noted that some projects that are not in the TIP that had an opening year of 2020 or prior will not be included in the 2020 model, but were instead moved to the 2040 model. This is to most accurately reflect what the roadway networks will look like in those respective years. A map of projects that are currently in the TIP and the 6-year plan (that are assumed to be built, and therefore will not be evaluated as a part of this study) was included in the project handout. It was noted:

- Some of the projects on this map are already under construction or complete
- The labeling on the map should be changed from "Future Projects" to "Existing and Committed Projects".
- There was also a question as to whether project 11, which is Item 5-037.00, would be funded and completed by 2020. Parsons Brinckerhoff will look into this and may remove that project from the map.

Public Involvement

The next portion of the meeting was dedicated to discussing the public involvement for this project. The first element of public involvement discussed was local officials and stakeholder coordination. The first meeting with this group will be held in December 2013, with a follow up meeting in May 2014. The list of stakeholders needs to be prepared and finalized. A comment was made that there were issues getting stakeholders together to provide feedback on the District Transportation Plan (DTP) and that it may be beneficial to divide the stakeholders into groups based on location within the study area. Tom Hall suggested that Parsons Brinckerhoff coordinate with him. Also, Larry Chaney mentioned that stakeholder feedback was obtained as part of the update to the Metropolitan Transportation Plan (MTP), and that he could provide stakeholder comments that pertained to the I-265 corridor.

In addition to stakeholder involvement, there will be public information meetings held in May 2014. Two meetings, one in the northern end and one in the southern end of the study area, will be conducted. These meetings will be held towards the end of the process to provide the public with a list of potential projects and solicit feedback. Resource agency mailings will also be sent for this project. Parsons Brinckerhoff will create an initial list of stakeholders and then coordinate these with KYTC.

Next Steps

At the end of the discussion, the Project Development Team members spoke briefly about the next steps which will include developing a list of local officials and stakeholders to contact, and obtaining traffic data and performing a traffic analysis.

The meeting then concluded at approximately 11:15 AM.

TO: Tom Hall, PE
Judi Hickerson
Mikael Pelfrey, PE
Project Managers, KYTC

FROM: Parsons Brinckerhoff

DATE: December 10, 2013

SUBJECT: I-265 Programming Study
Minutes of Project Development Team Meeting #2

The second Project Development Team (PDT) Meeting was held at 1:00 PM (EST) on Tuesday, December 10, 2013, at the KYTC District 5 Office. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Jeff Schaefer	KYTC – District 5	jeff.schaefer@ky.gov
Andrea Clifford	KYTC – District 5	andrea.clifford@ky.gov
Judi Hickerson	KYTC – District 5	judi.hickerson@ky.gov
Travis Thompson	KYTC – District 5	travis.thompson@ky.gov
Tom Hall	KYTC – District 5	tom.hall@ky.gov
Matt Bullock	KYTC - District 5	matt.bullock@ky.gov
John West	KYTC – District 5	jonathan.west@ky.gov
Chris Allen	KYTC – District 5	chris.allen@ky.gov
Griffin Thomas	KYTC – District 5	griffin.thomas@ky.gov
Scott Thomson	KYTC – C.O. Planning	scott.thomson@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
Chuck Allen	KYTC – C.O. Location Engineer	chuck.allen@ky.gov
Andy Rush	KIPDA	andyh.rush@ky.gov
Larry Chaney	KIPDA	larry.chaney@ky.gov
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Scott Walker	Parsons Brinckerhoff	walkersc@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com

Welcome and Introductions

Judi Hickerson and Tom Hall welcomed everyone to the meeting. Representatives from the Kentucky Transportation Cabinet (KYTC), the Kentuckiana Regional Planning & Development Agency (KIPDA), and the consulting firm (Parsons Brinckerhoff) were present.

Several main topics of discussion were proposed by Parsons Brinckerhoff for this meeting as set-forth on the provided agenda. As some people were arriving late to the meeting, it was suggested by Judi to go ahead and discuss traffic forecasting first, then go through the general project update and finish with a discussion on the upcoming stakeholder meeting.

Traffic Forecasting

Shawn Dikes then led the discussion providing a general overview of the proposed traffic forecasting methodology that had been previously sent electronically to the KYTC Project Managers and KIPDA. As previously requested, KIPDA had provided Parsons Brinckerhoff with Average Daily Traffic (ADT) volumes in a comprehensive spreadsheet for the study area based on recent available traffic counts and their travel demand model output. It was noted that it would be out of scope work for Parsons Brinckerhoff to complete the subsequent traffic forecasts to convert the ADT volumes to Design Hour Volumes (DHVs) as required for the traffic analysis tools, however, this seems to be a necessary step as KIPDA is not as familiar with the methodology for performing this work and it is important to have DHVs to properly analyze traffic operations at the ramps and terminals. Generally it was agreed that Parsons Brinckerhoff will perform the necessary conversion and volume balancing and will utilize the proposed methodology.

As a tradeoff, several interchanges along the corridor were proposed to be removed from further detailed study as they had either been previously studied and/or have recommendations already made or have been recently modified. Parsons Brinckerhoff will still analyze all the interchanges at a high-level of analysis. The following interchanges were agreed to by the Project Team to be removed from the detailed study:

- US 42
- I-71
- KY 3084 (Old Henry Rd)

While the US 31E (Bardstown Road) interchange has been recently reconfigured, it was determined that there may still be some concern with directional movements and further study of this interchange may be warranted. KIPDA will inquire about the potential to acquire new turning movement counts at the ramp terminal intersections through their contract with Louisville Metro.

Counts will also be needed for the KY 1447 (Westport Road) interchange though it may be possible to derive enough traffic volumes from the existing hourly counts.

It was also noted that KY 146 may need to be included in the evaluation still given the unique dynamic with the railroad line.

While these interchanges may not be studied in detail, recommendations may still be made for access to / from I-265 as the whole system will be considered in the traffic operations analysis.

General Project Update

Parsons Brinckerhoff is on schedule to complete the existing conditions analysis by the end of the year (2013). This includes the current project of working with the LiDAR data to produce plan and profile sheets along the full length of I-265. There was some difficulty getting this information into the right format for use which has delayed completing this analysis.

Other items on-going related to this project include the traffic forecasting component and the upcoming stakeholder meeting which are discussed in further detail in the meeting notes.

Public Involvement

The first stakeholder meeting is scheduled for January 6th, 2014. This is to provide the opportunity for local officials (i.e. state senators / representatives) and others to attend prior to the legislative session opening the following day (January 7th, 2014). The meeting time was discussed and it was determined that later in the day (i.e. around 5:00 or 5:30 PM) would be advisable since most attendees were noted as having other jobs and the meeting time after work is best.

The location identified for the meeting is Ramsey Middle School near Billtown Road. Judi and Andrea Clifford are working on securing this as the location pending approval from the school board.

It was noted that if possible light refreshments such as drinks and cookies / chips / crackers would be good to have available. Parsons Brinckerhoff agreed to provide the requested refreshments.

The rest of the discussion focused on the meeting format. It was generally agreed that an overall presentation followed by smaller break-out groups would work the best. Parsons Brinckerhoff will staff each of the break-out groups (up to four) and KYTC noted they would try and provide at least one staff member for each group as well. Stakeholders will need to be informed of where projects are currently planned to avoid overlap or provide validation that a project is needed in the identified locale. Project discussion should be kept to a planning level, not an operational level (i.e. projects such as lighting, soundwalls, aesthetics are too specific). Parsons Brinckerhoff will prepare the meeting materials including the overall presentation, a stakeholder survey (both in hard copy and electronic format). Drafts will be provided to KYTC prior to the meeting for review and concurrence.

Next Steps

The following represent the action items following this meeting:

- Finalize location for the Stakeholder Meeting (KYTC)

- Finalize and send invitation letter for the Stakeholder Meeting (KYTC)
- Prepare Stakeholder Meeting materials (Parsons Brinckerhoff)
- Provide additional turning movement volumes for US 31E and KY 1447 (KIPDA)
- Complete traffic forecasts (Parsons Brinckerhoff)
- Complete Existing Conditions Report (Parsons Brinckerhoff)

The meeting concluded at approximately 3:00 PM.

TO: Tom Hall, PE
Judi Hickerson
Mikael Pelfrey, PE
Project Managers, KYTC

FROM: Parsons Brinckerhoff

DATE: June 18, 2014

SUBJECT: I-265 Programming Study
Minutes of Project Development Team Meeting #3

The third Project Development Team (PDT) Meeting was held at 1:00 PM (EST) on Tuesday, June 17, 2014, at the KYTC District 5 Office. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Tom Hall	KYTC – District 5	tom.hall@ky.gov
Judi Hickerson	KYTC – District 5	judi.hickerson@ky.gov
Chris Allen	KYTC – District 5	chris.allen@ky.gov
Andy Barber	KYTC – District 5	andy.barber@ky.gov
Andrea Clifford	KYTC – District 5	andrea.clifford@ky.gov
Cody Davis	KYTC – District 5	n/a
Bradley Hill	KYTC – District 5	bradley.hill@ky.gov
Jeff Schaefer	KYTC – District 5	jeff.schaefer@ky.gov
Travis Thompson	KYTC – District 5	travis.thompson@ky.gov
John West	KYTC – District 5	jonathan.west@ky.gov
Tom Wright	KTYC – District 5	tom.wright@ky.gov
Jill Asher	KYTC – C.O. Design	jill.asher@ky.gov
Deanna Mills	KYTC – C.O. Planning	deanna.mills@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
Steve Ross	KYTC – C.O. Planning	steve.ross@ky.gov
Eileen Vaughn	KYTC – C.O. Planning	eileen.vaughn@ky.gov
Thomas Witt	KYTC – C.O. Planning	thomas.witt@ky.gov
Lori A. Kelsey	KIPDA	lori.kelsey@ky.gov
Andy Rush	KIPDA	andyh.rush@ky.gov
Arlen Sandlin	Parsons Brinckerhoff	sandlin@pbworld.com
Scott Walker	Parsons Brinckerhoff	walkersc@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com

Welcome and Introductions

Tom Hall welcomed everyone to the meeting and facilitated introductions. Representatives from the Kentucky Transportation Cabinet (KYTC), the Kentuckiana Regional Planning & Development Agency (KIPDA), and the consulting firm (Parsons Brinckerhoff) were present.

Tom then provided a short overview of the project, noting that the project considered I-265 between I-65 and the new East End Bridge. To date, existing conditions and preliminary alternatives had been discussed. Tom then turned the meeting over to Lindsay Walker.

Agenda / Project Update

Lindsay presented an agenda prepared for the meeting, which included a project update, traffic discussion, presentation and discussion of alternatives, and next steps as it related to public involvement and report documentation.

Next, the project objectives, the study area map, and project schedule were all presented. It was noted that the project is still on schedule to be completed at the end of the calendar year.

A summary of the Local Officials / Stakeholders meeting held in January was presented. Issues presented at that meeting included:

- The interchanges with I-64, I-71 and Taylorsville Road were noted as problematic.
- Additional signage and other ITS technology could help incident response.
- FedEx is opening a new facility at Plantside Drive.
- The existing cable median is a concern for larger response vehicles.

There were no comments from the group related to these topics.

Traffic Operations / Analysis

Scott Walker led a discussion of the traffic data presented for this project. It was noted that a large amount of data was analyzed due to the large size of the study area and the on-going challenge was finding a way to best present the data.

Items noted during this traffic discussion included:

- The initial existing conditions analysis presented at the second PDT meeting (and shown for background information at this meeting) was based on Highway Capacity Software (HCS2010) freeway segment only. Such an analysis does not consider the issues related to merge, diverge, or weave issues.
- Graphics were shown which presented level of service along the corridor for 2020 AM/PM and 2040 AM/PM:
 - Segments: The FREEVAL tool available as a supplement to the Highway Capacity Manual (HCM) was used to analyze the mainline while considering the impact of capacity issues with merge, diverge, and weaves. This tool considers upstream impacts as well as the potential spillback of such problems.

- Merge / Diverge / Weaves: Individual HCS2010 analyses were conducted for each of these locations along the corridor. These were shown as triangles on the maps.
- Intersections: Level of service as ramp terminal intersections with known traffic counts were also shown as represented by a circle on the maps.
- One attendee noted that the 2020 AM scenario did not accurately represent the current congestion near the Old Henry Road interchange. The failure of the ramp terminal intersection can cause queuing on to the mainline. It was noted that the FREEVAL does not include the ramp terminals; however, efforts will be made to address this issue to provide overall consistency with other projects being performed by KYTC.

Scott then presented a couple of slides which showed the needed number of lanes in 2020 and 2040 based on relatively simple volume to capacity calculations. This included whether the roadway should be 2, 3, or 4 lanes. In addition, a table was presented that showed the year in which the roadway would need to be widened. The intent of this exercise was to help 'right size' the freeway first, and then go back and focus on the merge, diverge, and weave conditions. Some comments related to this include:

- Andy Rush noted that caution should be taken when comparing No Build 2040 traffic forecasts (with no widening) versus Build conditions as the KIPDA model assumes a 6 lanes facility from beginning to end of the study area.
- One attendee questioned why 2021 was the first year in which some sections would need to be widened when these sections are already at capacity. It was noted that this was an example of the impact of the merge, diverge, and weave along the corridor. This simple volume to capacity analysis did not take that into consideration.
- An attendee suggested reversing the color scheme to show more immediate years as the more immediate concern.

Lindsay then presented the intersection capacity concerns that were identified for this project. As shown in the table in the presentation, most of the ramp terminal intersections are expected to fail in 2040 due to the increased traffic volumes.

Alternatives

Lindsay presented alternatives being considered for this project, including:

- No Build
- Mainline improvement options including widening:
 - 6 lane
 - Collector / distributor (C/D)
- ITS improvements
- Intersection improvements

Typical sections were presented for the alternatives. Generally those in attendance were in agreement that these looked appropriate for the study. Comments included:

- Show the existing cable median on the existing typicals.

- Use taller (50") concrete median on options requiring a median to separate the traffic.
- Appropriate shoulder widths will be identified based on current design criteria for the CD system as opposed to the 20-foot shoulder that exists on CD system roadways within the Louisville area.
- KYTC is agreeable to utilize the existing median and widen I-265 to the inside in order to minimize impacts. Some areas will require widening to the outside though as the median width is not sufficient to allow for additional widening.

Next Steps / Public Meeting Preparation

The focus of the meeting was then shifted to the best manner to present information at the public and stakeholder meetings scheduled for September. Discussion included:

- One attendee suggested taking KYTC priorities to the public and letting them comment on those priorities. It was also suggested to minimize the amount of information shown so as to minimize confusion.
- Another attendee encouraged further review of the other projects currently underway, including the KY 22 interchange as well as the Old Henry Road interchange. Relaying this information to the public will be very important.
- An attendee questioned why the existing conditions showed better conditions than the future year analysis in some locations. It was noted that the differential was a result of the different analysis tools; however, consideration would be given to make sure all analysis was consistent.
- As far as priority, it was suggested that three general priorities of low, medium, and high be presented for this project. These would include projects in the Six-Year Highway Plan and those on the District's priority list.
- The attendees agreed to have two Public Meetings as initially scoped. It was recommended that the information presented at one meeting be exactly the same as the information presented at the other meeting.
- Attendees discussed whether local officials should be engaged before or after the Public Meetings. The general consensus was to meet with them first. The project managers will discuss with other District staff and then make a recommendation to Parsons Brinckerhoff on the exact meeting schedule.

KIPDA Environmental Justice

Upon completion of the prepared set of slides with the full group of attendees, a small group of attendees gathered to discuss the Environmental Justice document being prepared by KIPDA. It was noted that a new data set (American Community Survey) was being used for the first time for this analysis. This document is estimated at 85% completion and will be completed within the next month.



Action Items

The following represent the action items following this meeting:

- Prepare generalized concepts for boards and information to be presented at the September public meetings (Parsons Brinckerhoff)
- Provide comment on board / information for the Public Meetings (KYTC)
- Finalize and send invitation letter for the Stakeholder Meeting (KYTC)
- Prepare and send invitations to the Public Meetings (KYTC)
- Prepare Stakeholder Meeting materials (Parsons Brinckerhoff)
- Prepare Public Meeting materials (Parsons Brinckerhoff)
- Submit Final Environmental Justice document (KIPDA)

The meeting concluded at approximately 2:45 PM.



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TO: Judi Hickerson
Mikael Pelfrey, PE
Project Managers, KYTC

FROM: Shawn Dikes, AICP
Project Manager, Parsons Brinckerhoff

DATE: October 22, 2014

SUBJECT: I-265 Programming Study
Minutes of Project Development Team Meeting #4

The fourth Project Development Team (PDT) meeting was held at 10:00 AM (EST) on Wednesday, October 22, 2014, at the KYTC District 5 office. The following people were in attendance:

NAME	AGENCY/COMPANY	E-MAIL ADDRESS
Judi Hickerson	KYTC – District 5	judi.hickerson@ky.gov
Tom Hall	KYTC – District 5	tom.hall@ky.gov
Chris Allen	KYTC – District 5	chris.allen@ky.gov
Joseph Ferguson	KYTC – District 4	joseph.ferguson@ky.gov
Tony Harrod	KYTC - District 5	tony.harrod@ky.gov
Kim Irwin	KYTC – District 5	kim.irwin@ky.gov
Tom Wright	KTYC – District 5	tom.wright@ky.gov
Jason Richardson	KYTC – District 5	jason.richardson@ky.gov
Ron Geveden	KYTC – District 5	ron.geveden@ky.gov
Mikael Pelfrey	KYTC – C.O. Planning	mikael.pelfrey@ky.gov
Deanna Mills	KYTC – C.O. Planning	deanna.mills@ky.gov
Eileen Vaughn	KYTC – C.O. Planning	eileen.vaughn@ky.gov
Larry Chaney	KIPDA	larry.chaney@ky.gov
Lori A. Kelsey	KIPDA	lori.kelsey@ky.gov
Andy Rush	KIPDA	andyh.rush@ky.gov
Shawn Dikes	Parsons Brinckerhoff	dikes@pbworld.com
Anne Warnick	Parsons Brinckerhoff	warnick@pbworld.com
Scott Walker	Parsons Brinckerhoff	walkersc@pbworld.com
Lindsay Walker	Parsons Brinckerhoff	walkerli@pbworld.com

Welcome and Introductions

Tom Hall welcomed everyone to the meeting and led the introductions. Representatives from the Kentucky Transportation Cabinet (KYTC), the Kentuckiana Regional Planning & Development Agency (KIPDA), and the consulting firm Parsons Brinckerhoff were present.

Agenda / Project Update

Shawn Dikes, project manager for Parsons Brinckerhoff, began the meeting by reviewing the handouts, which included an agenda for the meeting and a copy of the full presentation. Areas of focus for the meeting included:

- Brief project review
- Stakeholder / local officials meeting review
- Public meetings review
- Project prioritization
- Next steps

Shawn Dikes continued with the project review, noting on the project timeline that the draft report was to be completed in November with the final report submitted by December 31, 2014.

Stakeholder / Local Officials Meeting #2 Review

Anne Warnick, Parsons Brinckerhoff, presented a summary of the second stakeholder / local officials meeting held on September 25, 2014. A total of 15 people were in attendance, including a representative of Jefferson County schools, Jefferson County emergency management systems (EMS), a local district representative, as well as other PDT members. The presentation at the stakeholder / local official meeting was similar to the public meetings being held that same week. Discussion from the stakeholder / local officials meeting included focus on the I-265 / I-65 interchange as well as safety and traffic flow. There were no additional comments or discussions about the meeting summary.

Public Meetings Review

Anne Warnick continued with a presentation reviewing the public meetings held on September 25, 2014, and September 30, 2014. A total of 82 surveys were completed at the meetings as well as the online survey option. Several questions were included to identify the respondent's familiarity with the locations in the study, and which areas they traveled regularly. Overall, 45% of the respondents lived in the section of the study area closest to I-65. The majority of respondents, 43%, worked in the middle section around I-64. The sections most traveled on by respondents was split fairly equally between all sections.

The remainder of the survey was dedicated to prioritizing projects within each section. These priorities were shown on the project maps to the PDT members. Additionally, respondents had the ability to write-in any additional projects that they thought may improve I-265. These are noted below along with discussion points from this PDT meeting.

- Move barrier wall at I-265 EB off ramp dual left turn lanes to US 31 NB to allow more room for vehicles / Widen Bardstown Road between Fern Creek and I-265 / Widen US 31E exit ramps to 2 lanes exiting from freeway / SPUI at Bardstown Road
 - All projects associated with US 31E / Bardstown Road were assumed to be addressed in the short-term by the initial improvements recently implemented by KYTC. An ultimate solution for operational and safety improvements for this interchange will be looked at in the future, particularly when maintenance dictates the need for any structural replacement or when this section of I-265 is widened. Additional input will be requested on the need for projects at this location from KYTC District 5 Design staff as they were not able to be present at this meeting.
- Advanced warning signal for back up at Bardstown Road (similar to that for LaGrange Road)
 - It was determined this location would not be a good application for a system as it would only note congestion ahead and would not be able to provide any additional alternate route suggestions.
- Widen Smyrna ramps
 - The future year traffic analysis did not show a congestion issue; therefore it was determined a project may not be warranted at this location at this time.
- Seatonville Road interchange
 - The spacing between the Bardstown Road and Billtown Road interchanges is approximately 1.5 miles which would result in an interchange 0.75 miles from each existing interchange. A distance of 1.0 miles is less than what is suggested by the Federal Highway Administration (FHWA) to maintain access and flow on an interstate facility.
- Old Heady Road interchange
 - While the spacing between existing interchanges meets the minimum standard for a new interchange at Old Heady Road and I-265, the Rehl Road interchange provides a better service to the existing local network and system connectivity.
- Streetlights at KY 155 and I-265
 - A preliminary review of the crash data did not show a disproportionate number of crashes that occurred at night or without lights. However, this could be a quick fix project that will be included with the existing capacity added project at the KY 155 interchange.
- Double Crossover Diamond at KY 155 and I-265
 - Design plans will be evaluated for this location at a future date once the existing structures are found to warrant replacement or when this section of I-265 is widened. An ultimate build for this interchange may consider reconfiguration such as a double crossover diamond.
- Add a light at Old Henry Road and I-265 SB
 - The current study and project for this interchange under development by KYTC District 5 will address this project.
- Make I-265 and Old Henry Road a cloverleaf interchange
 - The current study and project for this interchange will provide an appropriate design to address congestion and safety issues.
- Add a 2nd lane from Shelbyville Road to Southbound 265 that goes directly to I-64 WB
 - This will be addressed with the full I-64 interchange rebuild
- CD road at KY 22 and I-71

- This project will be addressed as part of the I-71 improvements.

Project Prioritization

Scott Walker, Parsons Brinckerhoff, led the discussion of project prioritization. An initial attempt to quantify the impacts and provide a relative ranking system was presented by Parsons Brinckerhoff. The ranking system presented at the meeting included widening of the mainline of I-265, system improvement projects, and the projects that had been presented to and ranked by the public. A five-tiered system was initially used to sort out the projects and rank them with relative importance for construction. Each tier was fiscally constrained within five-year increments.

Next, the PDT discussed the process to prioritize the I-265 widening sections, based on the analysis of future traffic volumes versus the mainline capacity. This ranking was used to help identify which sections of I-265 might need to be widened first, simply based on mainline traffic volumes alone, while also noting that mainline traffic does not always dictate traffic flow along a corridor. The initial ranking included breaking the entire corridor into five sections. However, it was noted that the failures were very close in years which made it difficult to fully distinguish a priority.

As part of the discussion on the system improvements, an initial evaluation matrix spreadsheet was presented to the PDT via a handout. In this handout, the projects presented to the public were assessed with how well they met the project's established need, which included safety, capacity, congestion, access, and economic development. In addition, project's impacts were assessed with respect to right-of-way, traffic operations, safety, and environment. These were given high, medium, and low scores. Public ranking was also listed for each project. In addition to the projects shown to the public, two projects were added to this list: 1) A scoping study to analyze the improvements needed at the I-265 / I-65 interchange; and 2) the Intelligent Transportation System (ITS) improvements requested by TRIMARC.

A second spreadsheet with an initial attempt at prioritizing projects by tier was provided to the PDT as a handout. The PDT discussed whether this approach was most appropriate, since the project development process does not always progress as expected. The focus of the ensuing discussion was how to develop the best system to program all projects under consideration while allowing the necessary flexibility for project development. Tom Hall suggested using the project sections noted during the mainline discussion, and then rank all projects within each of those five sections. In addition, there was a request to include a KYTC ranking column in the revised matrix spreadsheet for KYTC priorities, in order to capture previous KYTC planning efforts such as the District 5 Transportation Plan and priority sections noted by District 5 like improvements to I-265 from I-65 towards Preston Highway.

The PDT then discussed how to address ITS projects proposed by TRIMARC, as the list of ITS projects spanned multiple sections. It was decided to list ITS projects in each section, but also add a note that consideration should be given to expand certain ITS projects to include adjacent sections in order to realize cost efficiencies and logical termini of projects.

Next Steps

The focus of the meeting then focused on next steps and action items. Discussion included:

- Parsons Brinckerhoff will revise the evaluation matrix per the discussion at this meeting and will send to KYTC along with meeting minutes by Friday, October 24, 2014.
- KYTC will prioritize the projects, and will send the matrix to the appropriate staff for their input on prioritization, and will return comments to Parsons Brinckerhoff by Friday, October 31, 2014.
- Parsons Brinckerhoff will work on the public meeting notebooks.
- Parsons Brinckerhoff will have a draft report completed by November 15, 2014.
- The final report will be completed by December 31, 2014.

KIPDA Environmental Justice

Additional guidance on the development of this document has been provided to KIPDA and the evaluation will now be called, "A Socioeconomic Study of Affected Communities". They will use American Community Survey (ACS) data and provide comparative percentages at the appropriate analysis level. The analysis will focus on affected population groups including minority, low-income, elderly, persons with disability, persons with limited English deficiency, and persons with limited transportation. The document is expected to be 15 – 20 pages in length and will serve as a template going forward for other studies of this type. The expected due date is mid-November 2014. The draft of this document will be included with the I-265 study draft report. The final evaluation will be incorporated into the I-265 study final report.

Action Items

Action items following this meeting are listed below:

- Revise evaluation matrix and prepare meeting minutes (Parsons Brinckerhoff)
- Provide comments on and prioritize the revised evaluation matrix (KYTC)
- Prepare public meeting notebooks (Parsons Brinckerhoff)
- Prepare draft report (Parsons Brinckerhoff)
- Submit final environmental justice document (KIPDA)

The meeting concluded at approximately 11:55 AM.