



Appendix A

Meetings



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Appendix A-2: Current and Future Land Use Meeting Summary

Appendix A-3: Meeting with Franklin-Simpson County Planning & Zoning

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I-65 New Interchange Feasibility Study

Southern Warren County, Kentucky



Appendix A-1



I-65 New Interchange Feasibility Study

Project Team Meeting #1 Minutes

July 1st, 10:00 AM to 11:30 AM (EDT)

Attendee	Affiliation
John Ballantyne	FHWA
Stephen De Witte	KYTC
Emily Hathcock	BRADD
Matthew Holder	KYTC
Barry House	KYTC
Ben Hunt	KYTC
Karissa Lemon	BG-WC MPO
Noah McCauley	UK
Sadie Middleton	KYTC
Beth Niemann	KYTC
Ben Peterson	BG-WC MPO
Joe Plunk	KYTC
Steve Ross	KYTC
Eric Rothermel	FHWA
Scott Schurman	KYTC
Andrew Stewart	KYTC
Scott Thomson	KYTC
Wes Watt	KYTC
Patty Dunaway	Michael Baker
Jeff Moore	Michael Baker
Karen Mohammadi	Michael Baker
John Mettillle	Michael Baker
Morgan Ruziecki	Michael Baker
Eric Hirsch	Michael Baker

Presenters

Patty Dunaway

Jeff Moore

John Mettillle

Karen Mohammadi

Patty Dunaway welcomed the group, described how to use the communication features of WebEx, and presented the following:

- Introduction of the project team and presenters
- Background and need of the project
- Advantages to the community of adding an interchange
- Past studies that have taken place in the area
- Current project study interchange area focuses
- Project schedule, goals, and milestones
- Information gathered for the study and the public engagement plan
- Study area boundaries (I-165, US 31W, KY 622 and the Warren-Simpson County line) and possible interchange locations (Carter Sims Road, KY 242/Richpond Road, and KY 240/Woodburn Allen Springs Road)
- History of I-65 in southern Warren County and the development in study area that followed

The Michael Baker team stopped for questions. None were asked at this time.

Jeff Moore presented the following socioeconomic and land use impacts.

- Demographics that were studied within the study area: race, age, poverty, disability, limited English proficiency
 - The racial minority percentage in the area is lower than the state average
 - The percentage of individuals aged over 65 is higher than the state average in the study area
 - The percentage of households living under the poverty line is lower than state average in the study area
 - The percentage of individuals with disabilities is higher than the state average
 - The percentage of individuals speaking with Limited English Proficiency in the study area is less than the state average
- Existing zoning within the study area
 - The area is comprised primarily of agricultural land, with some family and residential zones throughout and commercial facilities huddled around main roads
- Utility availability and how that affects commercial/ residential development
 - Potential growth in the area is limited due to water/sewer availability
- Prime farmland and its importance in the study area
- Future projected land use for the study area
 - Southern portion of the county “reserved” for prime farmland
- Relationship between schools and residential development
- Industrial growth in Simpson County directly across the county line
 - This will increase truck traffic and the trucks will be forced to use limited access points other than I-65 likely having negative impacts to traffic in the area

The Michael Baker team stopped for questions.

From Scott Thomson: What is the age of the data? 2010 Census or what newer year?

Response from Jeff Moore: The numbers are based on the 2010 census. It will be interesting to see the new data when the 2020 Census is published.

From Scott Thomson: Might there be a retirement facility in block group 2?

Response from Karissa Lemon: Check on Greenwood Estates Trailer Park. I believe it's in 108.1

From Scott Thompson: Is the Socioeconomic data compiled by the BRADD in a GIS shapefile format? If so, can it be shared with me?

Response from Jeff Moore: Yes, it is in shapefile format and can be provided.

John Mettillle then provided an overview of the Natural Environment and Geotechnical including:

- Changes in land use and potential project solutions will have an impact on the natural environment.
- Defined what a “red flag” study is, what information was gathered and it’s potential to influence a project’s scope of work, schedule, budget and impacts.
- Archaeology was done through review of site records and previous reports from within the study area
 - There is a moderate to high probability for discovering prehistoric and historic resources
- Historic architectural resources were found through a review of previous reports, site report, PVA data, historic maps and the use of Google Earth.
 - 219 Previously Identified Properties from previous surveys
 - One NRHP-Eligible Property, four NRHP-Listed Properties, and 44 Previously Identified Properties Determined to be Demolished
 - 28 Previously Identified Properties were Determined to be Modern Properties.
 - 10 Previously Identified and 14 Newly Identified cemeteries
 - 224 Newly Identified Properties
 - 21 Properties that Warrant Additional Research
 - Within the Potential Interchange Locations there are five previously identified historic resources, three newly identified historic-age resources, and one cemetery.
 - Future phases of the project will need to comply with Section 106 and potentially Section 4(f) regulations.
- Water Resources impacts include the effects of karst drainage, caves, and sinkholes on surface waters.
 - Very few surface streams in the study area due to subsurface drainage
 - Numerous ponds and different types of wetlands in the study area
- Threatened and Endangered species within the study area include:

- There has been critical habitat for the Indiana Bat identified within the study area
- There has been summer and roosting habitat for the Long-eared Bat identified within the study area
- Price's Potato Bean has been identified in the study area
- This project requires compliance with Section 7 and more detailed studies will be required in further phases
- The study area is in attainment for air quality
- No sensitive noise receptors were identified at the present time. Further research will be required as the project develops
- USTs and Hazmat concerns exist in the study area
 - Most USTs are near existing roadways
- A summary table of red flag issues by interchange location was presented
- Geotechnical issues for the study area include:
 - Karst is of significant concern in the county and therefore the study area has a high potential for karst features. The study area also has a Karst/ Sinkhole Hazard score of "Severe"
 - There is a less frequent threat of seismic activity in the study area compared to much of western Kentucky due to distance from source points
 - Soils in the area have been found to have corrosive potential
 - Soil stability and flooding is a concern in the area due to karst and sinkhole potential
 - Water resources in the areas of the proposed interchanges are considered similar
 - There have been numerous oil and gas wells identified in the study area but the only interchange area with any of these resources identified was KY 242
 - All interchange locations will require additional structures

The Michael Baker team stopped for questions. None were asked at this time.

From Scott Schurman chat during meeting and post meeting email: I believe the project is not in Cave Shrimp habitat. Project area is not in the area considered to be in the Turnhill Drainage basin which is where cave shrimp habitat is in Warren County. He looked at Biology for our Elrod Road Project, 3-8707 which is in proximity to confirm. KYTC received a No Effect determination for KY Cave Shrimp on that project. Expected the same determination here since they more than likely in the same drainage basin.

Karen Mohammadi described the following Roadway Characteristics and Traffic and Safety Analyses.

- Carter Sims Road Characteristics:
 - Two-lane undivided Rural Minor Collector with a 35mph speed limit
 - 9-foot lanes and 3-foot usable shoulders
 - 48 driveways
 - 3 intersections with roads

- No horizontal curve deficiencies
 - No truck routes or truck weight class ratings
- KY 240/ Woodburn Allen Springs Road Characteristics:
 - Two-lane undivided Rural Minor Collector
 - 35 to 55 mph speed limit
 - 9-foot to 11-foot lanes and variable 2-foot to 10-foot usable shoulders.
 - One at-grade railroad crossing
 - 156 driveways including three commercial driveways
 - Eight horizontal curve deficiencies
 - No truck routes and the truck weight class rating is an 'A'
- KY 242/Richpond Road Characteristics:
 - Partly a two-lane undivided Rural Major Collector and partly a two-lane undivided Rural Minor Collector
 - Variable 35 to 55 mph speed limit
 - Variable 8-foot to 11-foot lanes and 3-foot usable shoulders
 - One at-grade railroad crossing
 - 141 driveways
 - Thirteen horizontal curve deficiencies
 - No truck routes and the truck weight class rating is 'A'.
- The potential connecting roads all have sections of roadway that do not meet current design standards and would likely need to be improved with any of the intersection locations considered. This will come into play as we developed criteria for our evaluation matrix.
- Existing Traffic Operations:
 - No capacity concerns
 - US 31W (Nashville Road) Northbound AM Peak is LOS C
 - Everything else in the study area is LOS A or B
 - We have completed the Current Year Analysis
 - New Counts could not be conducted due to the pandemic
 - Used Historic Counts and growth rates to determine 2020 volumes
 - We also used the KYTC ESAL Report's Growth Rate by Functional Class which were about 1/2 to 1%
 - Future Year Analysis will be completed by Public Meeting
 - Model Validation Meeting held Tuesday
- Safety Analysis and Crash History:
 - They crash numbers and types are somewhat typical and predominately involve single vehicles
 - The exceptions include:
 - US 31W/Nashville Road - at intersections which is also the only place in the study area where we have high critical rate factors which were a little over 1.0

- KY 242/Richpond Road - near the school, most crashes in the area were recorded right before and right after school on Richpond Road, a possible indication of inexperienced drivers dealing with congested areas near the high school.
- KY 622/Plano Road – mostly rear end crashes involving vehicles waiting to turn left which is also what we saw with the Plano Road Study
- Our report does go into the likely causes of the 7 fatal crashes in the area. Overcorrecting seems to be responsible for two crashes, but the other fatal crashes don't seem to be related to the road conditions.

The Michael Baker team stopped for questions.

From Steve De Witte: Has the EEC shapefile we provided been looked at yet? I know it's only been a week, but I would like to see that incorporated into the Story Map.

Response from Karen Mohammadi: We have not incorporated it yet but will add it to the next version of the Story Map and provide a link when appropriate.

Jeff Moore presented a DRAFT version of the Purpose & Need statement to the project team requesting input/feedback.

- Described the process of refining the Purpose & Need

Open Discussion on DRAFT Purpose & Need

Scott Thompson suggested adding something referring to the growing truck traffic/freight industry and industrial park development in the area.

John Ballantyne stated that the Purpose and Need for the project needs to really stress a two key needs such mobility and connectivity as safety issues seem to be less relevant in the area. The project team needs to remember that we should build to accommodate anticipated traffic needs not to provide area for commercial/residential/industrial development. Karst is a main concern in the area and is important to address.

Jeff Moore expressed agreeance with John and further explained why he felt safety may still an issue to be considered as part of the project. A new interchange may help limit crashes and provide more access for emergency vehicles. The four main points to express in the Purpose and Need should be mobility, connectivity, safety, and access. Anticipated future growth of the area is protective of the prime farmland to the south. We must be very aware of karst in the area as any activity or movement of earth can cause a sinkhole.

John Ballantyne stressed not to build an interchange for the sake building an interchange. The project needs to really address the current and projected future needs for the area.

Karissa Lemon asked if the purpose and need should add "identify future access to I-65." Jeff Moore explained that is more of a project goal and we should use the Purpose and Need to measure these goals.

Patty Dunaway described the difference between a project objective and the Purpose & Need

Patty Dunaway discussed the schedule and next steps in the study:

- Stepped through where we are at in the project using our proposed milestones.
- For the late August/early July Public Meeting Steve De Witte said to plan for a virtual meeting as the Covid-19 situation will likely not change much between now and then.
- Patty described how we will move into Phase II and prepare for local officials/public meetings
- Went over suggested meeting dates
 - Week of August 17-21 suggested for local officials meeting
 - Week before Labor Day suggested for public meeting unless key members have schedule conflicts in which case the week after Labor Day was suggested
- Patty Dunaway presented the fact sheet that will be part of the public meeting handouts including key maps.

Additional Discussion

Steve De Witte described a previously used format for public meetings that includes a landing page possibly with a video presentation and a survey that would be left open for two weeks.

Jeff Moore explained why we chose to use an ArcGIS Story Map to present our study findings. He also brought up that he has heard from other DOTs that they will go through their presentation during one live event and then provide a recording of that event available to the public. Some DOTs have reported increased public participation using this format.

Steve De Witte expressed agreeance and stated that KYTC has developed guidance for Virtual Public Meetings and that those guidelines will be released soon. He commented that the guidelines mirror what Jeff said and stated that he was in favor of using physical mailers as well.

Karissa Lemon stated that the Planning Commission meeting have been virtual since March and live. They've worked, but are not as ideal as in person meetings. They have had had some public participation still. Story maps and visuals will be helpful for virtual meetings.

John Ballantyne said that we should be able to learn from the upcoming US 51 bridge meeting in Cairo, IL.

Patty described how were handling the US 51 Bridge CAG/EJ meeting and referenced how we handled the previous US 31EX/Water Street Section 106 meeting in Glasgow. These meetings

are with smaller groups so they should provide a good learning curve. She also encouraged input from KYTC and BG-WC MPO.

Jeff explained that we will archive each version of story map that is used in each meeting and that it will not be just one continuously updated link.

Steve De Witte stated that KYTC will work to get stakeholder list together and Emily Hathcock stated there is a new Transportation Planner starting at BRADD on July 13th.

John Ballantyne mentioned previous success using Facebook Geofencing in southern regions. Steve De Witte concurred and has also had success with this tool. John Ballantyne suggested using this in addition to traditional methods such as postcards, newspaper, TV, etc.

Jeff Moore agreed that traditional methods should also be used.

Steve De Witte commented that he may be looking for input on future virtual meetings from the project team.

Ben Peterson stated that low bandwidth is common in Warren County, especially in rural areas, and this could be an issue for upcoming virtual meeting participation.

Jeff Moore discussed how before internet access was commonplace they had previously used Public Access/Government TV stations to present recordings of the meetings and give those without internet access a chance to participate and be involved.

Scott Thomson suggested posting a recording of the meeting on YouTube and that he has seen previous success with this method. Ben Peterson agreed that he has been doing similar things for other projects and has seen success.

Patty Dunaway presented using these methods combined with using postcards, newspaper ads, etc. to offer other ways for the public to access the project team via telephone, email, written letters etc. to participate in the meetings.

Ben Peterson stated that they have had some success with these formats as well but stated that a previously attempted Zoom forum did not work well.

Scott Thomson asked how we are gathering information for traffic models. Karen Mohammadi to follow up with him.

Patty Dunaway let the project team know that we will update the Story Map and get the link out to them.

I-65 New Interchange Feasibility Study

Southern Warren County, Kentucky



Appendix A-2



MEETING SUMMARY

Date:	Tuesday, May 26, 2020
Time:	11:00 -12:00 PM
Location:	WebEx Meeting
Meeting Name:	KYTC Interstate 65 Interchange Feasibility Study – Task 2g, Current and Future Land Use
Participants:	<p>Karissa Lemon, Planner, City-County Planning Commission</p> <p>Stephen De Witte, Transportation Engineer, KYTC</p> <p>Matthew Holder, Planner, KYTC</p> <p>Jeff Moore, Michael Baker International</p> <p>Karen Mohammadi, Michael Baker International</p> <p>Troy Truax, Michael Baker International</p> <p>Morgan Ruziecki, Michael Baker International</p> <p>Kelly Asselin, Michael Baker International</p>

Discussion Summary:	Action Items:
<p>1. Welcome and Introductions</p> <ul style="list-style-type: none"> Troy opened the meeting by welcoming and facilitating introductions among the project team participants listed above. 	N/A
<p>2. Existing and Future Conditions Overview and Approach</p> <ul style="list-style-type: none"> Troy continued the discussion by facilitating a detailed review of the project scope of work and relevant questions as follows: <ul style="list-style-type: none"> The Warren County Comprehensive Plan includes important data for current and future land use of the study area. <ul style="list-style-type: none"> Troy outlined that some of this data included in the plan is farming suitability, future land use, areas susceptible to change, and land conservation development areas. Troy asked what changes have been made since the Comprehensive Plan's adoption in 2012. Karissa responded noting that there have been amendments since the adoption of the plan, and that she will get back to MBI about changes after consulting with colleagues not present in the meeting. She also noted that the future land use map 	<ul style="list-style-type: none"> MBI to continue reviewing relevant planning documents and current and future land use GIS data. MBI to correspond Karissa on obtaining relevant updates to the Comprehensive Plan

<p>included in the Comprehensive Plan, does not include Plano Road improvements.</p> <ul style="list-style-type: none">▪ Troy posed questions regarding the county/city's concerns with the proposed interchange relative to the study area's future land use.<ul style="list-style-type: none">i. Current land use analysis of the study area shows that farming and agriculture is the predominant land use.ii. Troy questioned what potential impacts to productive agricultural base and rural countryside the proposed interchange may cause.iii. Jeff responded by saying that adding an interchange usually produces a change in land use. He was referring to the construction of gas stations, restaurants, homes, industrial parks, etc., in and around the location of an interchange.iv. Stephen mentioned that most of the current utility infrastructure along the interstate within the study area does not exist to support growth and development in the agricultural land.v. Troy stated that the team should investigate plans for future commercial development in the area.vi. This led to the discussion of a few examples of currently existing exits along I-65, that gave a broader understanding of possibilities of growth around a proposed interchange.vii. Exit 30 is a new interchange connecting to the Kentucky TransPark; this is a limited access interchange that is only developed to the industrial park.viii. Exit 38 (KY 101) in the Smiths Grove Area, has seen an uptick in commercial development, related to truck stop uses. This is a more typical developed interchange.ix. It was decided among the team members that the proposed interchange will most likely reflect Exit 71- Bonnieville. This exit is mostly rural, as sewer and water services are not extended to that area.x. Troy questioned if any members in the meeting local to Kentucky has a contact with Simpson County, in order to determine their plans for future land use.xi. Troy discussed that Simpson's industrial parks are pushing northward from Franklin, along I-65, and they could possibly have interest in a new interchange to provide additional access to industrial parks. Northern Simpson County does not currently have direct access to I-65, so there is possible interest in an	<ul style="list-style-type: none">• MBI to coordinate with Simpson County on future land use, including obtaining information on growing industrial parks
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<p>interchange to increase access. GIS should be used to look at future land use in this area.</p> <ul style="list-style-type: none"> ▪ The team mentioned a new interchange around Route 240 or Route 242 should be investigated. <ul style="list-style-type: none"> i. Karissa stated that the construction of South Warren Middle and High School in 2010 is projected to increase residential development. ii. There is also a new elementary school on Dillard Road, off Nashville (US 31W) iii. Karissa mentioned that Richpond Elementary is under renovations to accommodate new residential growth. iv. GIS should be used to identify existing and new schools- as an indicator of future residential growth. ▪ Troy continued the conversation by questioning to what extent should the new interchange include multi-modal transportation elements. <ul style="list-style-type: none"> i. Troy proceeded by saying that the Comprehensive Plan states that the KYTC and the MPO should ensure that bicycle and pedestrian ways are established in conjunction with the construction, reconstruction or other change of any state transportation facility. ii. The Plan states these considerations should be taken if the proposed construction/reconstruction are within one mile of an urban area. iii. Troy questioned if the team should use the already mapped one mile-urban radius provided in the Comprehensive Plan, or if a new method for determining an urban area should be performed. This would include GIS analysis of present and future population trends in the area. iv. Karissa mentioned her team is working on the expansion of future population growth data, found in the Comprehensive Plan. v. Jeff said that Richpond Rd- Route 242, is a common loop for bicyclists. The team should use google maps bicycle layer to determine other popular routes in the area, and how this may apply to the proposed interchange. vi. The initial need for this project did not consider bike-ped needs as high priority but should be evaluated in the alternatives. Future land use mapping should include bicycle design 	<ul style="list-style-type: none"> • MBI to investigate new and existing schools • Karissa to provide updated population growth projections for Warren County • MBI to explore multimodal transportation of Warren County, through documents provided by
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<p>elements on existing roadways that could accommodate a shoulder in rural areas, or a dedicated bike lane.</p> <p>vii. Karissa said the team can find multimodal transportation documents (including the recent Multimodal Implementation Plan) on the county's website under "Documents."</p> <p>viii. Such documents that should be examined include: Greenways Master Plan, Multimodal Implementation Plan, Traffic Demand Model, and proposed trail plans.</p>	<p>Warren County and GIS</p>
<p>3. Existing Land Use Narrative</p> <ul style="list-style-type: none">Troy said the team will further research existing and future land use within the study area as specified above, and then collaborate with City-County Planning Commission, as well as KYTC, to make appropriate edits to the existing land use narrative based on the team's additional deliberation and recommendations.	<ul style="list-style-type: none">MBI to continue to work with City-County Planning Commission and KYTC to develop an existing land use narrative of the study area
<p>4. Open Discussion and Next Steps</p> <ul style="list-style-type: none">Troy asked if any members would like to add to the discussion, which no further points were made at the time.Another meeting was not scheduled at this time.	

I-65 New Interchange Feasibility Study

Southern Warren County, Kentucky



Appendix A-3



MEETING SUMMARY

Date:	Friday, June 12, 2020
Time:	8:30-9:30
Location:	WebEx Meeting:
Meeting Name:	KYTC Interchange Meeting with Franklin-Simpson County Planning & Zoning
Participants	Carter Munday, Franklin-Simpson County Planning & Zoning Karen Mohammadi, Michael Baker International Jeff Moore, Michael Baker International Troy Truax, Michael Baker International Morgan Ruziecki, Michael Baker International Kelly Asselin, Michael Baker International

Discussion Summary:	Action Items:
1. Welcome and Introduction <ul style="list-style-type: none"> Jeff introduced the participants as well as the focus of the meeting: a discussion on how growth and development in Simpson County will affect the I-65 Interchange Feasibility Study. 	N/A
2. Meeting Overview and Key Points <ul style="list-style-type: none"> Jeff continued the discussion by facilitating a detailed review of the southern portion of the study area, bordering northern Simpson County, and interchange feasibility in southern Warren County. <ul style="list-style-type: none"> KY 240 is a possible interchange location being reviewed in the Interchange Feasibility Study. <ul style="list-style-type: none"> Southern Warren County, where KY 240 passes through, is both zoned for agriculture, and specified in the Warren County 2030 Focus Comprehensive Plan, to remain as agricultural on the Future Land Use Map. This area of Warren County is also noted within the Comprehensive Plan to include much of the county's "prime farmland," with the plan calling for this area to remain agricultural. There is very few sewer and water utilities within this region as well. Mr. Munday said that across the border into Simpson County, there is a very different pattern of growth and development occurring. Most notably, industrial growth is moving northward along US 31W, towards Warren County. 	<ul style="list-style-type: none"> MBI to review GIS data and perform other analysis on land use and growth patterns in northern Simpson County MBI to create graphics of growth "pinch points,"

<ul style="list-style-type: none"> v. Mr. Munday mentioned that because of this, there are sewer and water utilities along US 31W, and the water district is making expansions along the Cedar Bluff Road area to accommodate residential growth. vi. It was also explained that the prime farmland of Warren County does not expand into Simpson County, as the soil becomes too rocky moving southward. Instead, Simpson County has designated prime farmland to the western part of their county towards Logan County. <ul style="list-style-type: none"> ▪ Jeff and Troy then lead a discussion on roadway improvements, construction, land use changes, etc., if the KY 240-interchange location was chosen. i. Mr. Munday pointed out that a KY 240-interchange would be very helpful to the industrial growth in northern Simpson County, however, roadway improvements and a possible new connector to US 31W, to avoid truck traffic on Woodburn Allen Springs Road (KY 240) through the small town of Woodburn, would be necessary. ii. It was decided that if an interchange were to be placed in this location, there would need to be a connector to US 31W. Jeff discussed that a possible new connection off of KY 240, in the vicinity of Clay Starks Road, through Simpson County to US 31W, may be a good option to look into. iii. Along with this, it was discussed that a bridge over the CSX Railway will need to be constructed in conjunction with any new roadway connections from I-65 to US 31W, for ease of truck traffic. 	<p>showing industrial growth moving northward from Simpson County and southward from the suburban sprawl of Bowling Green</p>
<p>3. Open Discussion and Next Steps</p> <ul style="list-style-type: none"> • Troy asked if there was a Simpson County Comprehensive Plan that MBI could review for further insights to the county's growth and development plans. We are looking for if possible: existing and future land use, proposed new transportation connections, and sewer/water utilities information. • Mr. Munday responded that he can send excerpts from the Comprehensive Plan regarding these items, as well as the contact for Simpson County GIS data. 	<ul style="list-style-type: none"> • Mr. Munday to send MBI information from Comprehensive Plan regarding existing and future land use, proposed new transportation connections, and sewer/water utilities. • MBI to incorporate Simpson County findings into perspective and analysis on the project

I-65 New Interchange Feasibility Study

Southern Warren County, Kentucky



Appendix A-4



MEETING SUMMARY

Date:	Friday, June 12, 2020
Time:	9:30-10:30
Location:	WebEx Meeting:
Meeting Name:	I-65 Interchange (Southern Warren County); Discussion with Simpson County P&Z and Simpson County Industrial Authority
Participants	Carter Munday, Franklin-Simpson County Planning & Zoning Dennis Griffin, Franklin-Simpson Industrial Authority Executive Director Patty Dunaway, Michael Baker International Karen Mohammadi, Michael Baker International Jeff Moore, Michael Baker International Troy Truax, Michael Baker International Morgan Ruziecki, Michael Baker International Kelly Asselin, Michael Baker International

Discussion Summary:	Action Items:
1. Welcome and Introduction <ul style="list-style-type: none"> Jeff opened the meeting with role call and facilitation of introductions, as well as introducing the Interchange Feasibility Study goals to the participants. An important part of the study is to discuss growth, land use, and development in northern Simpson County, which was the goal of the day's meeting. 	N/A
2. Meeting Overview and Key Points <ul style="list-style-type: none"> Jeff and Troy facilitated a conversation about land use in the area, and the feasibility of an interchange in southern Warren County. <ul style="list-style-type: none"> Troy started the conversation by summarizing the land use analysis of the study area MBI has done and collected so far. <ul style="list-style-type: none"> i. There is suburban residential growth moving southward from Bowling Green. This growth is predicted to expand south to KY 242, the growth boundary, on the Warren County Future Land Use Map. ii. Several school facilities within the study area are being built or renovated, which is indicative of growth; primarily the growth of households of families that are of childbearing age. iii. The Warren County Comprehensive Plan calls for land south of KY 242 to the county line to remain as prime agricultural land. 	

<ul style="list-style-type: none"> ▪ Troy continued by stating that the meeting with Carter Munday earlier in the day was telling of the contrast between Simpson County's industrial growth near the study area, and Warren County's plan to keep the area rural. <ul style="list-style-type: none"> i. To summarize the meeting between Carter Munday and MBI: there are conflicting points of view on growth, development, and land use over the Simpson/Warren County line divide. Warren County's Comprehensive Plan calls for maintaining the rural character of the southern portion of the county, while just over the county line, Simpson County is pushing for more industrial growth northwards on US 31W. ii. Troy mentioned that it was decided that if an interchange would be placed at KY 240, a connecting road to US 31W would need to be constructed, to mitigate truck traffic through the small town of Woodburn. iii. Mr. Munday discussed that Woodburn-Allen Springs Road is starting to see residential development, although it is still zoned as agriculture and has limited water utilities and no sewer. A consideration for where a connector route from I-65 to US 31W is needed so not to disturb current or future home development, as well as prime farmland. iv. Troy questioned what are the future land use requirements for a new connector road? v. Jeff responded that the thought has always been there would be a new connector between I-65 and US 31W and a bridge over the CSX Railroad. A bridge over the railroad is necessary for heavy truck traffic. <ul style="list-style-type: none"> ▪ Alternative interchange locations were discussed and the need for an overpass across the CSX railroad should be incorporated in those alternatives as well. <ul style="list-style-type: none"> i. Mr. Griffin mentioned Cedar Bluff Road could be brought to an interchange, which will open more opportunities for rail sites. Currently Cedar Bluff Road is a dead-end road prior to reaching I-65. ii. Jeff responded that Cedar Bluff Road is a county road, rather than a state road like KY 240, and may be too narrow to handle heavy truck traffic. Instead, it might make more sense to configure new alignment and reconstruction on KY 240 along with a new connector that would skirt around to the south of Woodburn. iii. The possibility of another interchange location in the southern portion of the study area was not dismissed however, and Troy said it ultimately comes down to cost between the southern alternatives, as both will be advantageous to the counties. iv. Mr. Griffin responded that any alternative will need to take into consideration the need for bridges over railroads, as industrial trucks do not like to cross them directly. v. Jeff concluded that the ultimate recommendation may not recommend just one interchange. The recommendation may be a combination of alternatives, possibly one being immediate need, and another later. More information is still needed before this can be decided. 	<ul style="list-style-type: none"> • MBI to review GIS data and perform other analysis on land use and growth patterns in northern Simpson County • MBI to continue to collect information on interchange alternative analyses
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<ul style="list-style-type: none">• Open Discussion and Next Steps• Jeff summarized that Warren and Simpson County might investigate collaboration of development, however pushback in Warren County to remain rural may be an obstacle. This cooperation is being played out currently with the Tri-County Industrial Park in the proximity of the intersection of KY 240 and US 68 where Simpson, Logan, and Warren Counties meet.• To wrap up, Jeff reviewed the timeline for the project:<ul style="list-style-type: none">▪ Discussion with stakeholders will take place by the end of the summer with a broader discussion with the public occurring early this fall.▪ Stakeholders and general public will be provided with the analysis done by MBI thus far.▪ The first round of discussion with the community will address areas of concern with connecting I-65 to US 31W.• Mr. Munday and Mr. Griffin confirmed they will brief Simpson County Judge/Executive Barnes on the day's meeting.	<ul style="list-style-type: none">• MBI to conduct stakeholder interviews and discussion with general public• Mr. Griffin and Mr. Munday to brief Judge Barnes on the day's meeting
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I-65 New Interchange Feasibility Study

Southern Warren County, Kentucky



Appendix A-5



I-65 Interchange Feasibility Study - Warren County

Project #3-402

Local Officials/Stakeholders Meeting #1 (Virtual)

August 24, 2020 1:30 pm CT / 2:30 pm ET

MINUTES

1. Introductions / Roll Call:

Ben Hunt (KYTC, District 3 Planning) and Karissa Lemon (BG-WC MPO) initiated the meeting with brief comments concerning the Study and then passed the facilitation of the meeting to Jeff Moore (Michael Baker, International). Jeff led through the self-introductions of the attendees who included:

- Bruce Wilkerson, Mayor, Bowling Green
- Greg Meredith, City of Bowling Green, Public Works Director
- Brent Childress, City of Bowling Green
- Joe Plunk, Chief District Engineer, KYTC District 3
- Anita Napier, Builders Association of Southcentral Kentucky
- Andrew Stewart, KYTC, District 3
- Barry House, KYTC, CO Planning
- Ben Hunt, KYTC District 3
- Dennis Griffin, Franklin-Simpson County Industrial Development
- Karissa Lemon, Bowling Green-Warren County MPO
- Ben Peterson, City-County Planning & Zoning Commission
- Emily Hathcock, BRADD
- Nate Heisler, BRADD
- Jennifer Tougas, Western Kentucky University, Parking & Transportation
- Mason Barnes, Simpson County Judge/Executive
- Matt Lawson
- Ron Cummings, Warren County Magistrate
- Sherry Murphy, Bowling Green Area Convention & Visitors Bureau
- Matthew Holder, KYTC District 3
- Steve De Witte, KYTC CO Planning
- Carroll Duckworth
- John Mettillie, Michael Baker International
- Morgan Ruziecki, Michael Baker International
- Karen Mohammadi, Michael Baker International

2. Study Overview using Project “Story Map”

- a. **Project Purpose:** Jeff Moore presented that the purpose of this project is to address the mobility and connectivity issues of the road network in southern Warren County for access to I-65 due to the ongoing and planned growth and freight movement in this area.
- b. **Study Goals and Schedule:** Jeff Moore shared that the goal of this planning study is to identify the most feasible improvements to the transportation network that enhance access to I-65 in southern Warren County. To achieve this goal, the project team will work collaboratively with the public, stakeholders, and community leaders to achieve the following:
 - Identify improvements to address connectivity of southern Warren County with I-65
 - Identify improvements to increase the safety and mobility for all users
 - Quantify the benefits and costs of a new connection to I-65
 - Prioritize the possible improvements and provide recommendations.

The project was initiated in the spring of 2020 by the KYTC & the MPO offices with the contracted assistance of Michael Baker International and will be completed by the summer of 2021. The work up to this point of the study during the summer months of 2020 has been focused upon the collection and analysis of existing conditions within the study area and in preparation of community engagement to determine the issues and concerns with a new interchange possibility for I-65 in southern Warren County.

- c. **Study Location:** Jeff Moore shared a map of the Planning Study area. The study area is bordered by US 31W (Nashville Road) to the west and KY 622 (Plano Road) to the east and extends from I-165 southward to the Simpson County line. The map illustrated the three possible “touchdown points” of an interchange as the existing Carter Sims Road, KY 242, and KY 240 overpasses.
- d. **Project Background Timeline:** Jeff Moore provided a historical overview of the past 55 years of growth and transportation improvements within the study area.

3. Existing Conditions (using the displays within the Project Story Map)

- a. **Socioeconomic Study:** Karen Mohammadi provide the meeting attendees an overview of the results from the Socioeconomic Demographic Analysis prepared by the BRADD staff. A socio-demographic analysis was conducted to provide an overview of the findings for selected socioeconomic characteristics in the Interstate 65 New Interchange Feasibility Study area and used the 2014-2018 American Community Survey (ACS) statistics. The data presented in this document is intended to highlight areas of concern that will require additional analysis should any project be advanced to future phases. Statistics are provided for minority,

elderly, poverty status, limited English proficiency (LEP), and disabled populations for the nation, state, region, county, and block groups located within the project area. The findings of the Socio-Demographic Study only identified statistically significant population of disabled residents and residents over the age of 65 within these demographic categories who might be disproportionately affected by the impacts of the new interchange. For age of over 65 and for disability, there were two tracts that were higher than the rest of Warren County however most of the tracts were near or lower than the County as a whole. It was determined that there is an assisted living facility in the study area which may account for one of the higher census tracts.

- b. Land Use and Development: Karen shared insights into the existing and future land use within the study area. The land use within the study area is predominantly single family residential and agricultural. This study area includes a majority of the prime farmland available in Warren County. The Warren County Comprehensive Plan and the lack of sewer utilities within the study area supports that the planned growth in most of the study area will possibly remain single family residential and agricultural, particularly near the potential interchange locations.
- c. Environmental & Geotechnical Issues: John Mettelle provided a “red flag” summary report of the environmental aspects within the study area. Archeological and Historic sites were also included in the analysis of the human environment of the study area. The analysis concluded that there was a moderate to high probability of prehistoric sites near the potential interchange locations and that historic period sites may be located along the adjacent existing roadways. Regarding historic properties, each of the three potential interchange locations were near at least one recorded historic property. The Carter Sims Road location was near a possible historic cemetery. Further research into the location and possible impacts to archeological and historical properties will be necessary in the development of any potential interchange beyond this planning study. The investigation of the natural environment identified the following issues:

For Water Resources, only the locations at KY 242 and KY 240 are near a surface stream and the KY 240 location is near an unmapped wetland and two ponds. None of the three locations are within a floodplain.

For Threatened or Endangered Species, all three potential interchange locations contain possible forested habitat for Indiana / Northern Long-eared Bat and Price’s Potato Bean. The existence of underground streams in the study area could be habitats for the Kentucky Cave Shrimp. The Carter Sims Road location is near Carter Cave and a field investigation identified large sinkhole filled with debris at reported cave location; the property owner advised that the sinkhole had an underground passage before it was filled with debris.

For Underground Storage Tanks or Hazardous Materials, the Carter Sims Road location is near three unspecified spill occurrences and a Warren RECC Plano Substation and the KY 240 location is near two unspecified spill occurrences.

For Geotechnical issues, the Carter Sims Road location is near four mapped sinkholes. The KY 242 location includes one gas/oil well site.

- d. Roadway Characteristics & Conditions: Karen Mohammadi provided an overview of the existing form and function of the road network in the study area. In the review of the roadway conditions, three sets of information were examined:
- Roadway Characteristics
 - Traffic Volumes and level of service
 - Crash Locations

Roadway characteristics profiles were assembled for the main connections within the study area from each of the three potential interchange locations to US 31W and KY 622. These profiles included the number of lanes, lane width, and shoulder type and width.

The Carter Sims Road Location is connected from KY 622 to US 31W along Carter Sims Road, Matlock Road, Long Road, Neal Howell Road, and Dillard Road which are two-lane minor collector roadways with mostly speed limits of 35 mph with 9 to 10-foot lane widths and narrow shoulders. Carter Sims Road has 9-foot lanes with one-foot shoulders. The speed limit is posted 35 mph. The road has 48 driveways and doesn't have any horizontal or vertical issues or any railroad crossings.

The KY 242 Location is connected along the two-lane Rural Major Collector and partly a two-lane Rural Minor Collector with a variable 35 to 55 mph speed limit and having variable 8-foot to 11-foot lanes and narrow shoulders. The connection includes an at-grade railroad crossing near Richpond. It has 13 horizontal curves and 141 driveways.

The KY 240 Location is connected along a two-lane undivided Rural Minor Collector with a variable 35 to 55 mph speed limit and variable 9-foot to 11-foot lanes with variable 1-foot to 10-foot paved shoulders. The connection includes an at-grade rail crossing near the community of Woodburn. There are eight horizontal curves and no vertical curves. It has 156 driveways.

Karen emphasized the importance of knowing what's going on at Carter Sims, KY 240 and KY 242 is that if we were to put an interchange at any of those locations that issues would need to be addressed such as the narrow lanes, narrow shoulders, horizontal curves and railroad crossing issues. This review provides an indication of what type of improvements might need be made on those connecting roads in order for an interchange to be feasible.

The examination of the current traffic volumes, a level of service (LOS) map of the major roadways in the study area was developed. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density, congestion, etc. Levels of Service are assigned a designation from "A to F" where A is free flow traffic and Level of Service "F" is gridlock.

When analyzing the level of service for the connections to the possible interchange locations only a section of KY 242 experiences a level of service of "C" during the

morning peak travel hours from KY 884 to US 31W while all of the other connections exhibit a level of service “B”. The only capacity concerns are on US31W and that has a level of service of D in the AM peak.

Crashes were also identified along the routes within the study area. Crash data was collected from the last five years, between January 2015 and December 2019, for analysis of the study area existing conditions. A total of 892 reported crashes occurred in the study area in that time. Of those crashes, property damage only crashes comprised 74-89% with 11-25% injury crashes, generally typical ratios of crash severity. Seven fatalities occurred, spread over multiple study area routes, and were generally attributed to driver error with no indication of a relationship between the crashes and roadway characteristics. Upon closer examination into the fatal crashes, it was found that these crashes really did not appear to be because of the roadway characteristics but had more to do with driver behavior. Single vehicle crashes is the predominant crash type within the study area, which is typical in rural areas where there are not wide shoulders and therefore, not a lot of room for recovery when a driver does go off the roadway. Single vehicle crashes were the predominant type of crash, with two exceptions, on KY 242 and on US-31W.

Most of the study area has low crash rates except for near US 31W and KY 242, which is the location of the high school. A lot of crashes near the high school coincided with the time that school starts and ends each day. These were low severity type crashes with quite a few involving left turns into the school.

The second highest crash location occurred on US 31W, basically at signalized intersections basically. The crash analysis showed us that other than US 31W and the hot spot at the school nothing really stood out as high crash rates and everything is typical of what we would expect to see. There are not any other crash hot spots to be concerned with and certainly none too close to the interchange locations.

KY 242 experienced a crash cluster of rear end crashes near the South Warren High School, caused primarily by younger drivers aged between 16-18 years old driving to and from school. US 31W experienced a larger proportion of angle and rear end crashes; it is also a primary north-south route to Bowling Green. US 31W is the most signalized route in the study area with six total signalized intersections, starting as a two-lane roadway at the southern limit of the study and widening to four-lanes with a center turn lane closer to Bowling Green. As US 31W approaches Bowling Green, the land use transitions to urbanized with more crossroads and higher annual average daily traffic (AADT). KY 622 also experiences a similar increase of rear end crashes. In the northeast section of the study area, on KY 622 between Journey Drive and Atlantis Way, there is a cluster of crashes involving vehicles stopped in the roadway attempting to turn left. That area features a high density of accesses for residential neighborhoods.

4. Survey #1 (Issues & Concerns): Jeff Moore provided a description of the survey that will be open for local official and stakeholder participation from August 24 to September 1.

The survey includes questions to solicit the issues and concerns with the existing human and natural environment, existing and future land development, and existing roadway conditions regarding the overall study area, but particularly the three possible interchange locations. The link to the electronic survey will be included in the post Local Officials/Stakeholders meeting e-mail message. A similar survey will be available for the general public in concert with the September 10th virtual public meeting.

(The results summary of the Local Officials/Stakeholders Survey is provided as an addendum to these minutes.)

5. DRAFT Purpose and Need: Jeff Moore presented the current version of the Draft Purpose and Need Statement which states purpose of this project is to address the mobility and connectivity issues of the road network in southern Warren County for access to I-65 due to the ongoing and planned growth and freight movement in this area. The Purpose and Need Statement can be revised accordingly during the planning process and will not be a final version until the approval of the environmental documents during phase one project design.
6. Next Steps: Karen Mohammadi presented information on the next impending steps of the study. On September 10th from 5:30 pm to 7:00 pm, a virtual public meeting will be held concerning the study and to engage the community in the planning discussion. A meeting advertisement flier and postcard have been created for distribution. Electronic Dynamic Message Boards will be located along KY 884, US 31W, and KY 622 to further alert motorists and residents about the meeting and the message boards will include the KYTC District 3 Office phone number for interested parties to contact for more information about how to participate in the virtual meeting. The information from the first phase of the study which includes the community engagement results will be used in the development of the potential interchange alternatives and connection improvements and the creation of an evaluation matrix for these possible alternatives and improvements.
7. Closing Remarks & Reminders: Jeff Moore opened the floor to address any comments or questions from the meeting attendees. Ron Cummings, Warren County Magistrate representing the portion of the county that includes the study area, shared his concerns that the community should be invited and engaged in this planning process based upon recent conversations that he had with constituents in the area. He understands and supports the need to develop better access to I-65 for this area but voiced his support of providing ample community engagement opportunities through the process. Jeff reminded everyone of the forthcoming post-meeting email message that will include the link to the Story Map, the link to the survey which is open to the Local Officials/Stakeholders until September 1st, and a flyer advertising the virtual public meeting. Jeff closed out the meeting by thanking the attendees and the supporting staff for a successful virtual meeting.

Local Officials/Stakeholders Survey Results Summary

From August 24 to September 1, 2020, local officials and stakeholders were invited to participate in a short survey of 12 questions to collect their insights, issues and concerns about the possible interchange to access I-65 within southern Warren County. A total of 48 participants responded to the survey.

Q1. Which best describes your relationship to the I-65 Southern Warren County Interchange Study Area? Thirty-five participants responded to this question that identified them as residents within the study area while nine responded as local agency representatives, one responded as a commuter, one as a business owner in the area, and two participants responded as other and identified themselves as “Mayor of Bowling Green” and “Director of the Local Builders Association” respectively.

Q2. Transportation concerns within the Study Area with 0 being “Not a concern” and 4 being of “Major concern”. Fifty-five percent of the respondents selected “access to I-65” as a major concern within the study area with “safety” as being the second highest concern. At least a quarter of respondents assigned the “major concern” to the issues of congestion, roadway drainage, and lack of shoulders. A little over a third of the participants responded that the lack of pedestrian and bike facilities was “not a concern” while a little over thirty percent of the participants selected at-grade railroad crossings and driveway spacing (Access Management) were also “not a concern”.

Q3. Environmental concerns within the study area with 0 being “Not a concern” and 4 being of “Major concern”. The greatest concern expressed by the participants appears to be the issue of “roadway noise” of which twenty nine percent of the participants selected this as a major concern. The preservation of forest or agricultural lands exhibited an interesting spread among participants as twenty-five percent responded that this was “not a concern” while nearly twenty-three percent responded this was a “major concern”. Sinkholes and groundwater issues only had about seventeen percent of the respondents supporting this as a “major concern”, but this topic is mentioned within the general comments. The impacts to businesses and hazardous material sites were reported “not a concern” by a respectable sized percentage and reflects the low number of these sites (businesses and hazardous materials sites) within the study area, especially regarding the possible interchange locations.

Q4. Most appropriate type of land use in the study area with 0 being “Not important and/or desired” and 4 being “Very important and/or most desired”. An omission of “single family residential” category in the choices may have affected the outcome of these responses. This omission was corrected within the survey that was available to the general public from September 10th to 25th. The highest rated selection among the choices of desired or undesired land use supported that some type of land use development is desired within study area, but industrial development and multi-family residential being the least desired for future land uses.

Q5, Q6, and Q7. A possible interchange located at the Carter Sims Road and I-65 Crossing (Q5), or KY 242 (Q6) or KY 240 (Q7). Three issues were available for ranking for each of the three

possible interchange locations: the level of convenience provided, safety concerns with connecting roadways, and an increase in residential and/or commercial development. The weighted scoring for the level of convenience was the highest (3.35) for the Carter Sims Road location while KY 240 (2.94) and KY 242 (2.81) were lower. Regarding the safety of the connecting roads as being a concern, the Carter Sims Road location received the highest weighted score of 3.69 while KY 242 received the next lowest score of 3.38 and KY 240 received the lowest score for safety concerns at 2.81. Regarding an increased commercial or residential development as a major concern, once again Carter Sims Road location received the highest weighted score of 3.25 with KY 242 as the second highest location with that concern with a score of 3.02 and KY 240 trailing with a score of 2.65. What these results reflect is that each of the three interchange locations have these three viable concerns with the Carter Sims Road location having the most perceived affect.

Q8. How did you hear about this meeting? The major response to this question emphasizes that sixty percent of the attendees were made aware of this meeting through a “letter” or e-mail. This reflects the use of the invitation letter which was emailed to the Local Officials/Stakeholders List and the MPO Technical Advisory Committee.

Q9. What was your level of comfort with the Story Map, virtual meeting, etc.? Over 78 percent of the participants responded that they were very satisfied with the virtual meeting and with the use of the Story Map platform to present the information during the meeting and as an additional resource for later investigation on their own. No participant responded with their dissatisfaction of the Story Map. Comments did suggest that the information be summarize during the presentation and a more traditional PowerPoint adaptation of the material be presented to the public during the public meeting but provide the story map as an easily accessible reference material.

Q10. What suggestions do you have for improving future engagement? Most responses to this question reinforced the preference of one location over another from the participants. However, several responses supported the engagement efforts and once comment emphasized the importance of actually “taking the residents opinions into consideration instead of just allowing residents to discuss and then implement changes regardless as has been done several times in the past.”

Q11. If you would like to be added to the mailing list for study updates and meeting notices, then please provide: Twenty-three of the forty-eight participants provided their mailing addresses and email contacts.

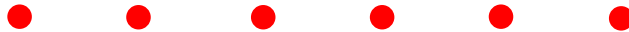
Q12. Please provide any additional details or comments: The fourteen general responses to this question included personal statements of how improved access to I-65 would be a positive affect for their travels and also support statements for one location over another.

I-65 New Interchange Feasibility Study

Southern Warren County, Kentucky



Appendix A-6





OCTOBER 9, 2020

PUBLIC MEETING SUMMARY

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY

ITEM NUMBER 3-402.00

SUBMITTED TO



SUBMITTED BY

Michael Baker
INTERNATIONAL



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Media Advisories



Kentucky Transportation Cabinet • District 3

FOR IMMEDIATE RELEASE

270-746-7898 (office)
Wes.Watt@ky.gov

Contact: Wes Watt

Virtual Public Meeting Set for Feasibility Study for a Possible Interstate 65 Interchange in Southern Warren County

BOWLING GREEN, Ky. (Sept. 4, 2020) – The Kentucky Transportation Cabinet (KYTC) in partnership with the Bowling Green-Warren County Metropolitan Planning Organization (MPO) will host a virtual public meeting on the I-65 Southern Warren County Feasibility Study next week. The study area is bordered by U.S. 31-W to the west and KY 622 to the east and extends from I-165 southward to the Simpson County line.

The meeting will be held on Thursday, Sept. 10 from 5:30 p.m. to 7 p.m. through a Zoom Meeting. A formal presentation will be given at 5:30 p.m. A survey will also be available for people to fill out to provide feedback about the study.



Folks interested in logging into the meetings should use this link: <https://interstate65-baker.hub.arcgis.com/>. A dial-in option is also available and the dial-in information is:

Dial-in: (312) 626-6799

Access Code: 83168487011

Anyone needing special assistance with the meeting need to request it by Tuesday, Sept. 8.

The objective of this planning study is to identify the most feasible improvements to the transportation network that enhance access to I-65 in southern Warren County. To achieve this goal, the project team of KYTC, the Bowling Green-Warren County MPO, and the consultant Michael Baker International will work collaboratively with the public, stakeholders, and community leaders.

Concerns and comments will be gathered and presented to project study team members for the development of potential alternatives for an interchange with I-65 in Southern Warren County. Written comments will be accepted after the meeting from Sept. 10 to Sept. 20 through the study survey located at the following link:

www.surveymonkey.com/r/Interstate65Study

Or comments can be sent to the project e-mail address: Interstate65Study@mbakerintl.com

If you have any questions, please contact:

Wes Watt

KYTC

Public Information Officer

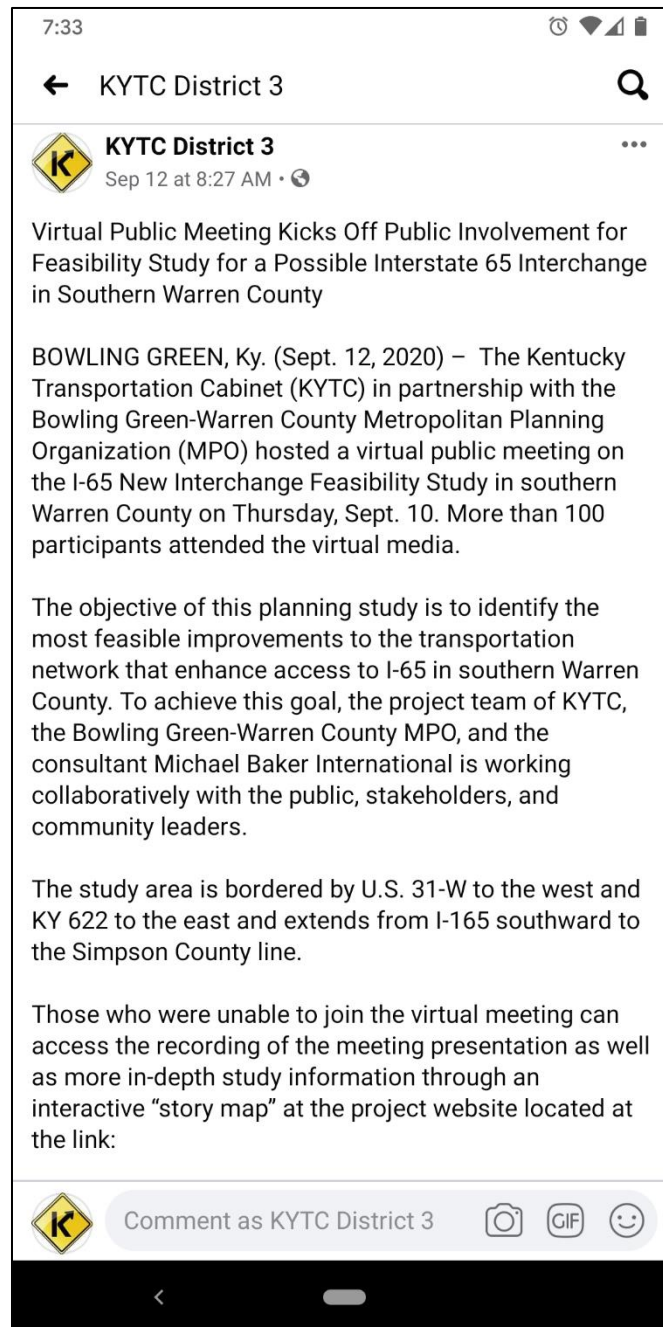
District 3 Office-Bowling Green

270-746-7898

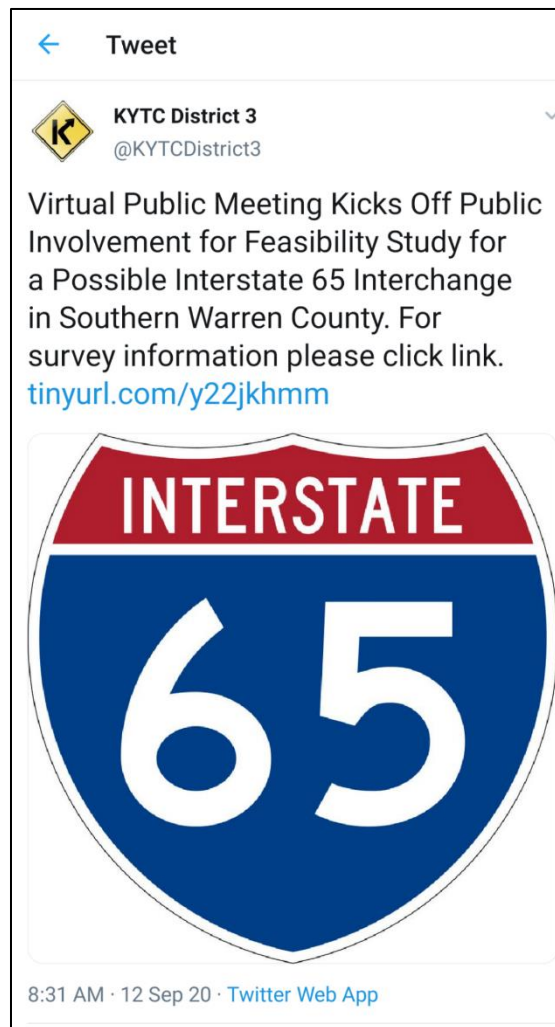
Wes.Watt@ky.gov

Additional information is available here <http://transportation.ky.gov/>

SOCIAL MEDIA POSTS FOR 1ST PUBLIC MEETING (SEPT. 10)









7:33

← Tweet

 **KYTC District 3**
@KYTCDistrict3

Virtual Public Meeting Set for
Feasibility Study for a Possible
Interstate 65 Interchange in Southern
Warren County tinyurl.com/yxv7ptwk



SAVE THE DATE!

THE PURPOSE
This project is to address the mobility and connectivity issues of the road network in southern Warren County for access to I-65 due to the ongoing and planned growth and freight movement in this area.



VIRTUALLY JOIN US!

Thursday,
September 10, 2020 5:30 PM to 7:00 PM

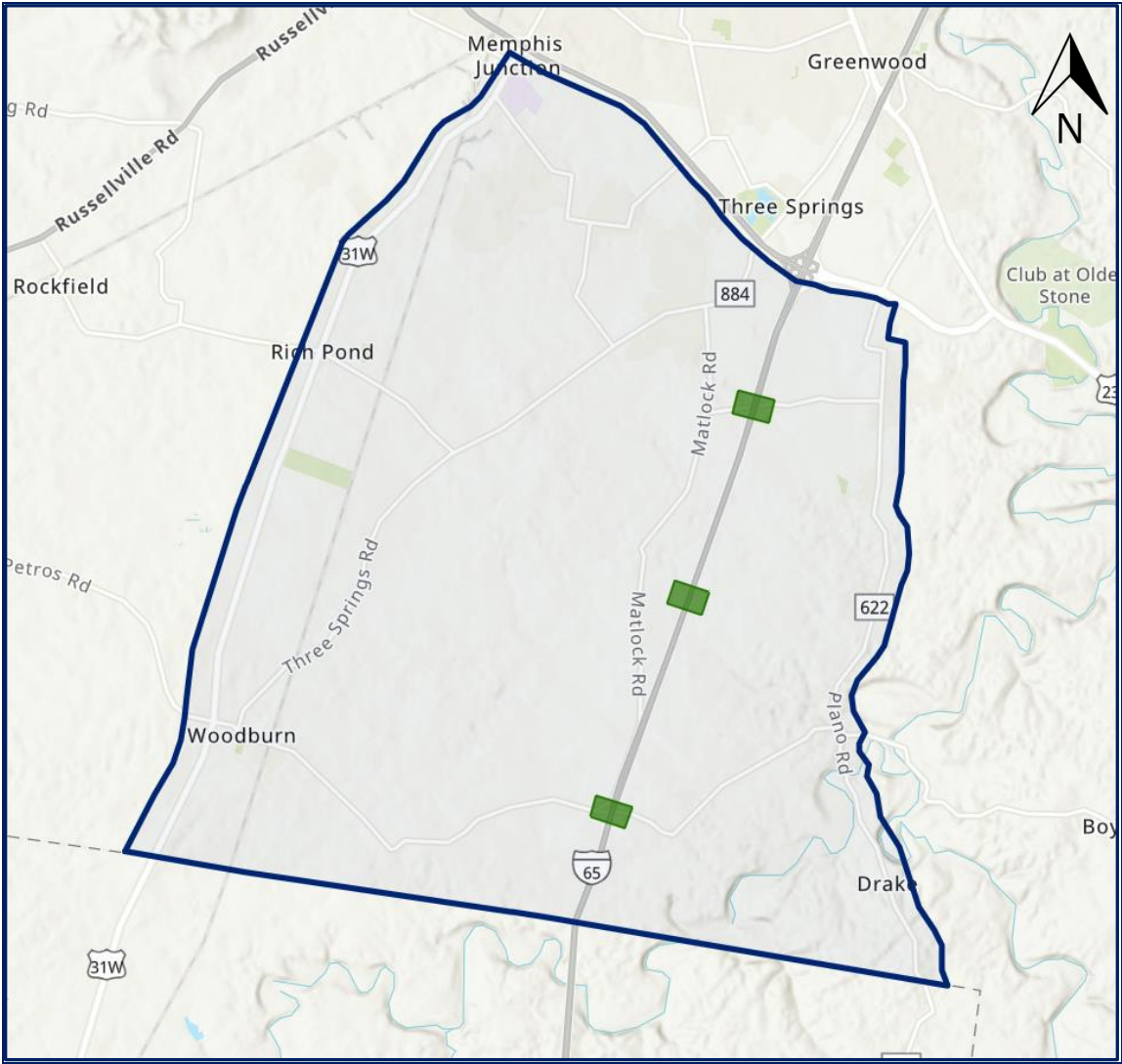
interstate65-baker.hub.arcgis.com
Dial-in: (312) 626-6799
Access Code: 83168487011

From September 10, 2020 to September 25, 2020, you can also provide your input on this project through an on-line survey.


www.surveymonkey.com/r/Interstate65Study


Project Map



Invitation Flyer




**INTERCHANGE
FEASIBILITY STUDY**
SOUTHERN WARREN COUNTY, KY



**SAVE
THE DATE!**

**Your input is needed concerning
a future interchange with I-65
in Southern Warren County.**




I-65 New Interchange Feasibility Study
--- Study Area ■ Potential Locations
□ County


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Thursday,
September 10, 2020




5:30 PM
to 7:00 PM

interstate65-baker.hub.arcgis.com
Dial-in: (312) 626-6799
Access Code: 83168487011





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through an on-line survey.



www.surveymonkey.com/r/Interstate65Study

If you require additional information or special assistance,
please contact:
Interstate65Study@mbakerintl.com
KYTC District 3 (270) 746-7898



Invitation Postcard



INTERCHANGE
FEASIBILITY STUDY
SOUTHERN WARREN COUNTY, KY



**SAVE
THE DATE!**

**Your input is needed
concerning a future
interchange with I-65
in Southern Warren County.**

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I-65 New Interchange Feasibility Study
..... Study Area ■ Potential Locations
□ County

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www.surveymonkey.com/r/Interstate65Study



PRSRT STD
ECRWSS
U.S. POSTAGE
PAID
EDDM RETAIL

Local
Postal Customer



**SAVE
THE
DATE!**

VIRTUAL PUBLIC MEETING

 **September 10, 2020**  **5:30 PM – 7:00 PM**

interstate65-baker.hub.arcgis.com
Dial-in: (312) 626-6799
Access Code: 83168487011

If you require additional information or special assistance, please contact:

Interstate65Study@mbakerintl.com
KYTC District 3 (270) 746-7898



Dynamic Message Signs

Identical signs were placed at the following locations: US 31W, KY 884, & KY 622





Meeting Summary and Presentation

The Kentucky Transportation Cabinet (KYTC) in partnership with the Bowling Green-Warren County Metropolitan Planning Organization (MPO) hosted a virtual public meeting on the I-65 New Interchange Feasibility Study in Southern Warren County on Thursday, September 10, 2020. Approximately 120 participants were involved in the meeting. The virtual public meeting ran from 5:30 pm to 7:00 pm and included two viewings of the meeting presentation. The meeting included live and pre-recorded presentations from the consultant (Michael Baker) staff that included a summary of the study background, methodology, and schedule, an overview of the existing human and natural environmental conditions within the study area, and an overview of the traffic conditions within the study area.

During the two viewings of the presentations, participants were encouraged to answer three questions through live polling. About fifty of the one hundred attendees during the first viewing of the presentation participated in the polling questions. The first question posed to the participants during the introductory remarks and concerned their personal interest in the feasibility. Seventy-six percent of the participants responded that they were residents in the area, while eleven percent replied that they were associated with a local agency and an additional eleven percent indicated that they were local elected officials. Only two percent responded that they were only motorists passing through the study area.

After the recorded portion of the presentation regarding the environmental conditions within the study area, participants were asked to select their top two environmental concerns. Seventy-three percent of the participants indicated that impacts to rural and agricultural lands were a major concern while thirty percent responded that caves and sinkholes in the area were a major concern. Twenty-seven percent of the participants indicated that water quality was a major environmental concern. Impacts to minority and low-income populations within the study area was selected by twenty four percent of the participants. Impacts to historic properties and archeological sites (eight percent) and threatened and endangered species (three percent) were the lowest selected concerns.

The third and final polling question asked meeting attendees to indicate their level of use of a new interchange within their travels. The highest response was that thirty-three percent of the participants would use the interchange “sometimes” which was defined as one to three times per week while twenty-eight percent responded that they would “seldom” use the new interchange as little as once or twice per month. Fifteen percent of the attendees replied that they would use the new interchange “often” which was defined as once per day while eleven percent of the participants indicated that they would use the new interchange “very often” which was defined as twice or more per day. Thirteen percent responded that they would “never” use a new interchange.

The polling questions during the second viewing of the presentation only included about a dozen participants. The range and weight of responses from this group were very similar to the fifty polling participants during the first viewing. However, when asked about their level of use of a new interchange, this second group of participants responded greater in percentages to “often” (twenty



percent) and “very often” (thirty percent), but none indicated “sometimes” while forty percent indicated “seldom”.

Throughout the presentation, the attendees were reminded of how they could provide their input through the on-line survey which would be available until September 25 and through the project email address. The team provided links within the presentation to the project website which included the on-line survey link and meeting materials. A recording of the public meeting was posted also to the website along with a “question and answer summary” that addressed the questions and comments submitted throughout the meeting via the chatbox.

The full PowerPoint presentation slides are included on next pages.

Slide 1



SAVE THE DATE!

WELCOME to the I-65 Interchange Feasibility Study

Public Meeting #1

Your input is needed concerning a future interchange with I-65 in Southern Warren County.

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VIRTUALLY JOIN US!

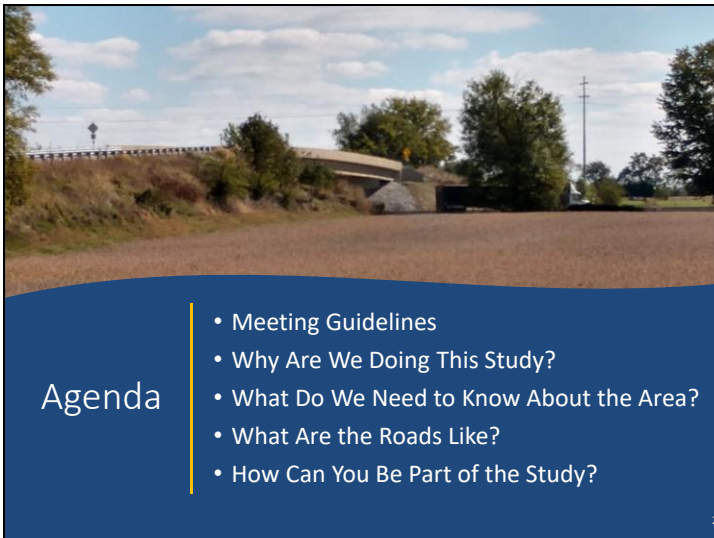
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[interstate65study.hub.arpia.com](https://www.surveymonkey.com/r/interstate65Study)
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Access Code: 83168487011

From September 10, 2020 to September 25, 2020, you can also provide your input on this project through an on-line survey.

www.surveymonkey.com/r/interstate65Study

Slide 2



Agenda


- Meeting Guidelines
- Why Are We Doing This Study?
- What Do We Need to Know About the Area?
- What Are the Roads Like?
- How Can You Be Part of the Study?

2

Slide 3

Why We Are Doing This Study

The purpose of this project is to address the mobility and connectivity issues of the road network in southern Warren County for access to I-65 due to the ongoing and planned growth and freight movement in this area.



PUBLIC MEETING #1

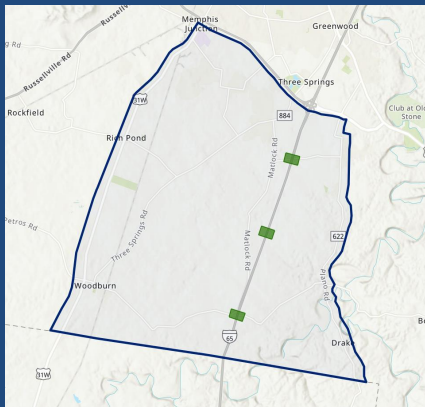
Slide 4

Where We Are Doing This Study

STUDY AREA

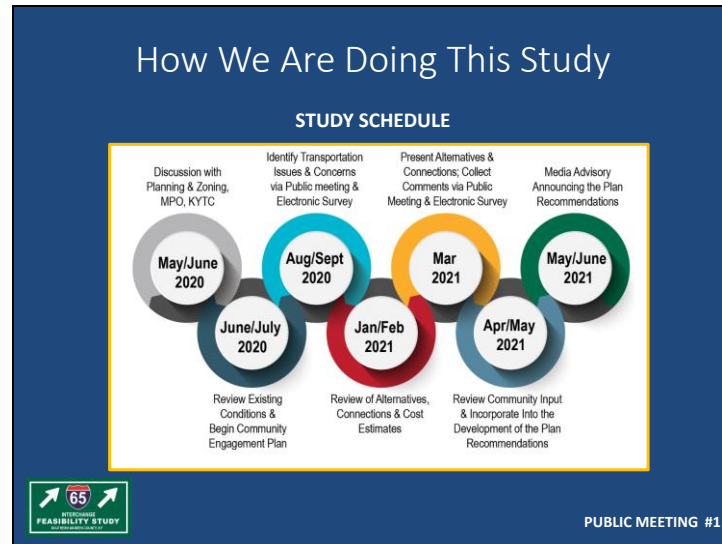
Possible Interchange Locations:

- Carter-Sims Road
- KY 240/Richpond Road
- KY 242/Woodburn Allen Springs Road



PUBLIC MEETING #1

Slide 5



Slide 6



What We Know About the Area

ENVIRONMENTAL CONDITIONS:

- Socioeconomic Study
- Land Use and Development
- Environmental Issues
- Geotechnical Issues



PUBLIC MEETING #1

Slide 7

What We Know About the Area

ENVIRONMENTAL CONDITIONS

RED FLAG SUMMARY:

- Land Use
- Socio-Economic
 - Race
 - Age
 - Poverty
 - Disability
 - Limited English Proficiency

Legend:

- Agriculture
- Residential Development
- Residential
- Business
- Industrial
- Public
- General Flood
- Study Area
- Interchange Location
- County

Scale: 0 1 mile

Public Meeting #1

Slide 8

What We Know About the Area

ENVIRONMENTAL CONDITIONS

RED FLAG SUMMARY:

- Environmental
 - Archaeology
 - Historic Properties

Features	Carter Sims Road	KY 242 (Richmond Road)	KY 240 (Woodburn Allen Springs Road)
Prehistoric	No previously recorded archaeological sites. Moderate to high probability for prehistoric sites.	No previously recorded archaeological sites. Moderate to high probability for prehistoric sites.	One archaeological survey conducted in area. Moderate to high probability for prehistoric sites.
Historic	No previously recorded archaeological sites. Highest probability for historic period resources would be adjacent to roadways.	No previously recorded archaeological sites. Highest probability for historic period resources would be adjacent to roadways.	No previously recorded archaeological sites. Highest probability for historic period resources would be adjacent to roadways.
Historic Properties	Yes Further Investigations Required Two (2) previously recorded properties; Three (3) newly identified properties, including one (1) potential cemetery.	Yes Further Investigations Required Two (2) previously recorded properties	Yes Further Investigations Required One (1) previously recorded property; sites demolished; One (1) newly identified property.

Public Meeting #1

Slide 9

What We Know About the Area

ENVIRONMENTAL CONDITIONS

RED FLAG SUMMARY:

- Environmental**
 - Water Resources
 - Threatened & Endangered Species
 - Underground Storage/HAZMAT
 - Noise

Features	Carter Sims Road	KY 242 (Richmond Road)	KY 240 (Woodburn Allen Springs Road)
Location	No	No	No
Streams	No	One (1) unmapped tributary	One (1) unmapped tributary
Wetland Features	No	No	One unmapped wetland & two (2) ponds
Water Wells	No	No	No
Groundwater Wells	No	No	No
Wellhead Protection Areas	No	No	No
Springs	No	No	No
101(d) 35(d)	No	No	No
Listed Streams	No	No	No
Special Waters	No	No	No
Indiana / Northern Long-eared Bat Forested Habitat	Individual trees and narrow forested fence lines provide bat habitat	Approximately two (2) ac of forested bat habitat	
Flower Habitat	No	No	No
Kentucky Cave Shrimp Habitat	Underground streams could provide habitat		
Trillium Pinnato Benthic Habitat	Forest edges may provide habitat		
KSS Caves	Carter Cave listed field investigation identified large sinkhole filled with debris at reported cave location; property owner advised that the sinkhole had an underground passage before it was filled with debris	No	No
Karst (Sinkholes)	Four (4) mapped sinkholes	No	No
USTs / HazMat Sites	Three (3) unspecified spill occurrences; Warren RECC Plans Submission	No	Two (2) unspecified spills
Sensitive Noise Receptors	No	No	No

PUBLIC MEETING #1


Slide 10

What We Know About the Area

ENVIRONMENTAL CONDITIONS

RED FLAG SUMMARY:

- Geotechnical**
 - Karst
 - Gas & Oil Wells
 - Cut Slopes/Embankments
 - Subgrade & Structures Considerations



Features	Carter Sims Road	KY 242 (Richmond Road)	KY 240 (Woodburn Allen Springs Road)
Karst	Four (4) mapped sinkholes	No	No
Gas and oil wells	None	One (1)	None
Cut slope, embankment, subgrade and structure considerations	Similar considerations for all interchange alternatives	Similar considerations for all interchange alternatives	Similar considerations for all interchange alternatives

PUBLIC MEETING #1

Slide 11



What the Roads Are Like

EXISTING TRANSPORTATION CONSIDERATIONS:

- Roadway Characteristics
- Traffic Congestion
- Safety Concerns


PUBLIC MEETING #1




Slide 12

What the Roads Are Like

TRAFFIC CONGESTION




AM Level of Service



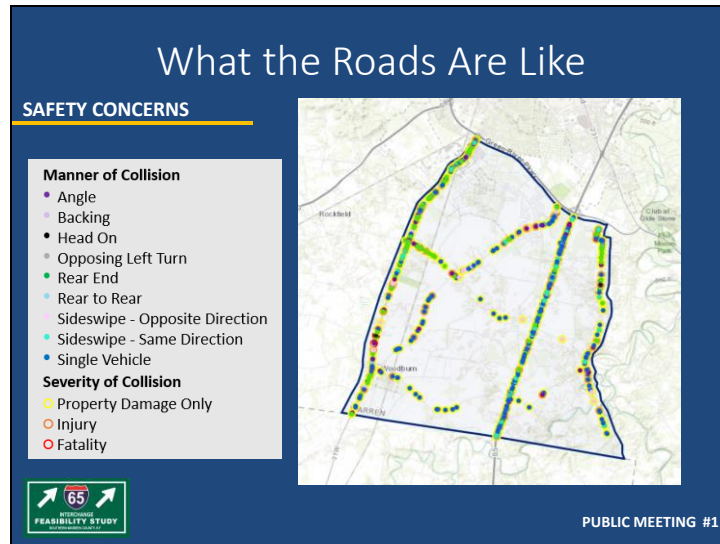
PM Level of Service

Level of Service
A
B
C
D
E
F

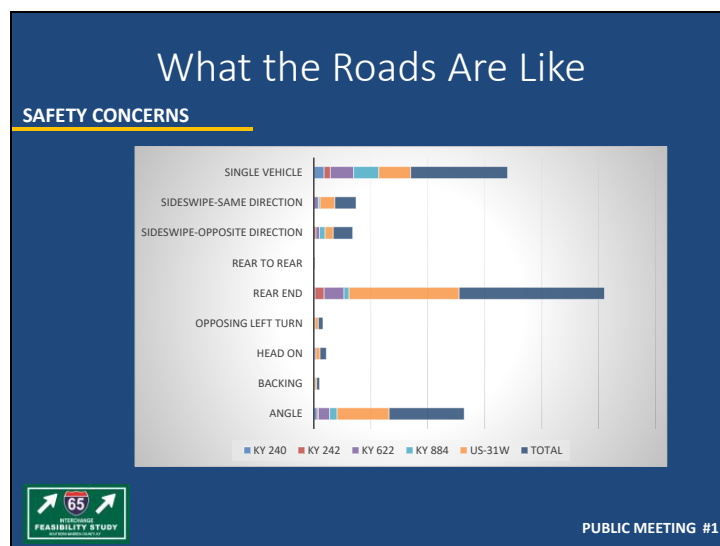
PUBLIC MEETING #1



Slide 13



Slide 14





Slide 15

How Can You Be Part of the Study?

- Visit the Story Map/Website:
Interstate65-baker.hub.arcgis.com
- Take the Survey:
www.surveymonkey.com/r/Interstate65Study
- Email Us:
Interstate65Study@mbakerintl.com

Thank you for participating!



PUBLIC MEETING #1



List of Attendees

This meeting was a virtual public meeting via the Zoom platform. Attendees could view the presentation without signing into the presentation with their names and contact information. Therefore, a complete list of attendees is not available. Over 120 people attended the presentation. The list of Kentucky Transportation Cabinet, Bowling Green – Warren County MPO, Bowling Green – Warren Planning Commission and Michael Baker staff are included below:

- Steve De Witte, KYTC CO Planning
- Barry House, KYTC, CO Planning
- Ben Hunt, KYTC District 3
- Karissa Lemon, Bowling Green-Warren County MPO
- Ben Peterson, City-County Planning & Zoning Commission
- Joe Plunk, Chief District Engineer, KYTC District 3
- Andrew Stewart, KYTC, District 3
- Patty Dunaway, Michael Baker International
- Jeff Moore, Michael Baker International
- John Mettille, Michael Baker International
- Morgan Ruziecki, Michael Baker International
- Karen Mohammadi, Michael Baker International

Summary of Comments Received

Question and Answer Correspondence During Meeting:

SCHEDULE

Will this presentation be available afterwards?

I feel it is essential that this exit be provided for the local expansion of Warren county as well as North Simpson. What is the completion date of the project and adjacent roads?

Who initiated this project?

Will a future survey be conducted that is interchange location specific?

Sorry this might have been discussed but what is the timeline for a possible interchange at the decided upon location?

What was the timeline of new interchange past exit 28 (Exit 30)?

The objective of the I-65 New Interchange Feasibility Study is to address the mobility and connectivity issues of the existing road network for access to I-65 due to the ongoing and planned growth, and freight movement in southern Warren County. The study will determine the need and, if so, optimal location of a new interchange on I-65 in southern Warren County and the need to provide safe and reliable connectivity to the main arterial routes, including US 31W (Nashville Road), KY 884 (Three Springs Road), and KY 622 (Plano Road). The concept of a possible interchange on this fourteen-mile section of I-65 has been a potential improvement identified in past planning studies dating back to the original study during the 1990's to widen I-65 to six lanes. The possibility of a new interchange on I-65 in southern Warren County has been identified through the long-range planning process of the Bowling Green-Warren County MPO and the KYTC District 3 Planning Office since 2000 and most recently was discussed within the 2017 Plano Road Improvement Study.

Over the years, three existing crossings of I-65 have been considered as locations of an interchange:

- Carter-Sims Road
- KY 242 (Richpond Road)
- KY 240 (Woodburn Allen Springs Road)

For this feasibility study these three locations and the surrounding roadways are included in the study area which is bordered on the north by I-165 and to the south by the Simpson County Line; then to the east by KY 622 and to the west by US 31W.

In May of 2020, the Kentucky Transportation Cabinet, the Bowling Green-Warren County MPO, and the consultant team of Michael Baker International began the work for the I-65 Interchange Feasibility Study for Southern Warren County. Through the summer months of 2020, the team has collected and analyzed the existing conditions within the study area involving the human and natural environment, the existing and planned land use, and the form and operation of the existing road network. As this phase of the study is being completed, the work now involves the conversation with stakeholders, community leaders, and the general public about the issues and concerns of a possible new interchange. The major event during this phase is the virtual public meeting and the opening of the survey to collect comments which will be instrumental in the development of the potential interchange alternatives, connecting improvements, and the cost

estimates of each. Once these potential interchange alternatives and connections are developed, the project team will conduct a second phase discussion with the community in March of 2021 to gain input for the study's final recommendations. The community engagement during March of 2021 will also involve a survey and a public meeting. The information collected from the community will be used to develop the study recommendations. These recommendations could be to further develop one or possibly two of the interchange alternatives or to not pursue the construction of any new interchange.

After the conclusion of this feasibility study in the early summer of 2021, the next steps in the process will be to secure funding for the preliminary design and further environmental studies. Please note that this feasibility study is the very first steps toward project development and delivery. No future funding for this effort has been established by the Legislature in the Highway Plan.

In comparison to the timeline of the recently completed Exit 30 Interchange north of Bowling Green on I-65, the proposed Exit 30 was identified within that study of the Bowling Green Outer Beltline in 2001. The environmental analysis and preliminary design work commenced for Exit 30 in 2003 and the interchange and the section of the connector road from I-65 to US 68 was opened to traffic in 2017. Depending upon funding availability and community support, the timeframe for this interchange and connection improvements could be similar.

ELROD ROAD INTERCHANGE STATUS

Is the interchange at Elrod Rd still in planning?

Currently the proposed new interchange of Elrod Road and I-165 is in the design process but has not been funded in the current State Highway Plan for future phases that can lead to construction. The I-65 New Interchange Feasibility Study will develop traffic forecasts with the scenario that the Elrod Road Interchange will be built and the scenario that the interchange at Elrod Road may not be built in the future.

FREIGHT TRAFFIC

Will study take into account industrial traffic from North Simpson county industrial park?

How much of a factor does freight movement have in the decision making for this? Is this mostly for folks getting home or are you more concerned about redirecting freight off I-65 towards 31W, etc.?

Is the Franklin exit not already suited for freight and it's just a short distance down I-65?

All traffic modes such as pedestrians, cyclists, passenger cars, school busses, and large trucks must be taken in consideration in the development of the interchange alternatives and connection improvements. There has been expressed interest in the use of the southernmost locations, especially KY 240, as a connection for freight movement from the northern Simpson County Industrial Park facilities.

FUTURE LAND USE

Will apartments and commercial businesses be allowed around the interchange? We are against the interchange. How can it be justified when the area cannot get internet?

Any chance of fiber optic being installed to maintain continuous internet service?

Will apartments and commercial businesses be allowed around the interchange?



Is there plans for more commercial businesses?

Land Use is a human environmental characteristic that is considered in this study. The land use within the study area is predominantly single family residential and agricultural. This study area includes a majority of the prime farmland available in Warren County. The current Warren County Comprehensive Plan and the lack of sewer utilities within the study area supports that the planned growth in most of the study area will remain single family residential and agricultural, particularly near the potential interchange locations. Any changes to current land use at the possible interchange locations and the connecting roadways would be made through the City-County Planning Commission and coordinated with any sewer expansion that would be needed to support commercial and dense residential development.

Within the planning and development of the Cemetery Road (KY 234) widening and interchange project in the early 2000's, access control and a land use overlay district with development design standards were two tools applied to support a desired vision of development and the preservation of community character along the corridor and at the interchange with I-65. Similar tools could be used for a new interchange in southern Warren County on I-65.

SECURITY

What input are you getting from the County sheriff with regard to increased criminal activity with improved access? Does the county have input on this?

This question and several general comments involved the concerns with the possible increase in criminal activity (theft, human trafficking, and drug trade) if a new access point was provided for traffic along I-65. This is an interesting concern, but the response will require research into any available data that can prove this assumption correct. However there were other "security/safety" comments in support of a new interchange since this would provide local emergency services better connection to any incident along this 14-mile stretch of interstate and also a more direct route for ambulance services to southern Warren County which can avoid the congestion within Bowling Green.

In a follow-up virtual meeting held on September 24, 2020 with law enforcement and emergency response officials, the concerns about increased criminal activity linked to a new interchange were shared. In response to this issue, both city and county law enforcement officials stated that they did not see any statistical increase in crime because of a new interchange but more of an outcome of the type of development located near an interchange. Both stated that the retail around an interchange probably does generate more calls for assistance, but not the interchange by itself. They also noted that planning and zoning can help guide the type of development around any new transportation improvement.

INTERCHANGE LOCATIONS AND CONNECTIONS

Are only the bridge locations being considered or will areas north or south of each overpass also be evaluated?

Will the existing roads in the area, 622, 240, 242 etc., be enhanced to match the current growth before an Interstate exchange is built to cause even more growth? It seems as though our existing roads should be fixed first.

If you add these, which Roads would you be looking to expand to go from the exchange over to Nashville Rd?

Are they looking to add interchanges to all the sites shown on the card or are they just seeking one of the 3 sites shown?



*Will the study take into account the many cyclists that use those roads?
Are all sites being considered or just 1 of the 3 shown on the card?
What about an interchange from 3 springs and 165- by FCA going over to 65??
So, there will be a whole new road from Plano road and Nashville road to the new interchange?
Are you trying to reduce the traffic on Three Springs?*

Over the years, three existing crossings of I-65 have been considered as locations of an interchange:

- Carter-Sims Road
- KY 242 (Richpond Road)
- KY 240 (Woodburn Allen Springs Road)

For this feasibility study these three locations and the surrounding roadways are included in the study area which is bordered on the north by I-165 and to the south by the Simpson County Line; then to the east by KY 622 and to the west by US 31W. A standard for the spacing of interchanges along rural sections of interstate highways is that there be at least two miles of distance between interchanges. The Carter Sims Road overpass falls within that standard distance from the existing interchange of I-65 and I-165 (Exit 20).

The Carter Sims Road Location is connected from KY 622 to US 31W along Carter Sims Road, Matlock Road, Long Road, Neal Howell Road, and Dillard Road which are two-lane minor collector roadways with mostly speed limits of 35 mph with 9 to 10 foot lane widths and narrow shoulders.

The KY 242 Location is connected along the two-lane Rural Major Collector and partly a two-lane Rural Minor Collector with a variable 35 to 55 mph speed limit and having variable 8-foot to 11-foot lanes and narrow shoulders. The connection includes an at-grade railroad crossing near Richpond.

The KY 240 Location is connected along a two-lane undivided Rural Minor Collector with a variable 35 to 55 mph speed limit and variable 9-foot to 11-foot lanes with variable 1-foot to 10-foot paved shoulders. The connection includes an at-grade rail crossing near the community of Woodburn.

This feasibility study will take in consideration the existing connections passing through the potential interchange locations to KY 622 and to US 31W. Based on those existing conditions and forecasted traffic demands, recommendations will be made on the possible improvements along the existing road network or if there is the need for a new connecting roadway.

All traffic modes such as pedestrians, cyclist, and large trucks must be taken in consideration in the development of the interchange alternatives and connection improvements.



Project Email Correspondence

From: Interstate 65 Study
Sent: Tuesday, November 3, 2020 4:39 PM
To: Warren Guyer
Cc: Watt, Wes (KYTC-D03)
Subject: RE: EXTERNAL: Possible I-65 interchange

Mr. Guyer,
Thank you for your message and interest in this study. We encourage you to view more about the project via the Story Map Platform which can be accessed at: <https://arcg.is/PziHS>. A second public meeting and comment period will be held late winter/early spring. I am copying Wes Watt with the Kentucky Transportation Cabinet so we can include you on future updates and meeting notices.
Thanks,

Karen Mohammadi
Planner
Michael Baker International

From: Warren Guyer <warren@bluecotton.com>
Sent: Sunday, November 1, 2020 3:22 PM
To: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: EXTERNAL: Possible I-65 interchange

Michael:
My name is Warren Guyer. I live and work in Bowling Green, KY. My wife and I are considering a move to the south side of Warren county, which is closer to my business and would put us closer to TN, where our youngest son goes to school.
However, we haven't been able to justify such a move since there is not easy access to I-65. I know, from speaking to a few friends, that an initial meeting and feasibility study have been done (or are in process).
As a business owner in the south industrial park, we are very happy to hear this news. If there is any news, link, etc..., that you could share regarding the status of this project, it would be greatly appreciated.
Sincerely,
Warren Guyer
BlueCotton Inc.
PO Box 51882
Bowling Green, KY 42102
warren@bluecotton.com
270-996-8802 mobile
270-796-8801 office



From Joe Plunk, CDE KYTC District 3;
Interesting discussions today that I wanted to share for the record.

I received calls from Judge Barnes (Simpson Co) and Tom Harned (Logan Co Economic Development “LEAD”) both advocating for KY 240. We knew Simpson County’s desire for the southernmost location, but Logan County’s input adds more regional advocacy to the decision making. KY 240 connects to the four-lane US 68 approximately 6 miles from Woodburn, and the Tri-County Industrial Park is located at the Logan/Warren County line on US 68. Logan County has an active transportation committee, and they are meeting next Tuesday. Tom stated that he will get the word out to Logan County industrial and civic groups to also participate in the survey, so don’t be surprised if we see a large number of Logan County participants.

I also spoke with Chris McIntyre, CFO of Warren County Public Schools. He is the primary point of contact for transportation issues for WCPS. He believes the official position of WCPS will be to support an interchange at KY 242 due to the population density and the need for better connections for the Plano, Richpond, and South Warren schools. The school board meets Monday evening, and he plans to share the survey with board members to encourage their advocacy.

September 17, 2020
Hello Mr. Smith,

Thank you for reaching out to me. I apologize that you were not able to access the meeting last week. Fortunately, the presentation video is saved on the project website at <https://interstate65-baker.hub.arcgis.com/>. Scroll down to “Public Meeting #1 Video.” The presentation is approximately 15 minutes. Responses to each of the questions submitted during the meeting will be added to the web page in the next day.

Allow me to make a few clarifications:

The schedule you reference reflects only the study. There are no other phases of work – not design, not property acquisition, not construction – funded in the current budget. And even if the project was fully funded, it will likely be 10-12 years before construction begins. The Exit 30 Connector Road near the Transpark started design in 2003 and opened to traffic in 2017 as a comparison. The Elrod Road interchange study along the Natcher (now I-165) was completed in 2009, and to date, nothing beyond a design has occurred.

There are no default positions on the location of an interchange. There are merits to constructing an interchange closer to the population center in Bowling Green (Carter Sims), there are merits to provide better access to the subdivisions and schools in Plano and Richpond (KY 242), and there are merits to locating an interchange farther south to provide a midway exit between Bowling Green and Franklin and provide better access to industry (KY 240). The purpose of the study is to vet those merits and decide the best benefit/cost ratio. For example, while land may be cheaper along KY 240, if the interchange is so far out that no one uses it, then the investment would be for naught.

A project of this magnitude would likely require multiple phases. None of the existing roads – Carter Sims, KY 242, or KY 240 – can accommodate the increased traffic that would result from an interchange. A new connection between KY 622 and US 31W would likely result. When Exit 30



was developed, KYTC did not utilize Sunnyside-Gott or Bristow Roads for the access; instead, we constructed a new connection that would accommodate the traffic.

The number of lanes is unknown at this point, but I believe an improved two-lane road (wide shoulders with safe roadside slopes) with turn lanes at the interchange would be appropriate for the anticipated traffic for the foreseeable future. The study will make a recommendation.

There is no need to be anxious about property acquisition or visual screenings at this point. We do not know if an interchange will be built. We do not know where an interchange will be constructed. We do not know what alignments an improved connection would follow. And we do not know how much right of way would be required at this point.

I encourage you to be a voice throughout this year-long process. Make your opinion known on the survey found on the web page. We will host another public meeting to explain recommendations in early 2021 with more opportunity to provide input.

Please do not hesitate contacting me. I am happy to discuss by phone. Other members of the study team are blind copied to this message.

Thank you!

JOE PLUNK, P.E.

Chief District Engineer

DEPARTMENT OF HIGHWAYS – DISTRICT 3

900 MORGANTOWN ROAD

BOWLING GREEN, KY 42101-3644

270.746.7898 - MOBILE 270.977.0309

E-mail: joseph.plunk@ky.gov

From: Ray Smith <ras@freeholdcommunities.com>

Sent: Wednesday, September 16, 2020 1:17 PM

To: Plunk, Joseph D (KYTC-D03) <Joseph.Plunk@ky.gov>

Subject: I-65 Feasibility Study Question

Hello Mr. Plunk,

As you can see I am a land developer and I am quite used to looking at feasibility studies, but I have a couple questions since I could not get on the Zoom call. I am all for an interchange, we certainly could use one. I actually live on Rt 240 near Rt 622 and was wondering whether the interchange would be built to completion at once or in stages? I wanted to start planting a noise/visual screen but my question would be how many lanes are you looking at having at first? Rt 240 has the only existing way over Drakes Creek so it looks like that is the obvious route for the best cost/ benefit ratio. Therefore I did not want to plant on land you intend on taking. I know you can't tip your hand because politicians are involved and you never know which way the wind will blow, but if the existing ROW is likely not to change I have my answer. Looking at the posted schedule I have to chuckle, looks like my very pushy boss set it (lol). Nothing in Kentucky moves that fast, which means the location is a done deal. Hopefully I made you laugh and any information you can give would helpful and kept quiet. I have been on the other side of a blabbed comment. Thanks for your time.



Ray

Ray Smith
Land Development Manager
Freehold Communities
783 Old Hickory Blvd. Suite 320W
Brentwood, TN. 37027
O: (615)258-5076 | M: (856)220-7406
ras@freeholdcommunities.com | www.freeholdcommunities.com

Patty-

Thank you for the response. I look forward to receiving the additional information as it becomes available.

David A. Bernado
Construction Manager
Rafferty's / Double Dogs / Montana Grille / Corner Bakery Cafe
1750 Scottsville Rd.
Bowling Green, KY 42104
(270)781-2834 OFFICE
(615)335-1614 MOBILE
email (dbernado@raffertys.com)

From: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Sent: Wednesday, September 16, 2020 8:14 AM
To: David Bernado <dbernado@raffertys.com>
Cc: Mettille, John <John.Mettille@mbakerintl.com>; Moore, Jeff <Jeff.Moore@mbakerintl.com>
Subject: RE: EXTERNAL: Request for Information

Mr. Bernado,

We have received your email and are working with KYTC on providing the requested information. I apologize that the link did not work. We hope to provide additional information to you in the near future.

To further explain, we are in the planning process for a possible new interchange now and doing preliminary reviews to identify major obstacles within the study area. Other compliance activities required for federally funded projects (such as NEPA and Section 106) will occur for the recommended new interchange location if one is determined feasible through the current planning study. More detailed studies will occur at that time.

Thank you for letting us know your residence and your contact information so we can continue to provide you information as the project evolves.

Sincerely,
Patty Dunaway

Patty Dunaway | Office Executive



1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770

patty.dunaway@mbakerintl.com | www.mbakerintl.com

From: David Bernado <dbernado@raffertys.com>

Sent: Monday, September 14, 2020 9:22 AM

To: Interstate 65 Study <Interstate65Study@mbakerintl.com>

Subject: EXTERNAL: Request for Information

Mr. Baker-

I would like to obtain a full copy of the Historical Architecture Report, in regards to the I65 interchange feasibility study. I was able to see the overview on the website, but the link to the full Historical Architecture Report did not work.

My house (at 5037 Richpond Rd) is listed as "Within the Potential Interchange Locations". Please provide a copy of the full report at your earliest convenience.

I was unable to attend the zoom meeting last Thursday, but I have taken the survey online, and I am very interested about being involved in this process.

Thanks,

David A. Bernado

Construction Manager

Rafferty's / Double Dogs / Montana Grille / Corner Bakery Cafe

1750 Scottsville Rd.

Bowling Green, KY 42104

(270)781-2834 OFFICE

(615)335-1614 MOBILE

email (dbernado@raffertys.com)

Thanks so much for your email concerning your interest in the I-65 New Interchange Feasibility Study for Southern Warren County and your input is much appreciated. At this phase of the study, we are collecting as much input concerning the issues, challenges, and opportunities for a new interchange, and would like for you to further participate in this planning process.

We are providing three ways to participate. If you would like to learn more about the planning study, our team has provided a project website that has a link to an interactive "story map" format. This "story map" of the project includes summaries and engaging graphics and maps detailing the project background, environmental conditions, and roadway conditions. The links to the full topic area reports are also included.

The Story Map can be accessed at: interstate65-baker.hub.arcgis.com

A brief electronic survey has been created in which you can provide your input through answering questions and giving general comments: You can take the survey at:

www.surveymonkey.com/r/Interstate65Study



The survey will be open for participation from September 10th to September 25th.

Finally, if you have any additional questions or comments, then you can email our team at the project e-mail address: Interstate65Study@mbakerintl.com

We thank you for your time and input concerning this very important decision-making process for the improvement to southern Warren County's access to I-65 and look forward to your further participation in March of 2021 as we discuss the possible interchange alternatives and connections that will be drafted from the input our team receives during this current phase of the study.

From: Jerry Reynolds <j.a.reynolds@att.net>
Sent: Wednesday, September 16, 2020 2:54 PM
To: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: EXTERNAL: interchange location

As a resident of South Plano very near both 240 and 622 for 34 years, I would suggest that the 240 location is the only one that meets common sense needs of all citizens in this area. While I fear that political interest may say otherwise, this location would benefit this entire region the most. When I first moved here it struck me as outrageous that very many farms and communities were separated by I-65 permanently without one location in 15+ miles from Bowling Green to Franklin where people who live and work within that stretch of real estate could access I-65 regardless of which direction they needed to travel it. Since that time an explosion of new residences and businesses have been built between 240 and Bowling Green while the only improvement of access to I-65 has been the much overdue extension of Natcher Parkway. However, this improvement has only speeded up the rate at which building between that extension and Bowling Green has greatly increased. Carter Sims road is only a very short distance from that new access and empties on both ends into recent vast building projects. 242 is not a much better choice in that regard. 240 is mostly on the dividing line between this rapid buildup and the mostly rural countryside between here and Franklin. The new access at the Natcher extension helps a little, but residents and businesses from here to Franklin must still travel from 6 to 15 miles northward to that access on country roads only to double back to travel almost 20 miles to Franklin if they are going south. They also must travel through an increasingly congested area to that access. With a new access at I-65 and 240 all travelers originating from Plano up to halfway or more to Franklin can quickly leave the congested areas and very soon be in open country going south with almost half of the distance of travel eliminated and a lot safer travel. Also, 240 has long served for many travelers as a bypass of Bowling Green between Russellville and Scottsville by tying into 68-80 on the west end and 231 on the east end. All of this makes 240 appear as the most common sense location for the new access, one that ought to have been built when I-65 was first constructed long ago.

J. A. Reynolds, 377 Matlock-Old Union Road, Bowling Green KY 42104 / phone 270-799-3933

Lydia Wimpee,

Thanks so much for your email concerning your interest in the I-65 New Interchange Feasibility Study for Southern Warren County. At this phase of the study, we are collecting as much input



concerning the issues, challenges, and opportunities for a new interchange, and would like for you to further participate in this planning process.

We are providing three ways to participate. If you would like to learn more about the planning study, our team has provided a project website that has a link to an interactive “story map” format. This “story map” of the project includes summaries and engaging graphics and maps detailing the project background, environmental conditions, and roadway conditions. The links to the full topic area reports are also included.

The Story Map can be accessed at: interstate65-baker.hub.arcgis.com

A brief electronic survey has been created in which you can provide your input through answering questions and giving general comments: You can take the survey at:

<https://nam11.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.surveymonkey.com%2F%2FInterstate65Study&data=02%7C01%7CInterstate65Study%40mbakerintl.com%7C2bce9f53fe8847ff3d6a08d85bdf28f%7C4e1ee3db4df64142b7b9bec15f171ca4%7C0%7C0%7C637360364703432671&data=02FRja4HSA6xaKs7kge535oM%2BZsOwjlnFyuTGNTIKN6cw%3D&reserved=0>

The survey will be open for participation from September 10th to September 25th.

We thank you for your time and input concerning this very important decision-making process for the improvement to southern Warren County’s access to I-65 and look forward to your further participation in March of 2021 as we discuss the possible interchange alternatives and connections that will be drafted from the input our team receives during this current phase of the study.

-----Original Message-----

From: Lydia Wimpee <ljw@twc.com>

Sent: Thursday, September 17, 2020 12:28 PM

To: Interstate 65 Study <Interstate65Study@mbakerintl.com>

Subject: EXTERNAL: Proposed I-65 ramp

I read in the Daily News of the 3 possible locations for a new I-65 ramp. I am not extremely familiar with two of the roads, but I am very familiar with Carter Sims. I cannot imagine any more traffic on that narrow, windy road than there is now. The addition of new subdivisions is taxing it even more. Many times I have had to get two tires off the road onto the grass when meeting wide vehicles (dump trucks, farm equipment, etc.) that are encroaching on my side of the road due to their size. The road is unmarked having no center line nor outside lines. It is unfathomable to even imagine large vehicles from the interstate exiting there. Also, often an exit ramp from an interstate produces businesses such as Minit Marts, etc., at the location which would create even more traffic.

Please consider the above in making any decision.



The Bowling Green MPO recently commissioned a study for a new I-65 interchange somewhere between Exits 6 and 20. KY 240 (Woodburn - Allen Springs Road) is one of the candidates. I believe an interchange on 240 can be of great benefit to north Simpson, Allen County and east Logan.

KY 240 connects I-65 and 31-W to South Union in Logan and would benefit Tri-County Industrial Park, Shaker Village and Hopkinsville Grain Elevator at South Union. We anticipate growth in the Auburn area which would be impacted by an interchange on 240 as well. I hope the consulting engineers and the Bowling Green MPO will recognize the regional nature of I-65 and the impact it has on the surrounding counties.

It is only 10.1 miles from I-65 to US 68- KY 80 on 240, and the road alignment and congestion of 240 is vastly superior to the other two alternatives. It also serves a greater land area and rural population.

It would be advantageous for both Simpson and Logan to work together on promoting an interchange at KY 240. I have reviewed the story board and completed the survey. Links are in the following article.

Tom Harned CEcD FM
Executive Director
Logan Economic Alliance for Development
116 South Main Street
Russellville, KY 42276
office 270 726-9575
cell 270 847-2548
tom@LoganLeads.com
www.LoganLeads.com

From: Plunk, Joseph D (KYTC-D03)
Sent: Friday, September 11, 2020 4:23 PM
To: Tom Harned <tom@LoganLeads.com>; Mason Barnes <mbarnes@simpsoncounty.us>
Subject: Interchange Study Media Release / Survey

Virtual Public Meeting Kicks off Public Involvement for Feasibility Study for a Possible Interstate 65 Interchange in Southern Warren County

BOWLING GREEN, Ky. (Sept. 11, 2020) – The Kentucky Transportation Cabinet (KYTC) in partnership with the Bowling Green-Warren County Metropolitan Planning Organization (MPO) hosted a virtual public meeting on the I-65 New Interchange Feasibility Study in Southern Warren County on Thursday, September 10, 2020 and over 100 participants were involved. The objective of this planning study is to identify the most feasible improvements to the transportation network that enhance access to I-65 in southern Warren County. To achieve this goal, the project team of KYTC, the Bowling Green-Warren County MPO, and the consultant Michael Baker International is working collaboratively with the public, stakeholders, and community leaders.



The study area is bordered by U.S. 31-W to the west and KY 622 to the east and extends from I-165 southward to the Simpson County line.

Those who were unable to join the Sept. 10th virtual meeting can access the recording of the meeting presentation as well as more in-depth study information through an interactive “story map” at the project website located at the link: <https://interstate65-baker.hub.arcgis.com/>.

Concerns and comments will be gathered and presented to project study team members for the development of potential alternatives for an interchange with I-65 in Southern Warren County. Written comments will be accepted from Sept. 10 to Sept. 25 through the study survey located at the following link:

www.surveymonkey.com/r/Interstate65Study

Or comments can be sent to the project e-mail address: Interstate65Study@mbakerintl.com

If you have any questions, please contact:

Wes Watt

KYTC

Public Information Officer

District 3 Office-Bowling Green

270-746-7898

Wes.Watt@ky.gov

From: Michael Hunt [mailto:huntms@bellsouth.net]

Sent: Sunday, September 20, 2020 11:30 AM

To: Karissa Lemon

Subject: FY 2019-24 Transportation Improvement Program (TIP)

The benefits of an addition I-65 interchange in southern Warren County are significant and laudable.

Please add the following concerns to the study as you evaluate potential sites for an additional I-65 interchange in southern Warren County:

All three sites considered will greatly increase traffic on Matlock Road and Long Road. Residents in all of the area from Smallhouse road to Ky 424 between Plano Road and 31W will likely use Matlock Road to access the new interchange at any of the three sites, and much of that traffic will use Long Road. Matlock and Long Roads are not engineered to handle the level of traffic that may result.

This area of Warren County serves a lot of bicycle traffic. Matlock Road, Long Road, Neal Howell Road, Carter Simms Road, Fred Lively Road, Ky 424, Ky 420, Union Church Road, Murray Road, and Baldock Road, to name a few, all lie on frequently used bicycle routes. The increased traffic raises great concern for bicycle safety, which is not addressed in the feasibility study. The width of the roads and lack of shoulders are not adequate to support increased traffic along with the substantial bicycle traffic.

Michael S Hunt


1015 Long Road

Bowling Green, Ky 42104

270 438 6070

Post Meeting Information

Project Website



I-65 Interchange Feasibility Study

I-65 Interchange Feasibility Study


Your input is needed concerning a future interchange with I-65 in Southern Warren County!

WHAT ARE WE DOING?

The goal of this planning study is to identify the most feasible improvements to the transportation network that enhance access to I-65 in southern Warren County. To achieve this goal, the project team will work collaboratively with the public, stakeholders, and community leaders to achieve the following:

- Identify improvements to address connectivity of southern Warren County with I-65.
- Identify improvements to increase the safety and mobility for all users.
- Quantify the benefits and costs of a new connection to I-65.
- Prioritize the possible improvements and provide recommendations.

Study Area with Potential Interchange Locations



Map showing the study area with potential interchange locations marked. The map includes labels for Browning, Rockfield, Greenwood, Albaton, Bay For, Woodburn, and Drove. The study area is outlined in blue.



I-65 Interchange Feasibility Study



I-65 New Interchange Feasibility Study Story Map

Scroll down in the interactive Story Map and make use of the map functions, like zooming in/out and learning more about map layers by clicking on them. Use the Navigation Bar at the top of the screen to navigate to each of the topics.

[Explore Story Map](#)

ADDITIONAL PROJECT MATERIALS

[Fact Sheet](#)

[Postcard](#)

[Public Meeting #1 Video](#)

If you require additional information or special assistance, please contact:

✉ Interstate65Study@mbakerintl.com

☎ KYTC District 3: (270) 746-7898



Post Meeting Newspaper Article

Feasibility study held on possible new I-65 interchange

- By JOHN REECER jreecer@bgdailynews.com
- Sep 11, 2020

In partnership with the Bowling Green-Warren County Metropolitan Planning Organization, the Kentucky Transportation Cabinet hosted a virtual public meeting Thursday on the possibility of a new interchange that would improve access to Interstate 65 in southern Warren County.

The targeted area for the potential new interchange is bordered by U.S. 31-W to the west and Ky. 622 to the east and extends from I-65 southward to the Simpson County line.

A feasibility study from outside consultant Michael Baker International drove the meeting.

The study's main goals were to identify improvements to address connectivity of southern Warren County with I-65; identify improvements to increase the safety and mobility for all users; quantify the benefits and costs of a new connection to I-65; and prioritize the possible improvements and provide recommendations.

Three locations will be under consideration for the new I-65 interchange: Carter Sims Road, Ky. 242 (Richpond Road) and Ky. 240 (Woodburn Allen Springs Road). If it's decided that an interchange is needed and is feasible, only one location will be selected.

"We are still a long way away from making any decisions concerning this possible new interchange," said Wes Watt, KYTC District 3 public information officer. "But any idea has to have a first step, and this is that first step. We are still years down the road from anything happening."

Watt said two main factors drove the idea of a new interchange. The first factor is the relatively long distance that exists without a spot for drivers to turn around or get off I-65 in the 14-mile stretch between Bowling Green and Franklin.

The second factor is the growth that southern Warren County has seen in recent years. More specifically, the construction of South Warren High School and Middle School (2010) along with Plano Elementary School and Jody Richards Elementary School has significantly affected travel patterns and spurred residential development.

Also, industrial park development along U.S. 31-W in northern Simpson County added to demand for an interchange with plant employees and trucks carrying materials and products to and from factories.

Held on Zoom, the virtual public meeting could only include a maximum 100 listeners from the public. The number of participants held steady around that limit.



“We always have to try and make adjustments on the fly,” Michael Baker International representative Patty Dunaway said of the virtual meeting. “While we wanted this meeting to be held in person, we want to be sure to get as much feedback as possible while everyone stays safe and healthy.”

Questions were prepared and given by Michael Baker International for the public to answer so that an accurate understanding of how citizens feel about the new interchange could be given.

One such question asked what environmental issues the public cared most about if a new interchange was built. Participants said the preservation of rural and agricultural land use along with the location of sinkholes were the most pressing environmental issues.

Another question posed to the public asked how often a new interchange would be used if built. Answers from the public varied greatly, but the most popular answers were that a new interchange would be used “very often” and “sometimes.”

After survey questions were answered, representatives from the consulting firm answered questions participants had asked in the ongoing chat below the presentation. One viewer expressed concern that surrounding roads needed to be “fixed” first before a new interchange would be built.

“We are looking at those three locations as well as any connecting roads for any connectivity issues,” Dunaway said. “We are aware that several county roads are nearby, and any improvements that need to be made to ensure proper connectivity with a new interchange will be taken into consideration.”

Another viewer stressed that whether a new interchange was even needed greatly depended on which of the three locations would be picked for its construction.

“These are the things we want to hear from the community,” Dunaway said.

Other questions concerning topics ranging from road noise to the safety of cyclists were posed by the public, but ultimately Dunaway gave similar answers – such concerns need to be voiced either through the consulting firm’s survey or email address.

Written comments from the public will be accepted until Sept. 20 through the study survey located at www.surveymonkey.com/r/Interstate65Study. Other comments can be sent to the project’s email address at Interstate65Study@mbakerintl.com.

Next on the project’s timeline is a review of alternatives, connections and cost estimates, which will take place in January and February.

– Follow reporter John Reecer on Twitter @JReecerBGDN or visit bgdailynews.com.



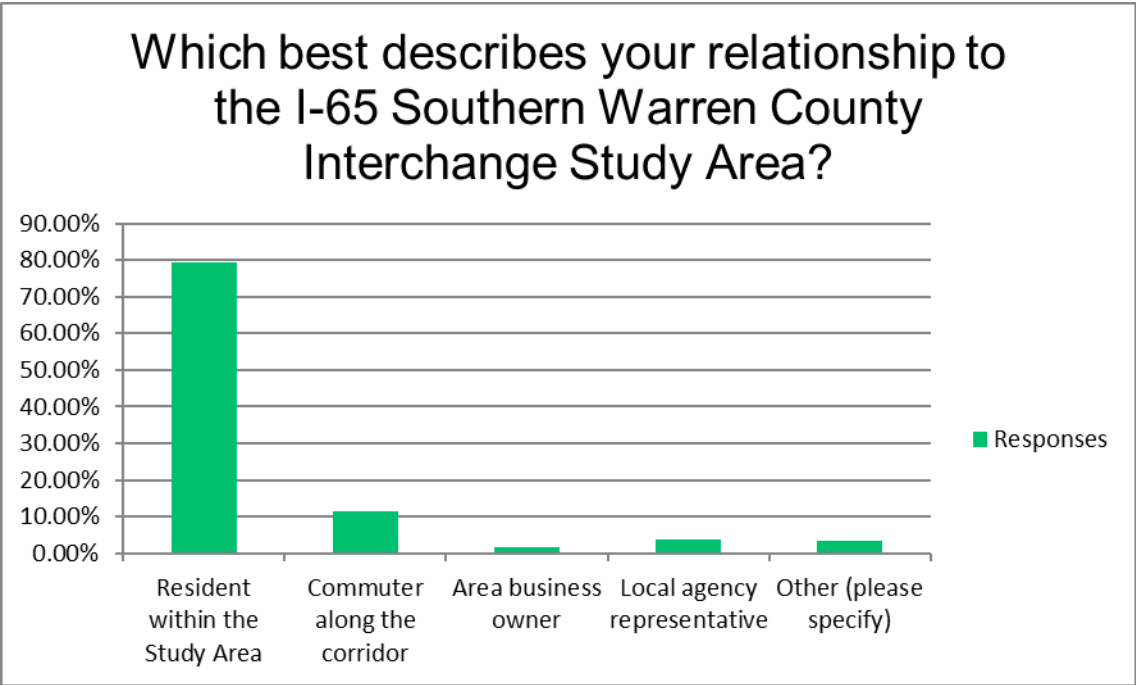
Survey Summary

Two rounds of a short survey were administered to capture the issues and concerns with access to I-65 in southern Warren County. From August 24, 2020 to September 25, 2020, the stakeholders group participated in the survey to provide input and as a run-through of the survey instrument. From September 11 to September 25, the survey was opened to the general public after Public Meeting #1 was held on the evening of September 11th. At total of 283 people responded to the Survey #1 for this phase of the planning study. The combined results of the two rounds of Survey # 1 are included within this summary.

The Survey #1 included 12 questions that solicited input on the general transportation, environmental, and land use issues within the study area and the three possible interchange locations, the general demographics of the participants, and the community engagement process. The following paragraphs summarize the answer to each of the questions asked in the survey.

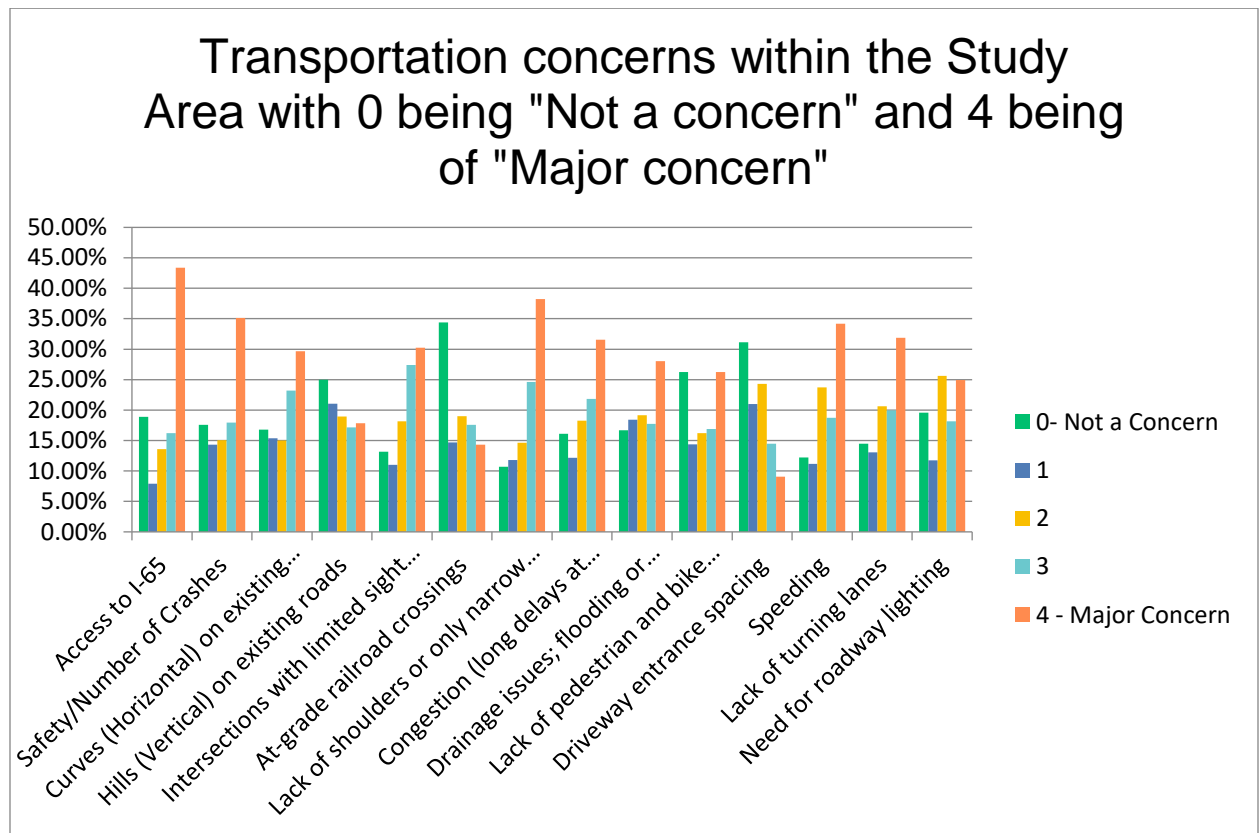
1. Which best describes your relationship to the I-65 Southern Warren County Interchange Study Area?

Of the 283 survey participants, 80% responded to this question that they were residents within the study area while 11% responded that they were commuters through or into the study area. The remaining 9% of the participants identified as agency representatives (3.89%), local business owner (1.77%), or other such as local elected officials, industrial interests, etc. (3.53%).



2. Ranking of Transportation concerns within the Study Area with 0 being "Not a concern" and 4 being of "Major concern".

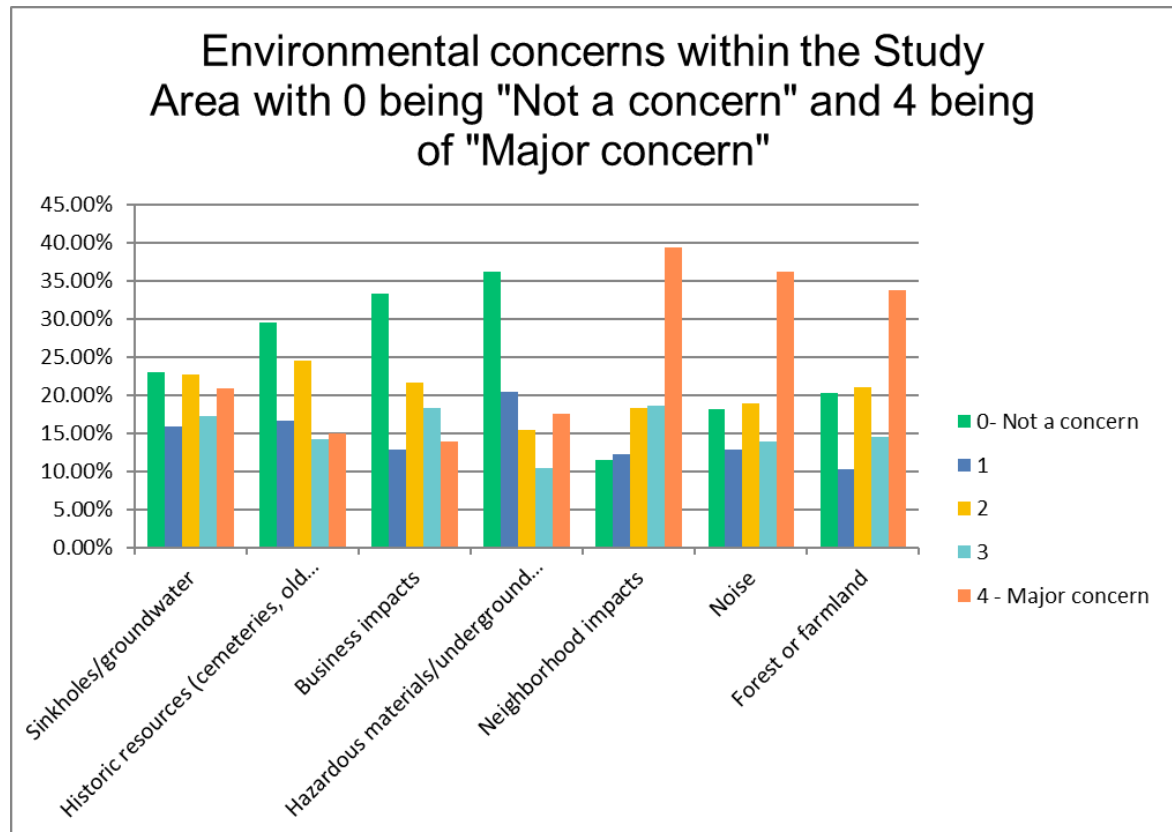
Participants were asked to rank fourteen transportation issues from 0 (not a concern) to 4 (major concern).



Over 43% of the participants responded that “access to I-65” was a major concern for them within the study area. The next strongest transportation concern was the “lack of/narrow shoulders” with over 38% of the participants indicating it was a major concern while nearly an additional 25% of the participants indicated it was slightly less than a major concern at a ranking value of “3”. “Roadway safety & number of crashes” was the third highest concern with just over 35% of the participants responding this as a major concern. An interesting split occurred within the ranking of “the lack of pedestrian or bike facilities” within the study area. Over 26.6% of the participants ranked this lack of ped/bike facilities as a major concern while the same percentage of participants ranked this as “not a concern”. When examining the lowest rankings, over 30% of the participants ranked “driveway spacing” as “not a concern” while over 34% ranked “railroad crossings” as “not a major concern”.

3. Ranking of Environmental concerns within the Study Area with 0 being "Not a concern" and 4 being of "Major concern".

Participants were asked to rank seven environmental issues from 0 (not a concern) to 4 (major concern).

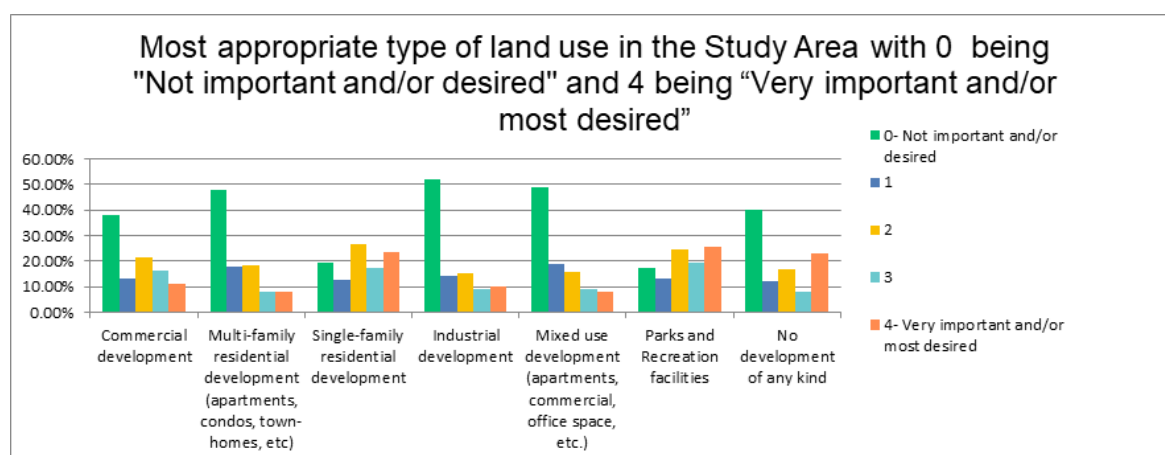


The participants strongly indicated that "neighborhood impacts" was a concern with 57% of the participants ranking this issue as a "3" or "4", including over 39% of the participants expressing that this issue was a major concern. Within the open-response comments collected for this question, participants supported this major concern by expressing their fears of an interchange impacting the community's rural character and possibly providing an influx of criminal activity. The second highest environmental concern was "noise" which is also reflected in the comments collected for this question and is an additional concern regarding its negative impact on community character. The category of "farmland/forest" also received a high ranking as a major concern that this existing resource would be negatively impacted by a new interchange and its improved connections. The issue of "sinkholes/karst" was spread across the spectrum of responses as over 23% of the participants responded that this was "not a concern", while over 22% responded that it was "neutral" or "2" ranking concern, and nearly 21% ranked this issue as a major concern. This

response spread may indicate that the community is aware of the impacts of sinkholes/karst, but it is an environmental aspect that requires adaptation. However, several participants pointed out locations of sinkholes and caves within the study area sharing them in the comments section of this question. The lowest ranking environmental concerns included business impacts, hazmat sites, and historic resources. A few comments were provided by participants concerning potential historic homes within the study area.

4. Ranking of Land Use concerns within the Study Area with 0 being "Not a concern" and 4 being of "Major concern".

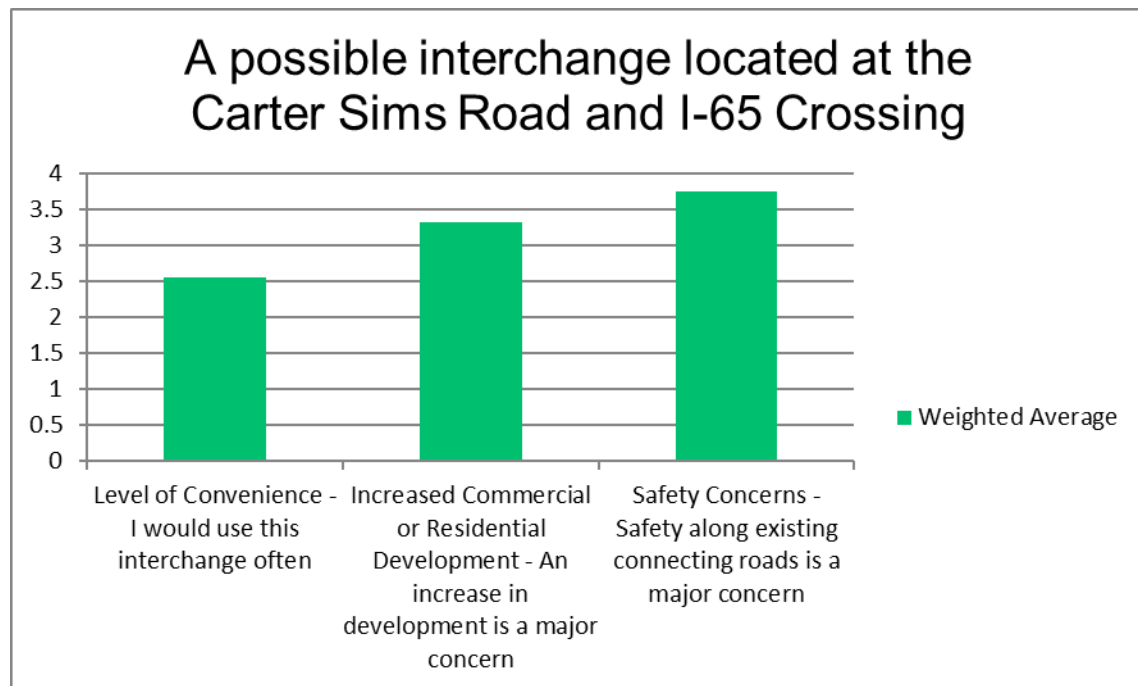
Participants were asked to rank their preference for appropriate land use development within the study area from 0 (not desired/important) to 4 (strongly desired/important) across seven land development types: Commercial, Multi-family Residential, Single-family Residential, Industrial, Mixed Use, Parks and Recreational, No Development.



Among the seven land development types within this survey question, a majority (51.94%) of the participants indicated that additional "Industrial" development was not desired within the study area. "Mixed Use" and "Multi-Family Residential" developments ranked a close second (48.76%) and third (48.06%) highest in the ranking of undesired land development in the area. "Single family residential" and "Parks & Recreational Facilities" ranked as the highest "desired" land development type. "No development" received a strongly desired ranking by the greatest percentage (22.97%) of the participants, but also nearly 40% of the participants indicated that "no development" was not desired which illustrates the realization that some development is destined to occur within the study area, but should be limited.

5. Ranking of three concerns with a possible interchange located at Carter Sims Road and I-65 crossing: Level of Convenience, Increased Commercial or Residential Development, and Safety Concerns. Regarding the "level of convenience", participants were asked to rank from 0 (Would not use the interchange at this location) to 4 (would use often the interchange at this location). For "increased commercial or residential development, participants were asked to rank from 0 (not

a concern) to 4 (strongly agreed that this is a concern). For “safety along connecting roads”, participants were asked to rank from 0 (not a concern) to 4 (strongly agreed that this is a concern).



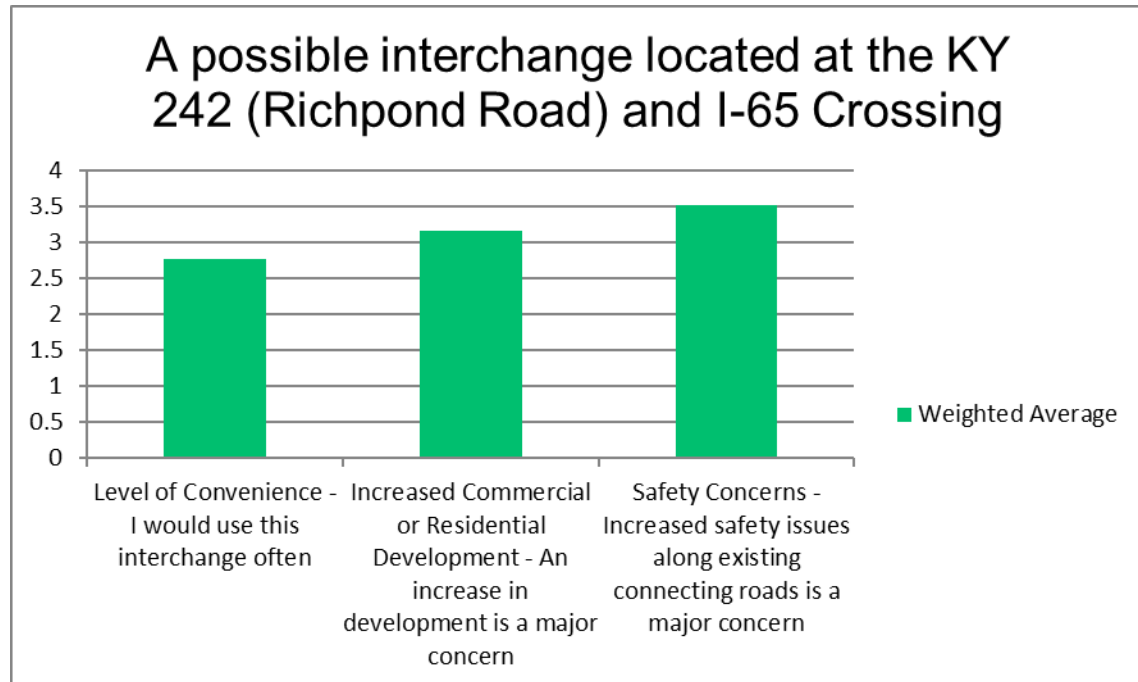
A majority of participants (46.29%) indicated that they would “not use often” an interchange located at Carter Sims Road while only 25% indicated that they would “use often” an interchange at this location. The weighted score of 2.5 was the lowest ranking of the three interchange locations. The additional comments provided in the open comments box for this question reflect a more vocal negative reaction to a Carter Sims Road interchange location. One recurring theme within the comments was that the existence of the KY 622/I-165 interchange and the possible construction of an interchange of Elrod Road and I-165 would make an interchange at Carter Sims Road an unnecessary redundancy. Issues with the narrow road network, inadequate intersections, drainage issues and the existing residential development traffic, especially school traffic, were also expressed strongly.

When asked to rank their concerns about additional development in the area of an interchange at Carter Sims Road, nearly 39% of the participants “strongly agreed” that additional development in the area of the Carter Sims Road location and its connections was a concern.

When asked to rank their concern about the “safety of the connecting roads”, over 49% of the participants “strongly agreed” that this was an issue. This was the highest ranking as a concern among all three interchange locations. Within the comments for this question, participants raised concerns with speeding, the mix of bicyclists and farm equipment with motorists, the narrowness of the roadways and their perception of dangerous intersections.

This question provided the participant the opportunity to respond with additional comments about this location which are sorted by topic and included within the final pages of this document.

6. Ranking of three concerns with a possible interchange located at KY 242 and I-65 crossing: Level of Convenience, Increased Commercial or Residential Development, and Safety Concerns. Regarding the “level of convenience”, participants were asked to rank from 0 (Would not use the interchange at this location) to 4 (would use often the interchange at this location). For “increased commercial or residential development, participants were asked to rank from 0 (not a concern) to 4 (strongly agreed that this is a concern). For “safety along connecting roads”, participants were asked to rank from 0 (not a concern) to 4 (strongly agreed that this is a concern).



The proposed location of an interchange at KY 242 and I-65 was met with a little more enthusiasm as 32.86% of the participants indicated that they would “not use often” this alternative which was lower than the number of participants who would not use the Carter Sims Road interchange location. Only 21.9% of the participants indicated that they would “use often” an interchange located at KY 242. This response created a slightly better weighted score (“2.7”) than the Carter Sims Road location. Within the comments provided as part of this question, nearly 22% of the participants indicated that they would use often an interchange at KY 242 and I-65. The “better than Carter Sims Road location” sentiment was supported in the comments, but also the comments reflected concerns with this option such as the safety along the existing narrow roads, drainage issues, school traffic, and the mix of bicyclists and farm machinery traffic with motorists.

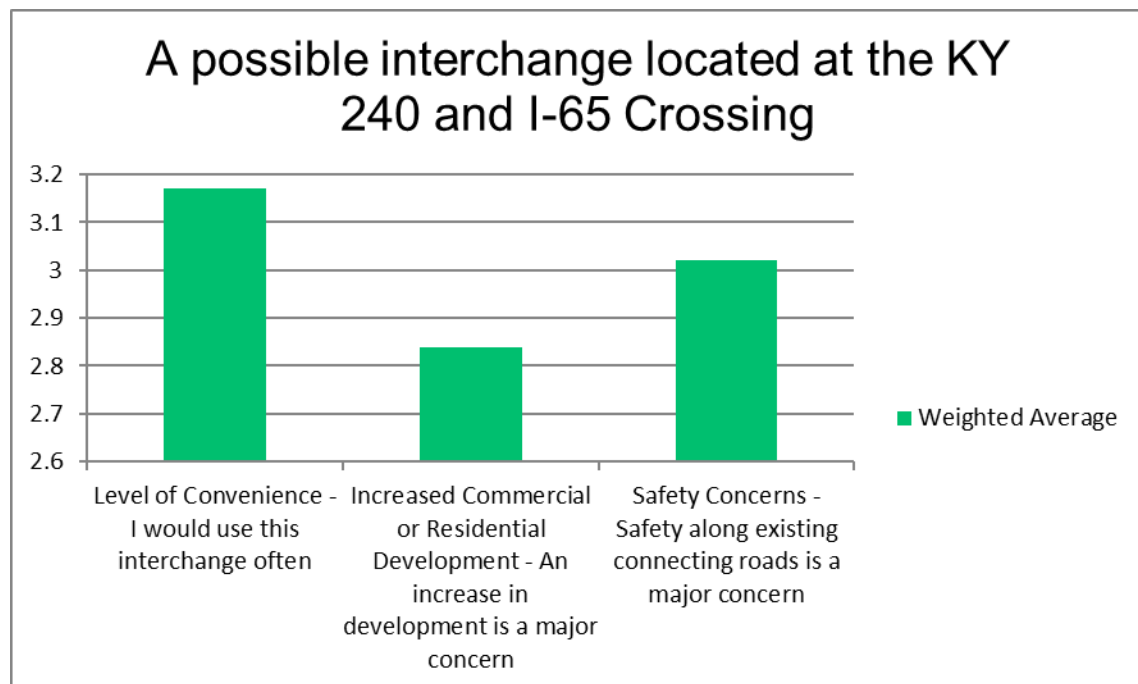
The concern with “land use development” at this location was slightly less as nearly 29% of the participants responded that they “strongly agreed” that development would be an issue here.

The “safety of the connecting roads” to accommodate the KY 242 location had a lower ranking among participants (nearly 41%) than the Carter Sims Road location, but the comments included similar issues such as narrow roads with narrow or no shoulders, drainage issues, and school congestion. As an additional aspect of safety, comments concerning this location suggested that

the KY 242 interchange location would provide emergency service agencies better response and access to incidents along I-65.

This question provided the participant the opportunity to respond with additional comments about this location which are sorted by topic and included within the final pages of this document.

7. Ranking of three concerns with a possible interchange located at KY 240 and I-65 crossing: Level of Convenience, Increased Commercial or Residential Development, and Safety Concerns. Regarding the “level of convenience”, participants were asked to rank from 0 (Would not use the interchange at this location) to 4 (would use often the interchange at this location). For “increased commercial or residential development, participants were asked to rank from 0 (not a concern) to 4 (strongly agreed that this is a concern). For “safety along connecting roads”, participants were asked to rank from 0 (not a concern) to 4 (strongly agreed that this is a concern).



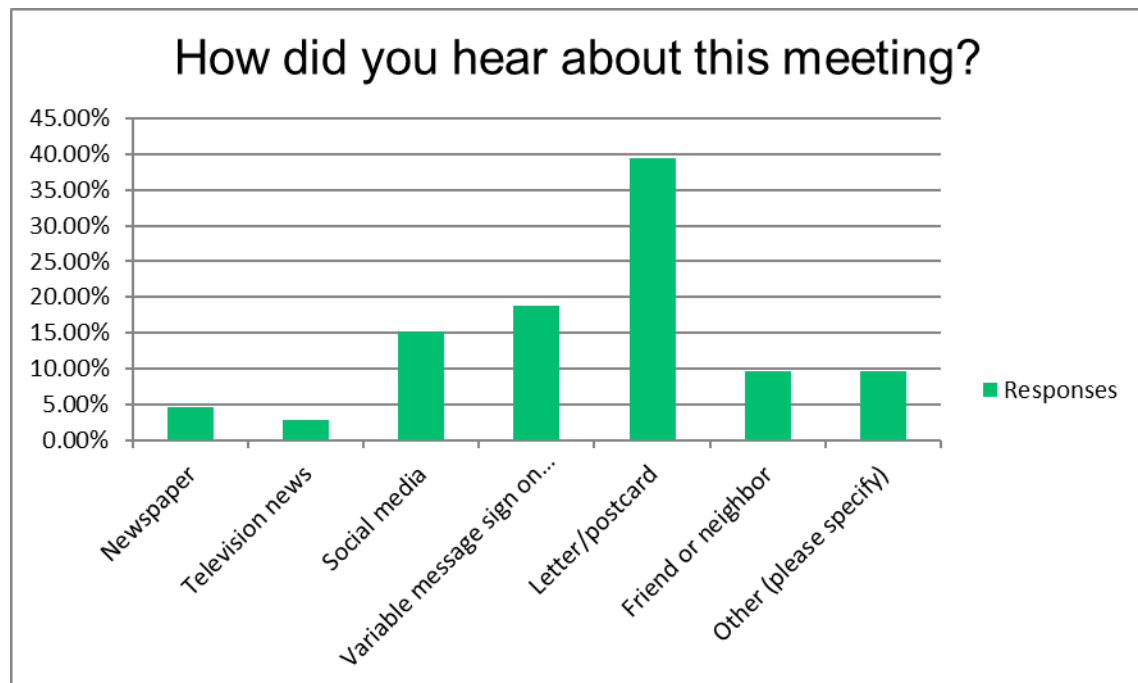
Of the three potential locations for the interchange with I-65, the location at KY 240 generated the strongest level of support among the participants with nearly 38% of the responses indicating that they would “use often” an interchange at this location. A little over 30% of the participants indicated that they would “not often use” an interchange at KY 240. This percentage is the lowest of the three locations. The rankings provided a weighted score of 3.17 which was the highest ranking of the three locations.

The rural nature of this location, much like KY 242, still resulted in a ranking by the participants that 29.33% of them “strongly agreed” that development is a concern here. Several comments were shared within this question supporting the concerns of the possible change in the rural character of the area resulting from an interchange and its connecting roadways.

The participants (29.68%) expressed a concern with the “safety of the connecting roads” which is considerably less than the percentages for Carter Sims Road (49%) and KY 242 (41%). The wider roadway of KY 240, especially at the existing overpass at I-65 and better general connections into the existing roadway network most likely support this response. The comments shared by the participants also support this assumption.

This question provided the participant the opportunity to respond with additional comments about this location which are sorted by topic and included within the final pages of this document.

8. How did you hear about this meeting?



The largest percentage of the survey participants (39.96%) shared that they were notified about the public meeting and the survey through the postcard mailing which was targeted within the study area. The second highest percentage of participants (18.79%) responded that they were informed of the meeting through the dynamic message boards which were placed on US 31W, KY 884, and KY 622 about a week prior to the meeting. The message on the boards informed the passing motorists to contact the KYTC District 3 Office through the provided phone number to access the meeting and survey information. The third highest percentage of participants shared that they were informed about the meeting and survey through posts via social media. Surprisingly, only 2.6% of the participants received information from the television news and only 4.36% of the participants received their information from the local newspaper. Nearly 10% of the participants stated that a friend or neighbor contacted them with information about the public meeting and the survey.



9. What was your level of comfort with the story map, virtual meeting, etc.?

When asked this question, the responses reflected that nearly a third (32.23%) of the participants indicated that they were very satisfied with the on-line meeting format and the project story map detailing the study findings thus far. Almost another third of the participants (31.4%) stated a neutral position on the comfort level with the meeting format and story map.

10. What suggestions do you have for improving future engagement?

Among the most frequently shared comments, participants urged that the member limit for the Zoom Meeting (on-line) be raised. This will be addressed within the planning for the public meeting to be held in phase two of the study. Participants did share their preference for in-person meetings possible in the future and with pandemic protocols in place. These statements reflected the general weariness of the entire community in dealing with over 6 months of limited social contact because of the pandemic protocols. What this does indicate is that an effort should be made to widen the participation within the online meeting venue and to develop an aspect of interactivity to the experience. Many participants commented that a meeting agenda published prior to the event would be very helpful and that a video recording of the meeting be posted for public access after the event. In response to this comment, the video recording of the public meeting was published to the project website that also contained the project story map and the link to the survey. Some suggested frequent reminders about the survey link would also be helpful.

11. If you would like to be added to the mailing list for study updates and meeting notices, then please provide contact info (name, address, e-mail address).

One hundred and sixty-seven (167) participants provided their contact info and this information will be added to a mailing list for communications concerning the 2nd public meeting to be held in the Spring of 2021 to collect input on the interchange alternatives and their connection corridors.

12. Please provide any additional comments or details.

Of the total number of 283 survey responses, 98 participants provided additional comments. The comments were of a wide variety but five themes emerged as follows:

- Comments about the “purpose or reason” for a new interchange indicates a need for strengthening the language of the draft purpose and need statement and to communicate it better.
- The possible Elrod Road Interchange & the existing Plano/I-165 Interchange were major determinants to the lack of support for the Carter Sims Road location for an interchange.
- School Traffic through KY 242 and Carter Sims is a major concern with the community especially regarding the concerns of the existing roadway network being inadequate to handle additional traffic from an interchange at I-65.
- Comments seem to support a stronger, but somewhat not overwhelming, preference for the interchange to be located at KY 240.



Within the comments throughout the survey, specific locations along the existing roadway network in the study area were indicated as existing concerns. These included the following:

- Flooding issues on Carter Sims Road and KY 242 (Richpond Road)
- Long Road/Matlock Road Intersection
- Long Road/KY 884 (Three Springs Road) Intersection
- Baldock Road/Carter Sims Road Intersection
- Carter Sims Road/KY622 (Plano Road) Intersection
- KY 242 (Richpond Road)/KY 884 Intersection
- KY 242 (Richpond Road)/Matlock Road Intersection
- Curve at Cemetery near Richpond on KY 242
- KY 884/Matlock Road Intersection
- Increased Traffic through Richpond and near the schools
- Increased Traffic through Woodburn
- Railroad Crossing at KY 242

The following pages contain the comments provided within the survey that have been sorted according to topic area.

Question 3: Environmental Concerns

1. There are six sinkholes within (343') being the closest to the Hwy 240 proposal. One is over 153' long and 45' wide
2. Good for business
3. Visual screening of the increased traffic.
4. Several farmers in this area
5. There is a swamp at the intersection of carter sims and I-65 that doesn't need to be disturbed
6. Concerns with farm machinery entering and exiting the roadway and impact on increase in traffic.
7. we want our rural setting!!! No to interchange
8. There is no need for a interchange
9. current heavy travel from south on county roads to reach the Industrial Park. An interchange to allow daily traffic access to I65 would reduce traffic on narrow county roads and allow safer, faster travel to Bowling Green destinations from the east and southeast portions of adjoining counties.
10. Karst topography needs major research
11. Farming community with many slow moving vehicles create a dangerous situation
12. Interchange will use up much valuable farm land
13. Farmland and peaceful environment are why we live here.
14. Increased mass emissions (NOx, Particulate Matter, Polycyclic Aromatic Hydrocarbons, CO
15. I'm generally concerned about noise. My family moved to this area of the county to avoid traffic noise. Specifically the 242 exchange - which is blocks from our home. We

will move if this occurs and it will likely negatively impact our property value. Finally, I am an avid cyclist and this is another reason I moved to this area of the county. The thought of having large trucks hauling freight is concerning from a cyclist perspective as well. Overall I am not a fan of the project moving forward. We have plenty of transportation options available currently.

16. I assume these questions are about adding the proposed interchange
17. We have six sinkholes on our property. Three were existing when we purchased the property and one contains an identified cave. Three have “caved in” in areas we do not drive on or use heavily - simply mowing we fell through two of them, and one caved in when a horse was leaning on a tree. It has not been heavy traffic or heavy machinery to cause all of our additional sinkholes. We’ve had to bring in track hoes or towing services each time.

Comments for Survey questions 2, 5, 6, and 7 have been sorted and according to the following topics:

- Hazards/locations
- Environmental concerns: Noise, sinkholes, etc.
- Development Concerns
- Multimodal
- Preference
- Miscellaneous Comments

Question #2: Transportation Concerns

Hazards/Location Comments

1. There are 3 schools on the 242 Richpond Rd option
2. There are hundreds of homes being built on Carter Sims, Matlock and Long Rd. The 2030 plan is to add as many homes as possible on every piece of available farmland out here. I live on Long Rd
3. If you put in an exchange on Carter Sims Road, the traffic will flow on narrow Long Rd, which is a dangerous intersection both at Matlock and at Three Springs. The speed limit is 35, and already traffic flies down this road doing at least double the limit on the daily, until they reach the 90-degree curve. The fence in that curve has been taken out more times than the Downing’s (owners) can count.
4. Long Rd floods every time there is a heavy rain.
5. High schoolers from Plano use it as a cut through to South Warren High and speed on it.
6. Hwy 242 runs in front of a high school and elementary school and crosses a RR track. There is already an exchange right around the corner from Carter Sims on Plano road. It is not logical to add another so close by. If you want traffic from I 65 to 31W, it will still end up on 242 beside the school through residential areas.

7. feeder roads are narrow and winding, and will need to be improved by widening and shoulders in case of emergencies
8. Correcting existing intersections turning radius and cross slopes with increased speed.
9. Water stands on Carter Sims Rd and Long Rd when we have a hard rain.
10. Speed limit 35 mph and people will be going 60 miles plus pass on a curve.
11. Narrow road with no line down the middle.
12. current heavy travel from south on county roads to reach the Industrial Park. An interchange to allow daily traffic access to I65 would reduce traffic on narrow county roads and allow safer, faster travel to Bowling Green destinations from the east and southeast portions of adjoining counties.
13. I live on Elrod Road, which is a cut through to Nashville Rd and Three Springs Rd. This would alleviate the vast amount of traffic on Elrod
14. Narrow roads- can't handle increase in traffic
15. Increasing traffic on Plano rd
16. Already a traffic issue on Matlock and Three Springs

Preference Comments

1. Shouldn't be installed on Carter Sims Rd going into high traffic areas with school buses, farming equipment and added 170 plus new homes. One on Carter Sims Rd and two on Matlock Rd.
2. If it must be installed hwy # 240 would be a best location.
3. This was looked at several years ago at the hwy 240 intersection! This is already a state Hwy.
4. No need for interchange waste of taxpayers money
5. I do not desire to see an intersection with I 65 in any of these proposed sights. We already have plenty of access points.
6. Just a dumb idea , we dont want leave as it is
7. With exit 20 being an access point for 622- adding another interchange at Carter Sims seems irresponsible with finances and unneeded.
8. A ramp at this location at Carter Sims does nothing to help with a turn around between BG & Franklin.
9. I feel strongly that Woodburn Allen Springs makes the most logical sense for the access and would greatly benefit the area in question. Richpond and Carter Simms will pose serious safety concerns with the roads being so narrow and are already congested.
10. Huge bottlenecks of traffic in the northern part of the Interchange Feasibility study over the next 5-10 years could be addressed with the previously proposed interchange near Elrod Road and the extension road. Access to the extension via Ivan Downs Blvd as an improved extension of Neal Howell to Three Springs Road would provide the best relief.
11. I assume these questions are based on 'current' situation and not new proposal. An interchange at HWY 240 would be a great location.
12. Too much traffic if one was at Carter Sims

13. Lack of access to interstate for southern county roadways. State road 240 would give best access for interchange.
14. I live on 242. There is way too many people living out here for us to not have another way to get places. Plano is growing and so should having a connection to the interstate.
15. Focus on future and not just current needs.
16. Hwy 240 seems the most logical, but I am still unhappy that a wreck on I65 would cause traffic to flow
17. Also we don't need a detour exiting the interstate when there is some sort of accident on I-65
18. Build the elrod road interchange and traffic will improve greatly

Development Concerns

1. There are 100 homes going into a new subdivision on the corner of Matlock and Long Rd (Blevins farm) and they want to add 20 more. There are hundreds more homes being built on Carter Sims. These homes are already going to overburden these two dangerous, narrow roads.
2. Traffic is bad right now without added more traffic coming in or off interstate. Increase crimes into the residential locations. We don't have the police force as it's now.
3. One new subd in process with 30 plus homes and right on Matlock and Long Rd there 100 homes going up. Down Matlock Rd you got another new subd with 15-20 new homes being build . Highly congested location within a 2 miles radius. You can say 2 cars per household so with 170 homes that has and will increase traffic 340 plus a day not including outside traffic like mowing equipment, visitors, repairs trucks.
4. intersection carter sims and long rd area is to highly populated and is continuing to go with residential construction.
5. We on Richpond Rd moved to the country for a reason. We don't want this!!! Ask Winston Place residents?!
6. Traffic volume at peak times & current / future development
7. Higher crime rates due to ease of escape.
8. Providing unwanted development and residential traffic is the most significant concern
9. Potentially increasing criminal activity with added access.
10. Number of houses dramatically outpacing road improvements to accommodate additional vehicles.
11. Lack of existing utility infrastructure (water, sewer, gas, cable, phone, electric, etc)

Multimodal Comments

1. These roads in the area of Carter Sims are already dangerous for the bikers and walkers on them. Pedestrians have been killed at their mailboxes.
2. Safety of pedestrians,
3. The roads are not wide enough when u meet a school bus or large farm equipment. Have to pull over in the ditch cause road so narrow.



4. These areas have a lot of farmers with big farm equipment traveling on Matlock Rd, Cater Sims and Long Road.
5. Bike lanes are an absolute necessity.
6. Infrastructure to support increased traffic including heavy trucks (freight).

Environmental Comments

1. Why have another interchange when you have one within a few miles at Plano Road. There are also
2. Safety of wildlife
3. Please keep this countryside free of development and a beautiful place for cycling.
4. A power station also exists at Carter Sims.
5. If plans for the exit ramp on 240 go forward, how will that affect my landscape in Woodburn. I am a 40 year resident here; 4 generations have lived on our little farm. I miss the days of less frequent traffic (Three Springs Road area), but feel as if we residents would benefit more from 35 MPH children at play signs starting before the curve in front of Sutherland properties, ending at the stop sign at the end of Three Springs/HWY240. My Dad and GrandDad both retired from the State highway department, trying, unsuccessfully, to have them installed. I am open to any further communication regarding this road and possible developments in my area.
6. Noise Pollution and increase in mass emissions from vehicles
7. additional traffic noise
8. some historic homes on some of these locations dating back to the early 1800's. The cave system also runs through these locations and there are many sinkholes that consistently open up.

Miscellaneous Comments

1. Also, a road study during CoVid will not produce realistic results when children are not driving to school and a lot of people are still out of work and/or working from home. Traffic studies on Carter Sims, Matlock, and Long roads will only be accurate if they are run for a full week, during school season (not summer or holiday) and once the pandemic is over.
2. PLEASE PUT A BLINKING RED LIGHT @ WITT/HWY 1008

The following are responses in the “comments” boxes for Survey Questions 5, 6, & 7.

CARTER SIMS ROAD (Question 5)

Hazards/Location comments

1. all roads are farm to market and would not handle the added volume of traffic
2. See comments above. Long Rd is a dangerous intersection on both ends with speeding traffic and a 90-degree curve and flooding. Both ends and all of of Long Rd and Along Matlock Rd



3. This is a very dangerous area. I can't tell you how many animals I've seen killed here and had scary moments at the intersection with Baldock. There is no visibility from the stop at Baldock--cars accelerate over the overpass & can't see over the hill, which is just a few yards from this dangerous intersection. Baldock is a small country road, but very dangerous too as people race through here and don't see the sharp twists. There was a fatal accident here in recent years.
4. Narrow road, multiple accidents, . The traffic impact on existing roads would be horrible.
5. Intersection with Plano Rd, intersection with Matlock Rd/Long Rd, Intersection of Long Rd/Three Springs Rd
6. Very curvey road, dumping tractor trailers onto Rt 622
7. Concerned about increase of traffic on Dillard Rd.
8. Three Springs is getting more congested daily. Increasing the traffic is a huge concern
9. WINDY ACCESS ROADS, LIMITED VISIBILITY
10. Congestion at carter sims and 622 (Plano Rd). Already very busy
11. The roadway is not capable of handling the increased traffic.
12. Carter Sims is not wide enough. Needs to minimum 2 lanes with large shoulder.
13. very narrow road with dead ends on both ends
14. narrow roads
15. In addition to the proximity, the roads surrounding the proposed location are too narrow to accomodate the increased traffic. Road is incredibly narrow as is Baldock Rd which comes out right by the overpass bridge at this time. Very congested residential area there too.
16. Curves in access road (Carter Sims), turn lanes
17. Too much traffic and speeding on Three Springs Road to have this location to I-65
18. Intersection of Matlock and Carter Sims has a long history of wrecks. Matlock has several blind corners and hills. Dillard passes by a very high-end neighborhood that would not support heavy traffic
19. Roads would definitely need to be improved going and coming from this area.
20. There are several connecting roads at this location.
21. Neal Howell Rd needs to be widened
22. Narrow county roads are already very busy with many children driving to and from school. Farm traffic mixed with commercial traffic creates a dangerous situation.
23. roads are not suitable for additional traffic
24. Roads are narrow with often a 3" to 10" drop from the pavement to where a shoulder should be. Very few if any roads have a "3 foot usable shoulder".
25. Too narrow for increased traffic
26. Area is too congested already with traffic on narrow roads and subdivisions,
27. Increased traffic on Matlock and Long Roads. Both are very narrow with no shoulders, limited sight and tight corners
28. High volume already exists on roads such as Carter Sims, Matlock, 622, and 884. Having the interchange on Carter Sims will only attract more volume. Carter Sims bridge sits on a sloped hill. A power station is located here. .

29. Already congested, narrow road
30. and the carter sims road is very narrow.
31. The roadway is tight, through marsh/wetland and winding, hilly roads along the Dillard Road section with an active Railroad crossing on a hill that would require more engineering and expense.
32. This area is congested as is due to existing connections and development.
33. This road is already too narrow, highly traveled and dangerous.
34. None of the supporting roadways are built for this traffic including feeder roads to Carter Sims. The county isn't prepared for this increase in traffic of all types Already too much traffic and safety concerns
35. Matlock, Carter Sims and Long Road intersection.
36. Carter Sims is a one lane road and needs to be widened as is. Plano road needs to have it's sharp turns smoothed.
37. Standing water and poor lighting on Carter Sims. This would also increase traffic at two somewhat dangerous intersections (Carter Sims and Long ; Carter Sims and Plano).
38. Any option would require improvements in local roads.
39. Carter Sims / Long Rd alignment; Dillard

Preference

1. If elrod road interchange is not built, then Carter sims would help out the most
2. not helpful to Woodburn or Alvaton community, to close to parkway already
3. This would be the worst of the three locations
4. Too close to Plano exit
5. This location is too close to the i-165 connector. Serves same purpose.
6. This location is tailored to 3 springs road residence and does not help 75% of the study. While it fixes todays problem, I feel we will be performing the same exercise in 5-10 years due to it being overrun.
7. and to close to the I-165 interchange
8. This is to close to the Plano Rd interchange to be justified.
9. In addition to this, many residents in Southern Warren County would continue to use the Plano Rd interchange since increased traffic on the Carter Sims Rd location would prevent any improved traffic flow.
10. too close in to Bowling Green
11. N/a
12. Too clos to exit 20
13. I believe the Parkway and Plano rd interchange is good enough for now for this area. But like the idea of 240 interchange.
14. highly priced homes would put cost for an exit too high
15. Bad location. Just go 2 miles down the road and hit 165.
16. 242 option is similar to the Exit 30 project, in my opinion.
17. Simply too close to I-165 crossing

18. This would be too close to I-165 (Former William Natcher Pkwy) and therefore would not serve many people and/or business within Southern Warren and Northern Simpson Counties.
19. This does nothing to help with the lack of turn around between BG and Franklin. Too close to Exit 20.
20. This should be the least expensive option of the three locations as for emergency vehicles to have a shorter route to I-65 South or North bound and for all the new housing developments in the Plano area with this entrance could also relieve traffic on Three Springs Rd
21. This location seems more negative. It's right next to Natcher and all the traffic from 240 and 242 would still be traveling Plano road and would just take Natcher. There is no businesses on this road other than a dollar general at the end now which is accessed easier from Plano road as Carter Sims is too narrow.
22. This is also close to the Natcher interchange.
23. Bad location, just go 2 or 3 miles and hit 165.
24. I think that adding an intersection here would help relieve some of the Scottsville road, Three Springs road and Plano road congestion. This is the best and safest option.
25. Plus already near interstate access

Development Comments

1. Increase more crimes coming into rural /residential areas
2. Highly populated do not need
3. Farm land on Three Springs Road area and private residential single family homes along Three Springs Road in Woodburn
4. I do not want there to be more commercial development
5. Carter Sims substation may be affected.

KY 242 (Question 6)

Hazards/locations comments

1. 242 has a RR track right next to residential, Heavy traffic going to and right in front of drop off for elementary and high school. Major backups during drop off/pickup
2. There are THREE "please slow down" signs on Plano Richpond Rd. Cars race through here and accelerate through the stretches where the road straightens briefly. My dog was killed here. I've had cars nearly hit me while crossing the street to get to my mailbox. Matlock Rd is too narrow, Richpond Rd is too narrow. 4-way stop at Matlock /Richpond Rd often has people running the stop.
3. There needs to be serious considerations of improving 3 way stops at this location
4. Still has some very curvy roads that would need to be addressed.
5. Too populated and too many curves
6. We go to Buchanan, South Warren and Chaney's so adding traffic would be a concern. It's very curvy would be dangerous and then there are two schools on the road. The roadway is not capable of handling the increase of traffic



7. 242 is very curvy on the plano side.
8. both directions have sharp turns and it is narrow
9. hwy 242 east and west has many sharp turns
10. This location makes more sense than the Carter Sims location, but the roads surrounding this proposed location are also too narrow to accomodate the increased traffic.
11. Rich Pond Elementary and South Warren intersection with 31-W already very conected
12. 242 to 622 is very narrow, minimal shoulder to the road and lots of curves
13. speeding on Three Springs Road is major concern to various subdivisions located on Three Springs Road
14. only 1 set of sharp turns, that go around a cemetary
15. Alot of curves and narrow roads that would have to be improved before making this interchange feasible
16. Local intersections are frequently flooded with moderately heavy rains. these are only country roads !!!!!
17. Roads are narrow with no shouldersThe intersection of Matlock Rd and Three Springs Rd would need a traffic light
18. lots of curves, narrow roads, congested area
19. 242 is extremely narrow
20. Safety and gridlock concerns may develop with this location given it's proximity to South Warren MS/HS. Congestion from school and sporting event traffic already gets backed up quite a bit on 242, Roads on 242 are wayyy too curvy, too narrow, and widening would impede on many home properties. It's already dangerous to drive on without the interchange
21. Richpond Rd. going to Richpond from this intersection is a highly dangerous road already with many sharp curves, small road widths. This isn't just about the intersection and road leading to it - the amount of traffic flowing to the interchange from feeder roads needs to be considered. I don't believe the county has the funding to improve the amount of roads needed to make this location viable.
22. Increased traffic at Railroad crossing in Richpond would be dangerous?
23. I also know that there are several sharp curves on HWY 242 between I65 and 31W - making this a tough option as well. This option would increaase the use of 3 springs road which would cause significant safety issues.
24. Floods in that area often.
25. 242 is not wide enough. Too many sharp turns with speeds less than 15 mph in both directions from I-65 interchange
26. Any option would require improvements in local roads.
27. This is close to SWMS and SWHS so safety of student drivers and young drivers is a concern on a daily basis
28. Richpond Rd 242 is narrow and winding

Environmental Comments



1. 3 county schools on 242-Richpond Rd.
2. An interstate ramp right beside our home and those that live near us... will be devastating to all of us.
3. Too close to home!
4. a cave, a cemetery
5. There are multiple concerns with this option. There are numerous residential homes surrounding this exit. I live in a very nice neighborhood blocks from this site and the additional noise this would create is most concerning to me.

Development Comments

1. This is a residential area & rural. Additional traffic would be dangerous and increase crime in Plano, which has been on the rise. I was robbed in 2011, my neighbors (a pastor) had their home broken into many times. Please don't offer more access to 65 through this quiet community. It will bring more injuries, crime, and disrupt the existing, established community.
2. Finding the right balance of business and residence is key to not pollute the beautiful area of 240/242
3. Also safety for kids. I don't like easy access to the interstate where kids are out.
4. intersection of Matlock and Richpond is residential and we want to keep it that way!!
5. We love our farm land!! We don't want any commercial development.
6. I don't understand why an interchange would need to dump into a farm and residential area. There is zero commercial or industrial zone in the near area. We don't want factories and gas stations and apartments out there, that is what commercial and industrial zones are for.
7. This new interchange would allow access to the expansive Nashville job market, allowing Bowling Green, Warren County and KY to benefit from higher property taxes due to the high quality options provided by BG under a 60 minute drive. There would be an increase in residential development but planned correctly, it would make all boats rise with the tax base increasing and hopefully rates staying flat for those already invested in the market. This should be fast tracked by the state of KY if the politicians had any idea the amount of KY license plates heading south each morning to the smoking hot white collar land of opportunity called Nashville. Not everyone can or wants to work in the great manufacturing base BG provides. Wake up BG, put in the new interchange for the benefits of your current citizens and attract some great new folks!
8. Way too close to existing neighborhoods, would greatly impact negatively the quality of living.
9. I would not want this to become commercialized. Could it be like cemetery road and not be commercial?
10. Why do farmers and single family residential zones need an interstate exchange. There is zero commercial in this area.
11. Road already has some industry on it only slightly out of the way

Multimodal Comments

1. The road is very narrow if you meet a tractor someone has to get off the road. Huge cycling community on this road
2. Curves would need to be widened to accommodate large trucks.
3. Many farm vehicles need to use these roads
4. Bike lanes are needed to accommodate numerous cyclists.
5. The 242 overpass over I-65 is part of a very popular cycling route from Freeman Park going towards Woodburn. Increased traffic in this area without additional considerations for cyclists would pose considerable risk to the cyclists.
6. Again, there are hundreds of cyclists who cycle Hwy 242 and an exchange here would eliminate that as an option.

Preference Comments

1. still narrow roads but makes the most sense
2. This location would provide excellent relief for traffic in the south Warren high school area
3. Still narrow road but better than carter sims and benefits larger population
4. second best of the three options. Would have less impact on existing roads than Carter Sims.
5. Better than carter sims
6. A better option than #1, but still does not alleviate traffic at Richpond.
7. I feel this would be the ideal balance to expand warren county while mitigating future traffic.
8. I believe Woodburn would be the best place to put it. Least impact on residents
9. You have 31W and 622 to 165 for access to area
10. An interchange at 240 would be easily accessible to most of those who would use an interchange at 242.
11. N/a
12. Best option
13. None
14. . I believe 240 would be better.
15. but this would be the most used interchange option.
16. This location can better be served if the Interchange is placed on KY 240 Road. Those people around it can conveniently either use I-165 (former William Natcher) or the proposed Exit on KY 240.
17. I have traveled to Nashville daily for 4 years (5 days/week) for work. I live on Nashville Road close to SWHS. This interchange would cut 15 minutes minimum off my commute given I could avoid going through the South Industrial park each morning to catch onto I-165 to I-65 S. Time is not saved by going down 31W through Franklin due to stop lights, stop signs and lower speed limits.

18. With existing roadways and traffic patterns this is the best option. The high volume of traffic up and down Matlock Road currently already warrants major roadway improvements. The access to Plano Road and 31W as well as 68/80 via 242 would require less infringement into populated areas and fewer problems with improving the roadway. It is also a better choice in filling the "access gap" between Exit #6 and Exit #20 on I65.
19. the richmond entrance would aid in emergency traffic but as of now I do not see as much housing development in that area. It would be a good entrance in about 15 years.
20. It's the only one of the three that would be okay but still is NOT NEEDED.
21. Better than carter sims but still not really as beneficial as it's a residential road with lots of narrow sharp curves. The same traffic from 240 would still be using it and most would just cut through to three springs rather than take the ramp due to it being more convenient than getting on the parkway to just get off an exit up.
22. Makes no sense here. Connections to 31 and 622 too difficult
23. This is not a good option for optimal results.
24. For those attending South Warren MS/HS, this is a direct path and the one with the least amount of flooding after minimal rain. There are less turns onto backroads, intersections with crops
25. but still more convenient for going south.

KY 240 (Question 7)

Hazards/locations comments

1. Any heavy traffic that winds up routing up Matlock to Long and Three Springs
2. Wide road, capable of easy exit placement KY 240 is too narrow and curvy and runs through a small town that will not be able to handle the additional commercial traffic
3. the 242/240/Plano road intersection would need a complete overhaul as most non-residents would be creating traffic incidents daily
4. only the speed
5. The sharp bend in the road and increased traffic through Woodburn
6. substantially fewer safety concerns than the other options, curves need to be widened
7. these are country roads
8. Roads are narrow with no shoulders. Although the same significant improvements to Matlock Road as mentioned in comments regarding the 240 interchange proposal would improve traffic flow from southern outlying areas if the 240 interchange was completed. Eventual improvements to existing Route 242 in the future would vastly improve roadway infrastructure in what will evolve as a major regional arterial highway system for the region. fs
9. Other options are traffic and safety concerns due to the 2 lane roads, increased traffic, and flooding issues.
10. Any option would require improvements in local roads.
11. It's already a two lane with yellow line



Environmental Comments

1. This route looks like a less residential area.
2. Bad idea , we moved out here to get away from i65 area cause of noise and traffic, if put many will move from the area to another county
3. We live in Pennyroyal Farms none of these are convenient for our neighborhood
4. I don't understand why a interchange would need to dump into a farm and residential area.
5. Do not need this in farm area and
6. I want to keep our valuable countryside and farmland in tact.
7. This is mainly farmland
8. As emergency traffic only

Development Comments

1. Development here would be more beneficial to local residents.
2. 240 seems to already have some established rural communities. I also don't think this would be an ideal location at the current time as its impact would need to see quite a few years of warren county growth to be beneficial. The current residential disruption would outweigh the benefits.
3. There is zero commercial or industrial zone in the near area. We don't want factories and gas stations and apartments out there, that is what commercial and industrial zones are for.
4. It should not be commercialized and it is too far out for most traffic. If it is developed it needs to remain non commercial like Cemetery Rd
5. maybe some development at the inter-change. Possible housing development for people how work in Simpson county
6. I am mixed about my concerns of increased commercial growth this close to home, would like zoning extremely limited.
7. but am opposed to residential and commercial development
8. Also concerned about reliability of ancient internet infrastructure during construction.
9. Why do farmers and single family residential zones need a interstate exchange. There is zero commercial in this area.
10. residential clusters, impacts on community of Woodburn
11. Future industrial/commercial development more likely here.

Multimodal comments

1. Would alleviate semi traffic on 31W.
2. Farm vehicles mixed with commercial vehicles create a potentially dangerous situation
3. Bike lanes are needed to accommodate numerous cyclists.
4. cycle riders
5. It's most helpful for alleviating Plano road Freight/Agri traffic

6. It would allow people to access the feed mill and reindeer farm right off 240 on old Union church. So many big trucks already cut through 240 and I feel it'd be much easier on them
7. option preserves te more rural roads for cycling as 240 is already a more traveled roadway

Preference comments

1. Better than others.
2. another road that seems to be too far out of normal traffic patterns
3. This would benefit southern Warren county. There are not enough exits between BG & Franklin & an exit here would genuinely benefit residents.
4. The other two options are within TWO MILES or less of an existing exit from the Natcher Parkway. No additional access is needed near the Natcher. It would be more beneficial further south in the county.
5. There is no local traffic issues with this location. Traffic use at this location is low. No factories or industrial complexes are within 10 miles of this location.
6. major benefit to Woodburn community, Franklin and Alvaton
7. Best of the options. Gives some distance from the I165 interchange and at least connects to a highway with decent shoulders and striping.
8. best Location
9. Long term, I believe this is the best solution for both Simpson County and Warren County.
10. This is the most logical place to put the interchange less homes affected More flat Ground easy for work to be completed here making an interchange
11. Why take 65 when you have 31W and 622 to 165
12. also would allow faster access to I65 from rural areas for both north and southbound traffic.
13. I think this location makes the most sense. The surrounding roads would better accomodate the traffic load than any of the 3 proposed locations. This would better serve more people in Southern Warren County and Northern Simpson County than any of the other locations.
14. none
15. This location would be idea for commercial and personal taffic to get on and off I-65
16. N/a
17. A little widening of 240 and making the railroad crossing at woodburn more level and this would be the perfect idea for a new interchange in South warren and Northern Simpson and even might help parts of Allen County out. This would definitely be my pick on a new exit with access to 65.
18. This is the PERFECT LOCATION for the next EXIT. Roads leading to scottsville road are ok
19. Might be the best location to install the proper interchange required for I-65, similar to Exit 30.



20. To better serve residents and businesses in the Southern Warren and Northern Simpson counties, this proposed Interchange should be on the KY 240.
21. If you're going to build one, 240 has more accessible space and less residential properties. I vote for this option.
22. This is my preferred location as it would have the most impactful benefit to the area with the least negative or harmful impact.
23. This option would not address the increased traffic requirements attributed to the continued residential development in the Interstate Feasibility Study Area.
24. This Location Is As Close To The Middle Between Exit 20 (I-165) & Exit 6 CR-100
25. Provides best access to south Warren County, Simpson County, Logan County, and Allen County for commuters
26. I think for those looking to commute to and from Nashville and live in south Plano, this is the most helpful.
27. NO.
28. This is the BEST OPTION I feel
29. Also it's the closest to Franklin and furthest from the parkway ramp at Plano rd. It's the perfect distance and it's more laid out to of had a ramp at one time.
30. This interchange makes the most sense in that it would support the south end of Nashville road growth and development while also supporting the county to the south which has high growth this way. The interchange is much better already with plenty of room for expansion and the Woodburn Allen road is also much more open for road widening and expansion.
31. I live here and would use it
32. While I am opposed to the entire project, if it must occur, this is the area that makes the most sense. Hwy 240 is already a nice, wide road between I65 and 31W. It also provides direct access to Woodburn. Again, I am not for this initiative, but this location makes the most sense of the three. It also provides a southern Warren County access point to I65 when traveling south - a good spot to enter I65.
33. I prefer this location.
34. I don't know why this is even an option. It will never be used and be a no value cost to the taxpayer
35. Best of the three scenarios because of location, available space, and availability for the growing communities in that area. This location is the farthest from interstate access so if it much needed there.
36. 240 /I-65 interchange would be the easiest and less cost to construct. The bridge is the widest of the 3 proposed. Woodburn and Scottsville are more direct route.
37. Would provide improvement to Woodburn perhaps. Only useful for going south.
38. Put a ramp here please
39. 240 is probably the best road.

Question # 10: Community Engagement Comments

1. None at this time



2. Very few people were aware of this meeting. A neighbor told me. Another said she got something in the mail; 8 got nothing. Virtual meeting only allowed 100 people and said it was from 5-7. Lasted one hour and then opened up for more people. Most people who tried to get on at five had already given up. They knew nothing about logging on again at 6 unless a friend told them. I know people that live off 240 who knew nothing about it.
3. Good job. No suggestions.
4. I appreciate the public forum & would like to be more aware about development plans in the county and the rationale behind these plans. I'm very concerned about the balance of rural areas in BG, which makes this area a nice place to live. More exits in an already accessible area seem to be for developers more than residents. Plano community differs from the Cemetery Rd. area, which had a new exit added without development. Here, the area is overall much less affluent. There are many working farmers here and the land is being quickly taken over by subdivisions and development. It is highly likely that a new exit would bring more crime, noise, and development to the community. There is an existing, convenient exit here from the Natcher. I'd really like to hear more about why the option of an exit off the west side of 65 on the Natcher is not possible.
5. Have said meeting in a location that would allow social distancing of 6 feet
6. Get it done fast
7. The meeting online was great and very informative. I'll know next time not everyone can get into the first online meeting but possibly the second one. It might need to be communicated to everyone that this could happen
8. The explanation for why an interchange is needed at all is thin at best. The current roads are in disrepair yet we're going to spend millions on an interchange that there is no demand for. Unless it's to appease/support local developers, which is the most likely scenario.
9. I heard more about this from the signage by Plano Elementary than any other.
10. none, have information available on web for review
11. none
12. None
13. None
14. Facebook awareness would be best communication.
15. I dont
16. The room filled up and we couldn't attend.
17. I would have liked to have heard the community feedback from the meeting in the video replay
18. Upgrade your zoom to 300 people. I could not get on.
19. Before added intersection the roads should be wider to handle the existence traffic. Also added more police force to these areas.
20. Mone
21. Advertise more
22. More signage on state and county roads would be great



23. I think we need a intersection at least one of these locations. We also need access to the parkway from Elrod or three springs.
24. N/A
25. None
26. Continue what you are doing
27. None
28. More than 100 on the zoom meeting! Maybe YouTube or Facebook live so we can interact.
29. Make the survey available when the card goes out. Most people probably put it down and forgot it. May have got more if it was available when they were reading it.
30. In person meeting would be preferred!
31. Continue with the Local Postal Customer
32. Na
33. When Covid 19 get under control a town meeting would be better
34. None
35. None
36. Open up Zoom application to handle 500 person view instead of 100.
37. None
38. n/a
39. better distribution of meeting notices
40. Be more explicit in what the time will be used for, maybe an agenda before hand? Also, choose a virtual platform that allows for more than 100 people and maybe have some intructions beforehand for those who are not familiar with virtual meetings and software. Allow time for community comments.
41. More info
42. I think something like this could potentially warrant mailers, although costs may prevent that.
43. None
44. Send notifications and put on radio or any media
45. All three interchanges will be needed at some point in time.
46. n/a
47. Use the opinions of the residents as your guide, not developers
48. Collect email addresses of participants and communicate updates to this group
49. When I tried to connect via zoom, I got a message that I could not attend the zoom meeting because 100 people were already signed on. Need a way to address that problem.
50. Get with it...
51. None at this time
52. Larger print
53. Did not receive postcard until after the meeting had started and I was not able to access the dial up due to missing information. Would prefer to receive paper surveys.
54. I think the interchange should be at 240 we have the feed mill here on old union with lots of farms who come further away to use the feed mill also it takes roughly 25

minutes to get to bowling green or to franklin from here. There is also a lot of traffic that comes through 240 that I am almost positive that would love to have the interstate here. I know I would use this daily and also my family. My husband is a truck driver and it would be so much easier for truck drivers to use 240. Out of every option 240 makes more sense. Not bad curves, not a skinny road, and not a danger to pull out of any road.

55. record video presentation so it can be shared with other neighbors who may not have been able to attend
56. Release results of environmental & Karst studies
57. I see a lot of tractor trailers traveling along 240 as thats the road I live on. And being a truck driver myself I believe that putting a interchange on 240 would be the best fit for access to I-65 for these truck drivers.
58. Hopelly the new interchange will attract new businesses.
59. None
60. Send mailings to residents
61. Meet outdoors in person
62. None
63. None
64. Not enough information to make a thorough decision.
65. Have a real in person meeting to express our concerns for not having an interchange in the southern part of Warren County
66. Very discouraged to see on line meeting limited to 100. Could not join.
67. None
68. Loud noise to residential areas that will be affect from this project.
69. Put out a link to join prior
70. All is good
71. Periodic emails are great.
72. meetings within each area of proposed exit to hear our complaints or approvals
73. Come to each development and hear from residents. We have concern over all the houses being built and congestion problems.
74. N/A
75. no suggestions.
76. It was fine for more, but the professional presenters should probably not be in their living room. It also showed the need for better internet service in the rural area before a 65 interchange.
77. More people should be allowed on the meeting
78. Need to stay away from our neighborhood with this project
79. Another exist is needed for residents of south Warren county.
80. Mailings to individuals within study area
81. Certainly engagement with a higher participant-limit!
82. No need for many meetings... I would like to see and accelerated/expedited process to make the Interchange on KY 240 a reality.
83. None

- 84. None
- 85. Social media
- 86. It would be good to have a place where you could rewatch or listen in to the virtual meeting as I had a conflict. So it would have been nice to hear more before making my selections. Maybe a few answers would have been different.
- 87. I missed the meeting, so naturally I would suggest different times to accommodate residents of this rapidly growing area.
- 88. In person meeting at large facility so social distancing could be observed
- 89. Say if you are doing it twice. It sounded like one meeting, 5:30 to 7. People tried hard to be at what they thought was one meeting.
- 90. Great Job
- 91. The only thing about not being Carter Sims is that it is too close to I165 interchange. If looking to develop the most southern part of county 240 would be best choice. Although I don't think I want 242 it being closest to me it would be most logical because it would be more centered of other exchanges
- 92. Provide a larger venue so that all interested community members are allowed to participate.
- 93. None, just keep communicating and getting public input
- 94. None
- 95. Zoom was a good choice.
- 96. expand the number of possible attendees some slides had text too small to read ... fix that remove random lines from the screen improve audio
- 97. Let people know you will have multiple presentations so not everyone is attempting to get on the 5:30 call. I would also mute everyone and take only written questions. With meetings like this there are a ton of opinions vs. questions which makes it difficult to continue to listen to. I have opinions too but the survey should be for that vs. the call. I also would of told people this was a Zoom call requiring the downloading of zoom. It's not easy to join the call only to find out you have download software first. I'm glad I joined early.
- 98. Face to face if our environment allows. I would also like to see more two way communication options - we had a brief Q&A but it was rushed.
- 99. Multiple virtual meetings. Number of people in the study area versus the number that zoom can accommodate is very lopsided.
- 100. Fix the internet in rural Warren County first, it was obviously a problem. We don't need an interstate exchange before good internet and cell coverage. Also the professionals in the meeting should not be sitting at home, at least be in an office.
- 101. None
- 102. Better explanation of what changes would be made to connecting roads
- 103. Get a zoom license that will actually support more than 500 participants. I could not get in and so I'm not informed. You should have planned for more or live streamed to YouTube. The study area contains thousands of people yet you only planned for 500.
- 104. More people allowed to join



- 105. Actually take the residents opinions into consideration instead of just allowing residents to discuss and then impliment changes regardless as has been done several times in the past.
- 106. Virtual meetings are good
- 107. None
- 108. Na
- 109. Please keep us informed of the results of these surveys.
- 110. Thank you for the opportunity to provide input.
- 111. None
- 112. Social media
- 113. None
- 114. Mail works great
- 115. Makes sense to put on carter sims that's we're all the home building is happening
- 116. Any help for this part of the community would be great. There are a lot of people that live out this way and it makes traffic a nightmare when we have to all take the same routes basically from driveway to destination.
- 117. Carter Sims is the best option and would provide the largest bang for buck from an investment as it contains more residential potential.
- 118. Try to summarize more of the existing condition during the presentation to the public. Leave the information on the story map though. Its good info, just boring as a presentation. The public just needs to know you looked at all that stuff.
- 119. None - enjoyed meeting today

Post Meeting Media Advisory



Kentucky Transportation Cabinet • District 3

FOR IMMEDIATE RELEASE

Contact: Wes Watt
270-746-7898 (office)
Wes.Watt@ky.gov

Virtual Public Meeting Kicks off Public Involvement for Feasibility Study for a Possible Interstate 65 Interchange in Southern Warren County

BOWLING GREEN, Ky. (Sept. 11, 2020) – The Kentucky Transportation Cabinet (KYTC) in partnership with the Bowling Green-Warren County Metropolitan Planning Organization (MPO) hosted a virtual public meeting on the I-65 New Interchange Feasibility Study in Southern Warren County on Thursday, September 10, 2020 and over 100 participants were involved.

The objective of this planning study is to identify the most feasible improvements to the transportation network that enhance access to I-65 in southern Warren County. To achieve this goal, the project team of KYTC, the Bowling Green-Warren County MPO, and the consultant Michael Baker International is working collaboratively with the public, stakeholders, and community leaders.

The study area is bordered by U.S. 31-W to the west and KY 622 to the east and extends from I-165 southward to the Simpson County line.

Those who were unable to join the Sept. 10th virtual meeting can access the recording of the meeting presentation as well as more in-depth study information through an interactive “story map” at the project website located at the link: <https://interstate65-baker.hub.arcgis.com/>.

Concerns and comments will be gathered and presented to project study team members for the development of potential alternatives for an interchange with I-65 in Southern Warren County. Written comments will be accepted from Sept. 10 to Sept. 25 through the study survey located at the following link: www.surveymonkey.com/r/Interstate65Study

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Or comments can be sent to the project e-mail
address: Interstate65Study@mbakerintl.com

If you have any questions, please contact:

Wes Watt

KYTC

Public Information Officer

District 3 Office-Bowling Green

270-746-7898

Wes.Watt@ky.gov

Additional information is available here <http://transportation.ky.gov/>

###

I-65 New Interchange Feasibility Study

Southern Warren County, Kentucky



Appendix A-7



**I-65 Interchange Feasibility Study for Southern Warren County
Emergency Responders Meeting
September 24, 2020 2 pm CDT**

Attendees:

Mason Hamilton, Alvaton Volunteer Fire Department; mason.hamilton@alvatonfire.com
Kevin Bailey, Plano Volunteer Fire Department; kbailey@planovfd.com
Gary Madison, Medical Center EMS; madigd@mchealth.net
Jim Williams, Medical Center EMS; willjb@mchealth.net
Brian Harrell, BG Police Department; Brian.Harrell@bgky.org
Brett Hightower, Warren County Sheriff; brettthightower@wcsoky.net
Ben Hunt, KYTC
Matthew Holder, KYTC
Karissa Lemon, BG-WC MPO
Steve De Witte, KYTC
Patty Dunaway, MBI
Morgan Ruziecki, MBI
Karen Mohammadi, MBI
John Mettille, MBI
Jeff Moore, MBI

Absent, but providing comments: Chris Baker, Kentucky State Police; chrisr.baker@ky.gov

Feasibility Study Overview

Patty opened the virtual meeting by facilitating the introductions of the attendees. She then provided an overview of the study purpose, methodology, and schedule. Patty gave a description of the study area and the three possible interchange locations: Carter Sims Road, KY 242, and KY 240. She presented a summary of what has currently been discovered in the process thus far, especially regarding comments received during the public meeting about enhancing “public safety” in the area in consideration of response times for emergency incidents. Patty presented the draft Purpose & Need Statement and highlighted that a revision was underway to the statement to address public safety as a goal, as well as a goal for providing safe connections from the local road network to the potential interchange locations.

Emergency Response & Law Enforcement Overview

Patty led the group through discussions of the districts and response routes for each of the participant agencies.

Plano Volunteer Fire Department: Chief Kevin Bailey stated that the Plano Fire District covers both sides of I-65. Two stations are located within the study area that include Station #1 at 3210

Plano Road (KY 622) and Station #2 located at 7126 Woodburn Allen Springs Road (KY 240). Neither of these locations currently have direct access to the interstate to address incidents.

Alvaton Volunteer Fire Department: Chief Mason Hamilton stated that the Alvaton Fire Department, particularly the stations located near Exit 22 and Exit 26, are responsible for addressing incident calls along I-65 from Exit 28 down to the Simpson County Line at MP 14.8. Currently, the closest turn around point on I-65 for emergency access to the northbound I-65 lanes is located at MP 14.2. Chief Hamilton provided an account of a tanker truck fire incident located at the MP 19 in the northbound I-65 lanes and the difficulty accessed it.

BG Medical Center EMS (Ambulance): Both Gary Madison and Jim Williams stated that ambulance runs into the study area are from their stations located on Industrial Drive and near Exit 22 (Scottsville Road). They also expressed their concerns with the lack of direct access to serve any incidents to I-65 in southern Warren County, with the exception of Exit 22 and Exit 20 and the long distance along the interstate without an emergency turnaround. Jim Williams will be sending a detailed list of “runs” to incidents on I-65. Patty asked if this type of list could be given from the Plano and Alvaton Volunteer Fire Departments.

Bowling Green Police Department: Col Brian Harrell provided that the city police department has county-wide jurisdiction but their “territory” for the city was only down to I-165 on I-65 and along US 31W within the city limits. Col Harrell added that the interchange in southern Warren County would hopefully relieve the congestion along Scottsville Road (US 231) since current traffic from the area funnels into that heavily congested corridor which is the city’s biggest traffic issue.

Warren County Sheriff Department: Sheriff Brett Hightower stated that his department responded to calls along this section of I-65 in southern Warren County and had trouble in accessing this area. Sheriff Hightower also stated he lived along KY 242 and knows the problem areas such as the “S” curves.

Discussion of Potential Interchange Locations

Patty led the group in the discussion of the three possible interchange locations to capture the insights from the attendees.

a. Carter Sims Road: Concerns were voiced that an interchange at this location would dump traffic on Matlock Road which is a very narrow roadway. For this location to work, Carter Sims and the connecting roads to KY 884 and on to US 31W would need to be completely redesigned to accommodate the increase in traffic. It was also noted that there is flooding on Carter Sims Road which would need to be addressed. Of the three locations, this interchange would not address the issue of the need for an emergency turnaround for the section of I-65 and only give minor improvement for incident management.

b. KY 242 at MP 17: The ambulance service and volunteer fire departments agreed that KY 242 would be the best interchange for addressing access to incidents on I-65 because of its middle location along this section of I-65. But all agreed that KY 242 would need to be widened substantially including the overpass at I-65. Concerns were raised about the intersection of KY 242 and KY 622 south of Plano, which has current alignment issues especially for larger vehicles like firetrucks. The intersection is currently identified as a transportation need within the BG-WC MPO Transportation Plan. The intersection of KY 242 and Plano Richpond Road was also discussed as having safety concerns. The interchange at KY 242, but also at KY 240, would support the current mutual assistance agreements among the Plano, Woodburn, and Alvaton Volunteer Fire Departments. There is a concern with potential traffic back-up at the railroad crossing near Richpond that could result from the increase in the traffic.

c. KY 240 at MP 14.8: As a potential interchange location, the participants agreed that KY 240 is wider and can accommodate traffic better, especially with the existing bridge over I-65. This route would be easier for trucks to navigate also. There is a concern with potential traffic back-up at the railroad crossing in Woodburn that could result from the increase in the traffic. This interchange location would give the best access to the southernmost portions of the county for the sheriff's department but would not assist in the turnaround issue since this crossing would only be about 0.6 mile from the existing emergency turnaround at MP 14.2.

A general question was raised concerning the type of interchange that is being considered for the project. Steve De Witte stated it was anticipated that the design would be a simple diamond configuration such as Exit 38 at Smiths Grove or a simpler version of Exit 26 (Cemetery Road).

Other Public Safety Issues

During the public meeting on September 10th, several concerns were voiced about an increase in criminal activities that could be generated from a new interchange. Col Harrell stated that he did not see any statistical increase in crime because of an interchange. Sheriff Hightower joined into the discussion to share the example of the area around Exit 37 at Oakland which does not experience a higher incidence of crime. Both stated that the retail around an interchange probably does generate more calls for assistance, but not the interchange by itself. Concerning the issues of Human and Drug Trafficking, Sheriff Hightower shared that the Smiths Grove at Exit 38 has had reports of prostitution & illegal drug sales, but that involved the truck stops which provided the opportunity for such activities. Both law enforcement representatives remarked that if such development was allowed at the new interchange in southern Warren County, it would be the controlling factor for possible criminal activity and not the physical interchange itself. They also noted that planning and zoning can limit this type of development.

Regarding comments about high-speed internet access within the study area made during the public meeting on September 10th, there are efforts underway to expand better service such as local utility (NCTC) is providing fiber into the Drake community just to the west of the study area

and also a new cell tower (ATT) has been built at the Simpson County Line on Plano Road (KY 622).

Patty ended the meeting with thanks to the attendees for their participation and insights. The attendees were invited to provide their comments via the on-line survey which is open until September 25, 2020. She also encouraged their participation as the study enters into its second phase where the community will be asked to provide their input on the interchange alternatives and their associated connection improvements in March 2021.

Comments from Chris Baker, KSP, via post-meeting e-mail:

I have tried multiple times to join the meeting and am unable to join. I have talked to multiple troopers who work Warren county, and they believe KY 240 is the best roadway for the new interchange. I'm sorry I am unable to participate.

Thanks

Chris

Lieutenant Chris Baker

Kentucky State Police Post 3

3119 Nashville Road

Bowling Green, Ky 42101

Phone: (270) 782-2010

Fax: (270) 746-7017

I-65 New Interchange Feasibility Study

Southern Warren County, Kentucky



Appendix A-8



I-65 Interchange Feasibility Study - Warren County

Project #3-402

Local Officials/Stakeholders Meeting #2 (Virtual)

March 1, 2020 2:00 pm CT / 3:00 pm ET

MINUTES

1. Introductions / Roll Call:

Patty Dunaway (Michael Baker) and Joe Plunk (KYTC, District 3 Chief District Engineer) welcomed the participants and stressed the importance of the input of this group and the public as the study moves towards being finalized and the presentation of a recommended new interchange location.

Patty discussed the meeting agenda and methodology in which all were welcome to post questions and comments in the Chat Feature of Zoom and explained that everyone would be on mute until the three designated breaks to open up the meeting for discussion. The participants registered as they entered the meeting, with the following in attendance:

- Shawn McPherson, State Representative 22nd District
- Todd Alcott, Mayor, Bowling Green
- Mason Barnes, Simpson County Judge/Executive
- Brett Hightower, Warren County Sheriff
- Ron Cummings, Warren County Magistrate 6th District
- Josh Moore, Director, Warren County Public Works
- John Dix, General Manager, Warren County Water District
- Greg Meredith, Public Works Director City of Bowling Green,
- Brent Childers, Neighborhood & Community Director, City of Bowling Green
- Meredith Rozanski, CFO, Bowling Green Area Chamber of Commerce
- Rachel Hurt, City-County Planning Commission (CCPC)
- Dennis Griffin, Executive Director, Franklin-Simpson County Industrial Dev.
- Carter Munday, Administrator, Franklin-Simpson Planning & Zoning
- Monica Ramsey, City-County Planning Commission (CCPC)
- Anita Napier, CEO, Builders Association of Southcentral Kentucky
- Jim Williams, Field Operations Manager, Medical Center EMS
- Bob Skipper, Chief, Woodburn Fire Department
- Kevin Bailey, Chief, Plano Fire Department
- Chip Jenkins, Director of Transportation, Warren County Schools
- Devonna Driver, Asst. Dir of Transportation, Warren County Schools
- Chris McIntyre, CFO/Treasurer, Warren County Schools
- Nate Heisler, Regional Transportation Planner, BRADD
- Ben Peterson, City-County Planning & Zoning Commission (CCPC)
- Zach Jones, BG/WC MPO
- Joe Plunk, Chief District Engineer, KYTC District 3

- Andrew Stewart, KYTC, District 3
- Barry House, KYTC, CO Planning
- Ben Hunt, KYTC District 3
- Matthew Holder, KYTC District 3
- Steve De Witte, KYTC CO Planning
- Matt Lawson, KYTC CO Planning
- Steve Ross, KYTC CO Planning
- Wendy Southworth, KYTC CO Design
- Peter Quintanilla, Michael Baker International
- Chase Kea, Michael Baker International
- Morgan Ruziecki, Michael Baker International
- Karen Mohammadi, Michael Baker International
- Patty Dunaway, Michael Baker International
- Jeff Moore, Michael Baker International

2. Next, Patty introduced Jeff Moore to review the Project Background.

- Schedule and Projected Timelines were presented with review of the September 2020 Virtual Public Meeting; having over 120 participants and total of 283 surveys completed.
- Study Location was shown with the three potential new interchange locations of: Carter Sims Rd., KY 242/Richpond Rd., and KY 240/Woodburn Allen Springs Rd.
- Project Purpose & Goals were shown:

The purpose of this project is to address the mobility and connectivity issues of access to I-65 from the road network in southern Warren County.

The project goals include:

 - 1) Improve connections for all users among and between the local roadway network and the access to I-65.**
 - 2) Enhance public safety through improved emergency response times.**
 - 3) Accommodate the ongoing and future planned land use within southern Warren County.**
 - 4) Support freight movements within southern Warren County.**

3. Jeff turned it back to Patty for review of the Existing Conditions and summary of phase 1 tasks.

- Human & Natural Environment were discussed with red flag issues mentioned that need to be avoided or mitigated as the project advances.
- Traffic Conditions findings show that some congestion exist on KY 242 near schools.
- Crash history found that cluster rear-end crashes occur at South Warren High School and at signal locations within the study area.

4. Presenters opened up the floor to receive any questions or comments, but none were presented at that time.

5. Next, Patty introduced Karen Mohammadi to Explain the Options/Scenarios & Decision Matrix Results.

Options and Scenarios include:

- a. No Build Option
- b. Carter Sims Road---2 Scenarios
- c. KY 242---4 Scenarios
- d. KY 240---2 Scenarios

Karen provided the methodology of how the evaluation factors and weights were determined, with the breakdown as follows:

- a. Operational (30%)
- b. Safety (24%)
- c. Land Use (20%)
- d. Environmental (10%)
- e. Costs (15%)

Karen then described each scenario and presented the current score calculated for each within the decision matrix.

6. A Study Area Map with all the described Scenarios was then placed on the screen and the presentation was opened up for questions and comments.

Comment 1. A lot of flooding along KY 242, can be seen now due to recent rain.

Question 1. Considering the cost of improvements to the connecting roadways, who is responsible to pay for that? Joe Plunk, CDE explained that projects related to the recommended new interchange and improved connections would need sponsorship and then go through the prioritization process to be scored (as is occurring now for current identified projects).

Question 2. Will these all be state maintained roadways? Joe Plunk responded yes, state roads through phased state projects.

Comment 2. A new interchange and improvements along KY 240 would serve the North Industrial Park in Simpson County, along with improvements to Cedar Bluff Road. US Congressman Comer is interested in this project and supportive of its impact to his congressional district which includes Simpson County, but not Warren County.

Question 3. Simpson County Judge/Executive Mason Barnes inquired as to how the scoring would be used in along with the public input to determine final recommendation. Ron Cummings further queried on who would be making the final recommendation. Patty and Karen replied that the current rankings are preliminary and were based upon the data thus collected for analysis. The input from the community engagement efforts in the coming month of March will be taken into consideration as the project team (MPO, KYTC, & MBI) will be developing the final study recommendation of a single interchange location option which will be released after May of this year.

Comment 3. Representative McPherson added his concerns about the Carter Sims Road being a problematic location because of the growth that had already encroached upon the area for possible new interchange, especially the electric substation.

Question 4. Has the utility companies been involved in the study? Asked about cost for running utilities to the area? Patty Dunaway explained that the study area was primary residential and agricultural, with a majority of the prime farmland in Warren County, and that it was anticipated to remain this same land use. Public comments from the first meeting indicated that residents want the land use to remain the same and do not desire development along a new interchange in south Warren County. Patty emphasized that the primary purpose as included in the language of the draft Project Purpose is for providing access for traffic in the area to and from I-65.

Question 6. Asked if zoning had been in the forefront of discussions? Ben Peterson explained that the CCPC and the MPO were aware of how this interchange could encourage development in the area and will do a deeper dive into the land use implications once an interchange location option had been recommended and moved into project development. Ben reminded the meeting participants that the estimated time for completion of such a project could be as long as ten to twelve years which can provide the time to consider future land use in the area. He echoed Patty's comment that the outcome of this study was to select the best interchange location option that would provide access for traffic.

Question 7. Has the reduction of congestion along KY 884/Three Springs Road been considered as part of the scenario evaluations? Karen Mohammadi explained that the study did look at the impacts to reduce congestion but did not include detailed traffic simulations or modeling. This consideration was taken into the calculation of the Operational Score within the Decision Matrix. Further in-depth traffic simulations/modeling will be done in the next phase of the project beyond this study's recommendations.

7. Next Steps and Ways to Participate were presented by Patty.

- a. Spread the word about the Public Meeting to be held on March 16th.
- b. Visit the Story Map/Website
- c. Take the Survey
- d. Tour the Virtual Town Hall
- e. Email Us: Interstate65Study@mbakerintl.com

A flyer advertising Public Meeting (March 16th), along with the link to the virtual meeting, will be sent in the post-meeting email message to the Local Officials/Stakeholders.

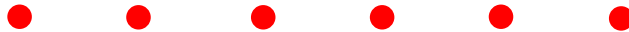
8. Patty thanked everyone for participating and concluded the meeting.

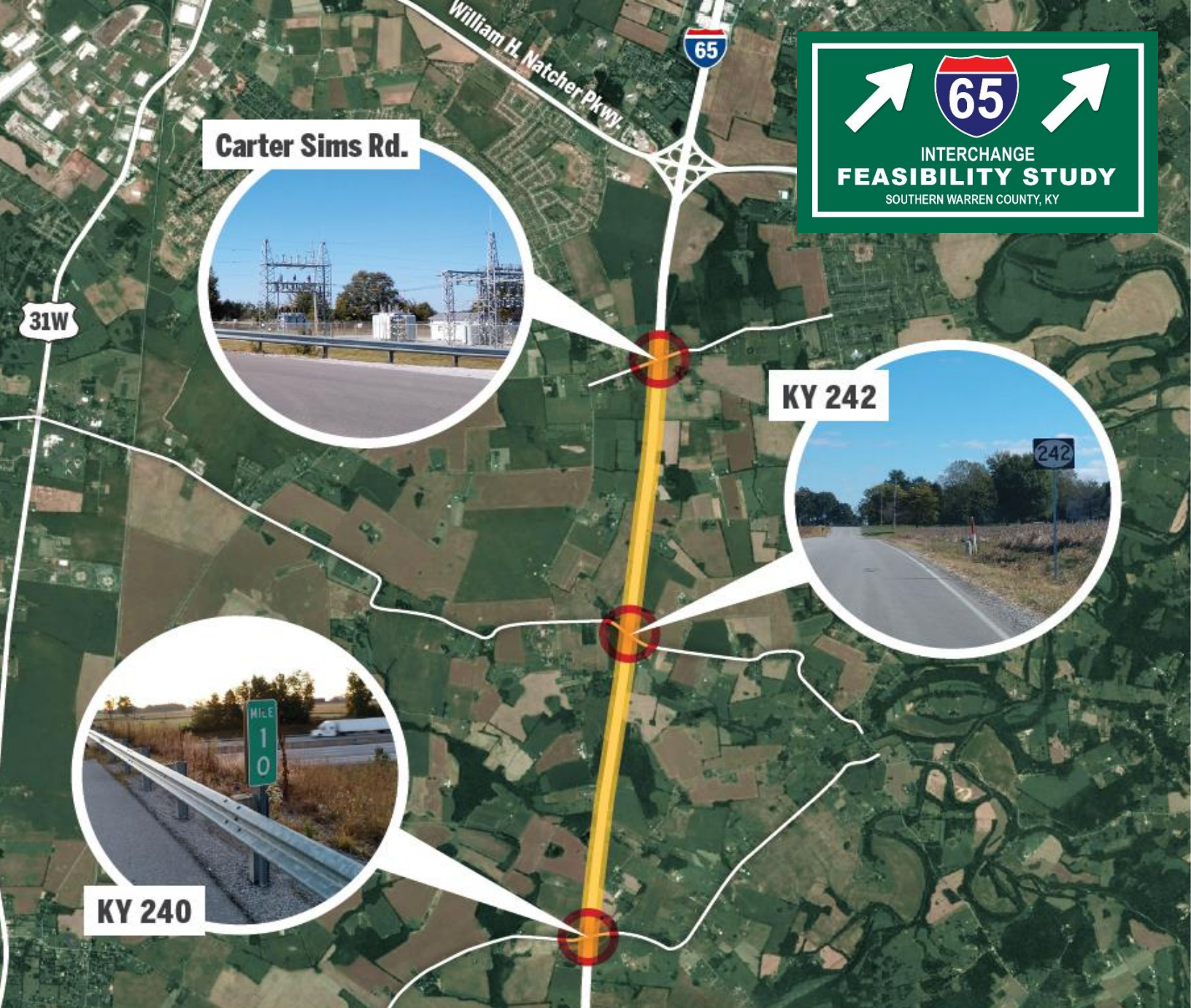
I-65 New Interchange Feasibility Study

Southern Warren County, Kentucky



Appendix A-9





MARCH 16, 2021

PUBLIC MEETING SUMMARY

I-65 NEW INTERCHANGE FEASIBILITY STUDY

WARREN COUNTY

ITEM NUMBER 3-402.00

SUBMITTED TO



SUBMITTED BY

Michael Baker
INTERNATIONAL

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Media Advisories

Three possible new I-65 interchanges being studied

By [DON SERGENT dsargent@bgdailynews.com](mailto:DSERGEANT@BGDAILYNEWS.COM)

Mar 9, 2021

Three possible sites for a new Interstate 65 interchange – to fill the gap between exit 20 in Warren County and exit 6 in Simpson County – have been identified, and now southcentral Kentucky residents have an opportunity to give input into the final decision.

Michael Baker International consulting firm has since last year been conducting a feasibility study, looking to identify the most desirable and practical improvements to the transportation network that will enhance access to I-65 in southern Warren County.

Now, in partnership with the Kentucky Transportation Cabinet and the Bowling Green-Warren County Metropolitan Planning Organization, MBI will hold a virtual public meeting on Tuesday, March 16, from 5:30 to 7 p.m. through a Zoom teleconference.

It's a follow-up to a virtual public meeting held in September 2020 and will expand on the findings from that meeting.

At stake is the determination of which of the following three options MBI will recommend for a project that could transform areas of both southern Warren County and northern Simpson County if the project is funded in the future.

The choices: the Carter Sims Road area near the Plano community; Ky. 242, or Rich Pond Road in the Rich Pond community that is home to South Warren Middle and High schools; and Ky. 240, or Woodburn Allen Springs Road, in the Woodburn area.

"We now have three possible locations," said Jeff Moore, a planner with MBI. "We're hoping in this second phase of the study to be able to take the three options and narrow it down to one."

Moore said MBI has a "decision matrix" that includes these factors:

improving connectivity and mobility

safety and improvements to emergency response

land use and environmental impact

cost estimates

Moore said MBI's recommendation choices also include a "no build" option if an extra interchange is not deemed cost-effective. He said estimates of the cost, depending on the location and the amount of improvements needed to gain access to I-65, range from \$16.5 million to \$28.5 million.

No money for the project is in the state's current Highway Plan, so both Moore and KYTC District 3 Public Information Officer Wes Watt say this is at best a long-term project.

"We're just doing a feasibility study," Moore said. "The state will have to find funding to do the preliminary engineering and design work and then construction.

"It could take eight to 12 years, depending on how high of a priority this will be."

Watt pointed out that it "took more than a decade from start to finish" to get the exit 30 interchange that opened in 2018, giving Warren County five I-65 interchanges and improving access to the Kentucky Transpark.

"This is not something that is going to happen right away," Watt said. "These are the very initial steps to get the process moving."

Warren County Sixth District Magistrate Ron Cummings, who represents the southern end of the county, calls the decision on a new interchange "a very complex situation," but he knows which of the three options he would choose.

"Looking at this objectively, the Woodburn (Ky. 240) area scores the highest because there's less worry about buying up property," Cummings said. "But when you look at serving the citizens of Warren County, we need the one closest to exit 20 (the Carter Sims Road option).

"All three have good possibilities and benefits. It (a new interchange) is needed for sure."

Those like Cummings who have strong opinions about the location of a new interchange will have the opportunity to give their input through the interstate65-baker.hub.arcgis.com website.

That website includes a link to next Tuesday's virtual public meeting, which will include a formal presentation by MBI at 5:30 p.m. and again at 6:15 p.m. Links to an online survey and to a virtual town hall are available on that website as well.

"It's very important that we get as many people as possible to participate" in the public meeting, Watt said. "Out of this meeting we expect to have a recommendation for placement of a new interchange.

"We really need people in the community to give their thoughts."

– Follow business reporter Don Sargent on Twitter @BGDNbusiness or visit bgdailynews.com.



Kentucky Transportation Cabinet • District 3

FOR IMMEDIATE RELEASE

Contact: Wes Watt

270-746-7898 (office)

Wes.Watt@ky.gov

Virtual Public Meeting Set for Feasibility Study for a Possible Interstate 65 Interchange in Southern Warren County

BOWLING GREEN, Ky. (March 4, 2021) –The Kentucky Transportation Cabinet (KYTC) in partnership with the Bowling Green-Warren County Metropolitan Planning Organization (MPO) will host a virtual public meeting on the I-65 New Interchange Feasibility Study. The study area is bordered by U.S. 31-W to the west and KY 622 to the east and extends from I-165 southward to the Simpson County line.

The meeting will be held on Tuesday, March 16 from 5:30 p.m. to 7 p.m. through a Zoom Meeting. A formal presentation will be given at 5:30 p.m. and again at 6:15 p.m. An on-line survey will also be available for people to fill out to provide feedback about the study.

Those interested in logging into the meetings should use this link:

<https://interstate65-baker.hub.arcgis.com/>.

A dial-in option for the On-Line Public Meeting is also available:

Dial-in: (312) 626-6799

Meeting ID: 962 6250 9258

Anyone needing special assistance with the meeting needs to submit a request to wes.watt@ky.gov by Monday, March 15.

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



The objective of this planning study is to identify the most feasible improvements to the transportation network that enhance access to I-65 in southern Warren County. To achieve this goal, the project team of KYTC, the Bowling Green-Warren County MPO, and the consultant Michael Baker International will work collaboratively with the public, stakeholders, and community leaders.

Comments will be gathered and presented to project study team members for the recommendation of a possible location option for an interchange with I-65 in southern Warren County. Written comments will be accepted after the meeting from March 16 to April 1 through the study survey located at the following link:

<https://www.surveymonkey.com/r/Interstate65Study2>

Or comments can be sent to the project e-mail
address: Interstate65Study@mbakerintl.com

A Virtual Town Hall is available 24/7 (March 16 - April 1, 2021) that provides an overview of the interchange options and connection improvements. The Virtual Town Hall can be accessed at:
<https://interstate65-baker.hub.arcgis.com/>.

If you have any questions, please contact:

Wes Watt
KYTC
Public Information Officer District 3
Office-Bowling Green 270-746-7898
Wes.Watt@ky.gov

Additional information is available here <http://transportation.ky.gov/>



KYTC District 3

Published by Wes Watt · March 4 at 9:37 AM ·

Virtual Public Meeting Set for Feasibility Study for a Possible Interstate 65 Interchange in Southern Warren County

BOWLING GREEN, Ky. (March 4, 2021) – The Kentucky Transportation Cabinet (KYTC) in partnership with the Bowling Green-Warren County Metropolitan Planning Organization (MPO) will host a virtual public meeting on the I-65 New Interchange Feasibility Study. The study area is bordered by U.S. 31-W to the west and KY 622 to the east and extends from I-165 southward ... [See More](#)





KYTC District 3

Published by Wes Watt · March 10 at 3:01 PM ·



REMINDER: The public meeting about a possible I-65 interchange is Tuesday, March 16. Please make plans to attend. Please see below for more information:

The website with lots of information is available here:

<https://tinyurl.com/cxb3c4rk>

The virtual town hall is live and is available here:

<https://tinyurl.com/a39n4brt...> **See More**





KYTC District 3

Published by Wes Watt · 2h ·



VIRTUAL PUBLIC MEETING TOMORROW!! A virtual public meeting for a possible I-65 interchange in southern Warren County is Tuesday, March 16 at 5:30 p.m. Please make plans to attend. For more information please read below.

The website with lots of information is available here:

<https://tinyurl.com/cxb3c4rk...> See More



I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



← Tweet



VIRTUAL PUBLIC MEETING TOMORROW! A virtual public meeting about a possible I-65 interchange in southern Warren County is Tuesday. Please make plans to attend. The survey and virtual town hall are live right now. Please click link for more information: tinyurl.com/sse7upd8

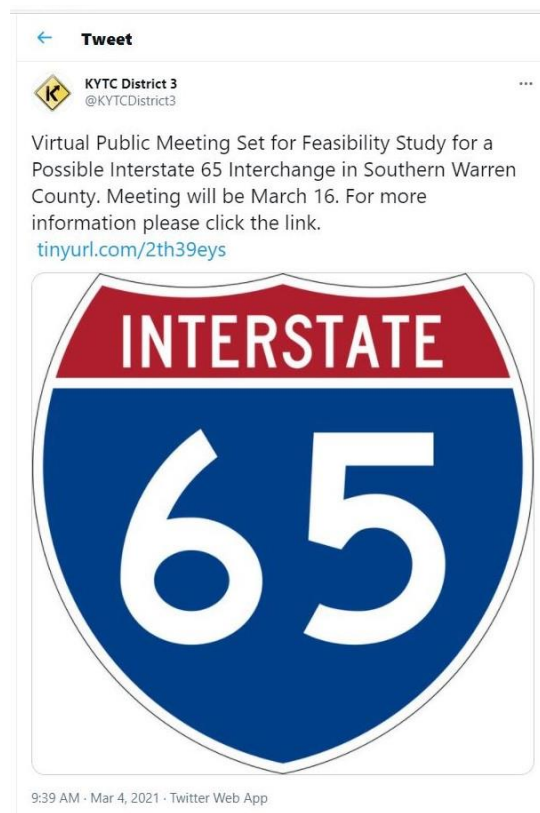


← Tweet



The public meeting about a possible I-65 interchange is Tuesday, March 16. Please make plans to attend. The survey and virtual town hall are live right now. Please click link for more information: tinyurl.com/sse7upd8







KYTC asking for public input on possible new I-65 interchange

March 10, 2021 by Lexi Schweinert

Share This Story



BOWLING GREEN, Ky.- The Kentucky Transportation Cabinet is asking for the public's input on a possible new future interchange with Interstate 65 in South Warren County.

Wes Watt, Public Information Officer for the cabinet said these are the very initial steps for the interchange. Right now they are looking at three options for the interchange: Carter Sims Road, Ky. 242, and Ky. 240.

Watt said that they are looking to build this because of the growth they've seen in the area, and the

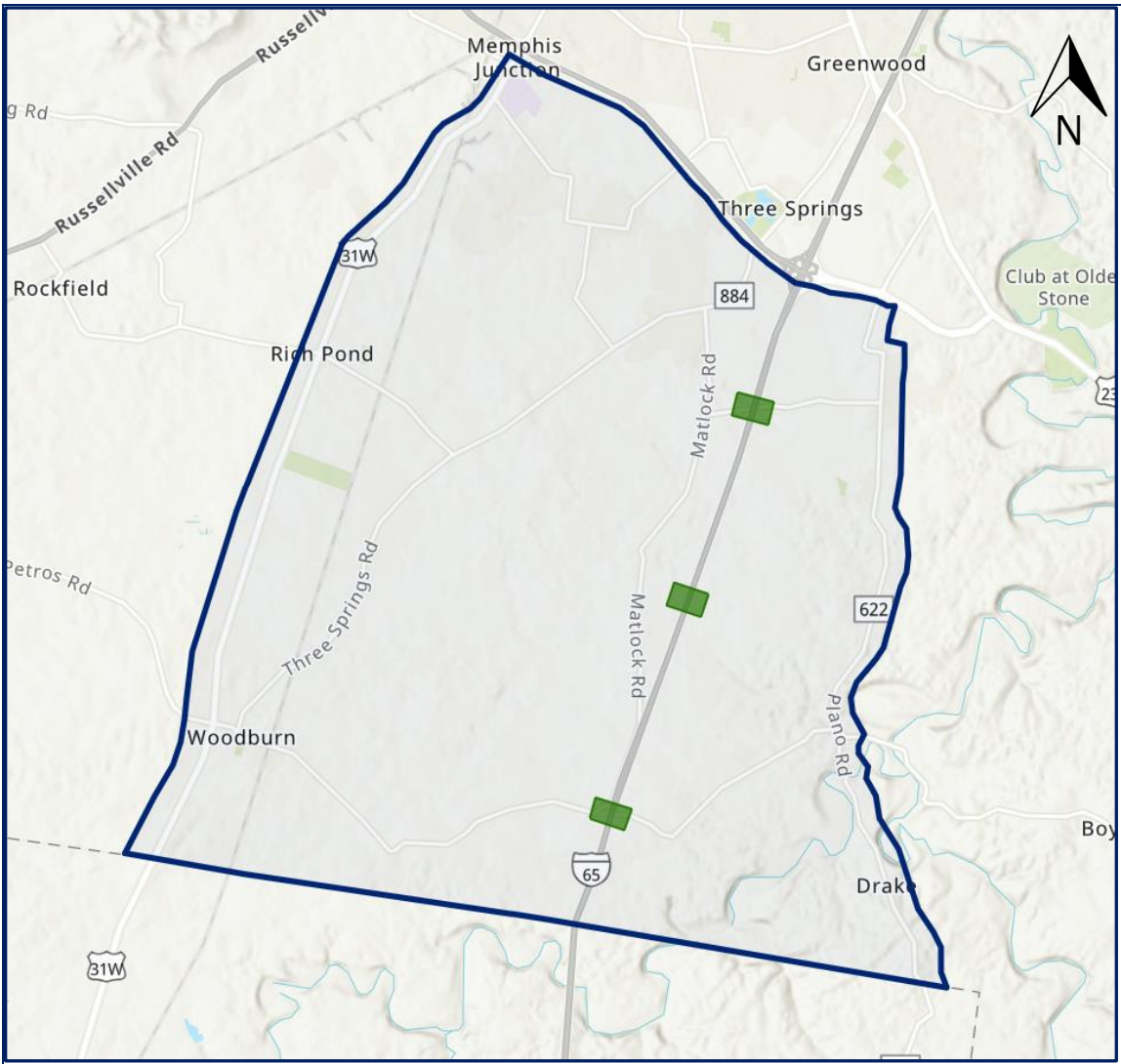


"It's the area they live in, it's the area they may work in, and travel through. And we need to know what they think and what they want because it's going to impact them in various ways. So we need to hear, just like with any other major road project that we do, we want to hear from the community."

To give your thoughts, you can attend the online public meeting on March 16. You can also fill out a survey online through April 1. To find the survey or for more information you can visit their website [here](#).



Project Map



I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Invitation Flyer





SAVE THE DATE!

YOUR INPUT IS NEEDED concerning a possible future interchange with I-65 in Southern Warren County.



JOIN THE ON-LINE PUBLIC MEETING

Tuesday, March 16, 2021 from 5:30 PM to 7:00 PM
Presentations will be given at 5:30 PM & 6:15 PM
<https://zoom.us/j/96262509258>
Dial-in: (312) 626-6799 Meeting ID: 962 6250 9258

PROVIDE INPUT ONLINE

From March 16, 2021 to April 1, 2021,
you can provide your input on this project through an on-line survey.
<https://www.surveymonkey.com/r/Interstate65Study2>



VIRTUAL TOWN HALL

Available 24/7 (March 16-April 1, 2021)
Provides an overview of the interchange options and connection improvements.
interstate65-baker.hub.arcgis.com

THE PURPOSE

The purpose of this project is to address the mobility and connectivity issues of access to I-65 from the road network in southern Warren County.



If you require additional information or special assistance, please contact:
Interstate65Study@mbakerintl.com • KYTC District 3 (270) 746-7898

Project Fact Sheet



WHAT ARE WE DOING?

The goal of this planning study is to identify the most feasible improvements to the transportation network that enhance access to I-65 in southern Warren County. To achieve this goal, the project team will work collaboratively with the public, stakeholders, and community leaders to achieve the following:

- Identify improvements to address connectivity of southern Warren County with I-65.
- Identify improvements to increase the safety and mobility for all users.
- Quantify the benefits and costs of a new connection to I-65.
- Prioritize the possible improvements and provide recommendations.

Resulting from the first phase of the study, three options for the location of a new interchange and their connection improvements have been developed.

PURPOSE OF THE PROJECT

The purpose of this project is to address the mobility and connectivity issues of access to I-65 from the road network in southern Warren County.

THE PROJECT GOALS INCLUDE:

- 1 Improve connections for all users among and between the local roadway network and the access to I-65.
- 2 Enhance public safety through improved emergency response times.
- 3 Accommodate the ongoing and future planned land use within southern Warren County.
- 4 Support freight movements within southern Warren County.



I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



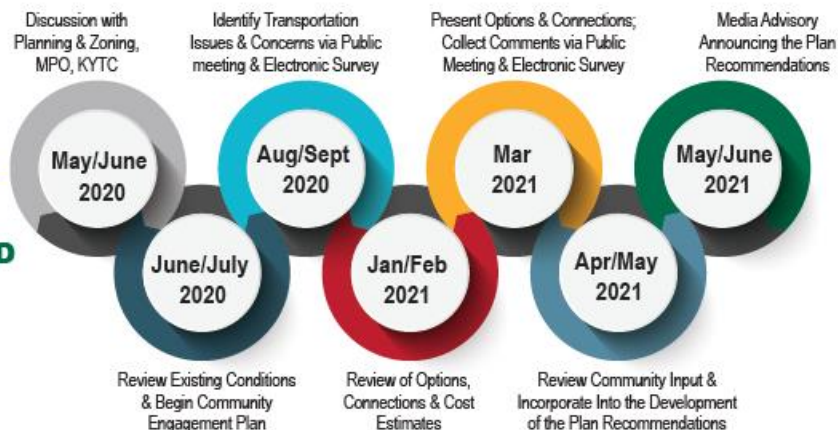
PROJECT BACKGROUND

In the 1960's, I-65 was constructed through southern Warren County, but no interchange was built along the 14-mile stretch from Exit 6 (KY 100 in Simpson County) to Exit 20 (I-165/Natcher Parkway). Through the next four decades, Bowling Green and Warren County continued to prosper, grow, and expand. Support has increased among the community and its leaders for a possible alternative connection to I-65 and the rest of the arterial network to relieve the congestion and improve the safety along the increasingly congested two-lane farm-to-market roads that feed into Bowling Green.

In the spring of 2020, KYTC and BG/WC MPO contracted with Michael Baker International to conduct a study of the feasibility of a new interchange on I-65 in southern Warren County. The study will address the long-awaited need for this interchange and improve access and travel time for emergency response vehicles, as well as offer safer access to schools and residential areas.

The first phase of the study process included the analysis of the existing and future conditions within the study area, identified problems within the transportation network, and collected input from the local officials, stakeholders, and the public. This analysis resulted in the development of three interchange location options (Carter Sims Road, KY 242, and KY 240) that include a set of connection improvement scenarios with related cost estimates. The second phase of the study has commenced and will result in a recommended interchange location option to address the mobility and connectivity issues of access to I-65 from the road network in southern Warren County.

PROJECT SCHEDULE AND PROJECTED TIMELINE



For additional information visit: interstate65-baker.hub.arcgis.com or contact:

Stephen De Witte, PE
(502) 782-5056
stephen.dewitte@ky.gov

Kentucky Transportation Cabinet
Division of Planning
200 Mero Street | Frankfort, KY 40601
(502) 564-7183



Meeting Summary and Presentation

The Kentucky Transportation Cabinet (KYTC) in partnership with the Bowling Green-Warren County Metropolitan Planning Organization (MPO) hosted a virtual public meeting on the I-65 New Interchange Feasibility Study in Southern Warren County on Tuesday, March 16, 2021. Approximately 130 participants were registered in the meeting.

The virtual public meeting ran from 5:30 pm to 7:00 pm and included two viewings of the meeting presentation. The meeting included live and pre-recorded presentations from the consultant (Michael Baker) staff that included a summary of the study background, methodology, and schedule, an overview of the existing human and natural environmental conditions within the study area, and an overview of the traffic conditions within the study area. The presentation then provided an overview of the three interchange location options (Carter Sims Road, KY 242, and KY 240) and their associated connection improvements. An explanation was provided via a Study Decision Matrix which charted the performance of the individual interchange locations and associated connection improvement scenarios, and the option of “no build” (not constructing an interchange in the study area). The Study Decision Matrix included projected performance of the options and scenarios based upon the evaluation criteria of Operations, Safety, Land Use, Environmental Impacts, and Costs.

During the two viewings of the presentations, participants were encouraged to answer three questions through live polling. The first question posed to the participants during the introductory remarks and concerned their participation in the first public meeting held in September 2020 for this project. Forty-two percent of the participants responded that they had participated in the September 2020 public meeting. Attendees were asked a second polling question to best describe your relationship to the I-65 Southern Warren County Interchange Study Area? Resident within the Study Area, Commuter along the Corridor, Area Business Owner, or Local Agency or Government Representative. A quick summary of the polling question responses was provided. Approximately eighty percent of the poll participants indicated that they were residents within the area while only four percent indicated that they were business owners. Thirteen percent of the participants indicated that they were commuters in through the study area and fourteen percent of the participants indicated that they were representing local government or local agencies.

After the recorded portion of the presentation regarding the three interchange location options and associated improvement connections as well as the No-Build option, participants were asked in a third and final polling question: Considering the purpose and need statement, which of interchange and connection improvement scenarios (KY 240, KY 242, Carter Sims Road, or No Build) would be most effective in meeting the purpose and goals of the project? Forty-five percent of the participants responded that the KY 240 location option was most effective in meeting the purpose and goals of the project, but a close thirty-five percent indicated their preference for KY 242. Only nine percent of the participants selected Carter Sims Road as the effective option and eleven percent indicated the preference for the No Build option.

The polling questions during the second viewing of the presentation only included about a dozen participants. The range and weight of responses from this group were very similar to the first round of polling participants during the first viewing.



Throughout the presentation, the attendees were reminded of how they could provide their input through the on-line survey which would be available until April 1 and through the project email address. The team provided links within the presentation to the project website which included the on-line survey link and the virtual town hall that contained the meeting materials including detailed boards for each of the interchange location options.

A recording of the public meeting was posted also to the website along with a “question and answer summary” that addressed the questions and comments submitted throughout the meeting via the chatbox. A summary of the questions and answers and general comments is provided following the Public Meeting Presentation Slides within this document.

The full PowerPoint presentation slides are included on next pages.



SAVE THE DATE!

YOUR INPUT IS NEEDED concerning a possible future interchange with 65 in Southern Warren County.

JOIN THE ON-LINE PUBLIC MEETING
Tuesday, March 16, 2021 from 5:30 PM to 7:00 PM
Presentations will be given at 5:30 PM & 6:15 PM
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Dial-in: (312) 826-6799 Meeting ID: 962 6250 9258

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Provides an overview of the interchange options and connection improvements.
interstate65baker.hub.arcgis.com

THE PURPOSE • The purpose of this project is to address the mobility and connectivity issues of access to I-65 from the road network in southern Warren County.

Logos: KYTC, KY State Police, KY State Highway Patrol, KY State Police Training Center, KY State Police Academy, KY State Police Institute, KY State Police University, KY State Police College, KY State Police School, KY State Police Academy, KY State Police Institute, KY State Police University, KY State Police College, KY State Police School.

Contact: If you require additional information or special assistance, please contact: Interstate65Study@mbakerint.com • KYTC District 3 (270) 746-7896

Polling Question #1

Were you able to attend the first public meeting that was held in September of 2020?

- ☐ Yes
- ☐ No

PUBLIC MEETING #2



WELCOME



Karissa Lemon
MPO Coordinator
BG-WC Metropolitan Planning
Organization



Ben Hunt Kentucky
Transportation Cabinet District 3
(Bowling Green) Planning
Department

PUBLIC MEETING #2

Polling Question #2



Which best describes your relationship to the I-65 Southern Warren County Interchange Study Area?

- o Resident within the Study Area
- o Commuter along the Corridor
- o Area Business Owner
- o Local Agency or Government Representative

PUBLIC MEETING #2

PROJECT BACKGROUND

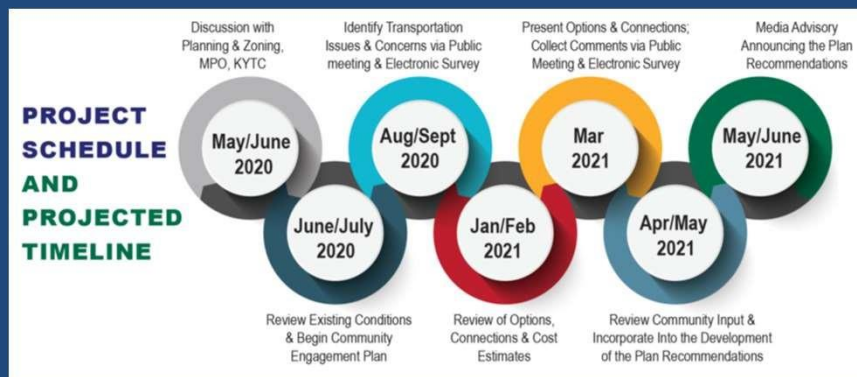


- ☐ Schedule and Projected Timelines
- ☐ Phase 1 Public Input
- ☐ Interchange Location Options
- ☐ Purpose and Need for the Project



PUBLIC MEETING #2

PROJECT SCHEDULE



PUBLIC MEETING #2



PHASE 1 PUBLIC INPUT



- Over 120 people participated in the on-line public meeting on September 10, 2020.
- A total 283 people participated in the survey from September 10 to 25, 2020.
- Provided important insights that were used in the development of the options and scenarios.

PUBLIC MEETING #2

INTERCHANGE LOCATIONS



POTENTIAL INTERCHANGE LOCATION OPTIONS:

- Carter-Sims Road
- KY 240/Richpond Road
- KY 242/Woodburn Allen Springs Road

Final Recommendation of this study will be for a feasible interchange location selected from the three location options.

The next phase beyond this feasibility study will be to further develop the possible scenarios of the preferred interchange location option.



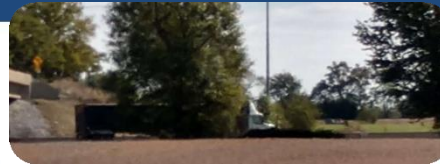
PUBLIC MEETING #2

PURPOSE & GOALS



PURPOSE OF THE PROJECT

The purpose of this project is to address the mobility and connectivity issues of access to I-65 from the road network in southern Warren County.



THE PROJECT GOALS INCLUDE:

- 1 Improve connections for all users among and between the local roadway network and the access to I-65.
- 2 Enhance public safety through improved emergency response times.
- 3 Accommodate the ongoing and future planned land use within southern Warren County.
- 4 Support freight movements within southern Warren County.

PUBLIC MEETING #2

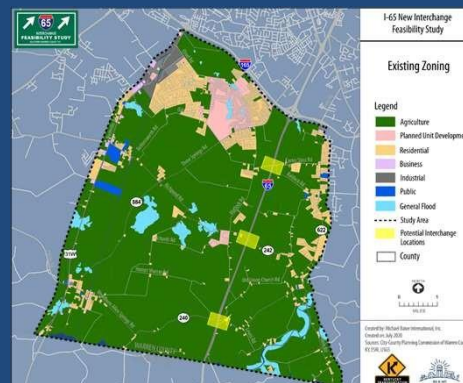
HUMAN & NATURAL ENVIRONMENT



Human Environment

- Land Use
- Socio-economics and Demographics
- Archaeological Sites & Historical Properties

Natural Environment



PUBLIC MEETING #2

TRAFFIC CONDITIONS



TRAFFIC FLOW BY TIME OF DAY – 2020 AM & PM PEAK

Level of Service

A	Free-Flow
B	Reasonably Free-Flow
C	Stable Operation
D	Borderline Unstable
E	Extremely-Unstable
F	Breakdown: Stop-n-go

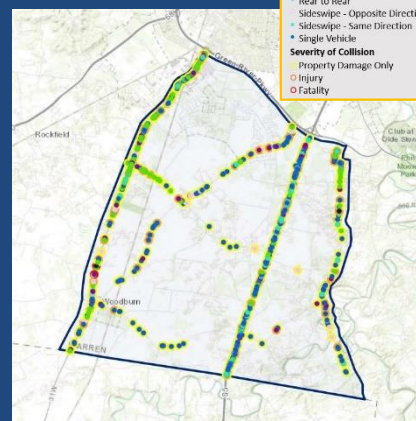
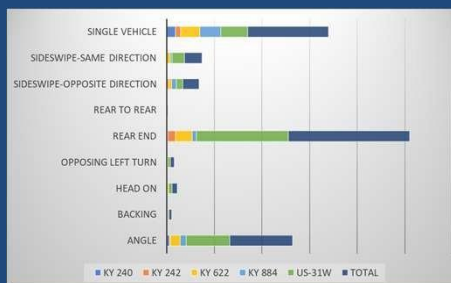


PUBLIC MEETING #2

TRAFFIC CONDITIONS



EXISTINGSAFETY–BYCRASHTYPE & LOCATION



PUBLIC MEETING #2

INTERCHANGE OPTIONS



No Build

Carter Sims

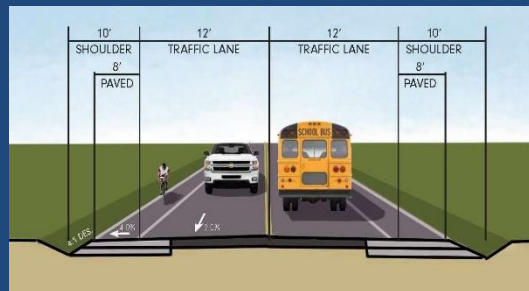
- 2 Scenarios

KY 242

- 4 Scenarios

KY 240

- 2 Scenarios



Typical 2-Lane Roadway Section
with Shoulders

PUBLIC MEETING #2

INTERCHANGE OPTIONS



Purpose & Need

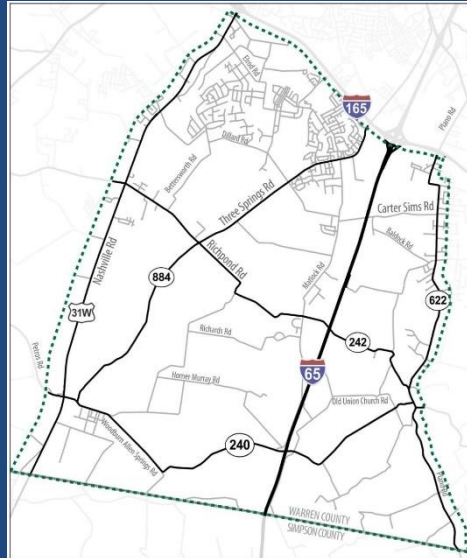
Evaluation/Weights

- Operational (30%)
- Safety (25%)
- Land Use (20%)
- Environmental (10%)
- Costs (15%)

Criteria	Interchange Alternatives										Weight
	No Build (No Interchange)	Carroll Run Road at KY 240 (20' x 20' x 20')	Carroll Run Road at KY 240 (20' x 20' x 20')	KY 240 Roadway at Carroll Run Road (20' x 20' x 20')	KY 240 Roadway at Carroll Run Road (20' x 20' x 20')	KY 240 Roadway at Carroll Run Road (20' x 20' x 20')	KY 240 Roadway at Carroll Run Road (20' x 20' x 20')	KY 240 Roadway at Carroll Run Road (20' x 20' x 20')	KY 240 Roadway at Carroll Run Road (20' x 20' x 20')	KY 240 Roadway at Carroll Run Road (20' x 20' x 20')	
1. Operational / Connectivity & Mobility											
How many miles of new roadways will need to be built to accommodate the interchange and its approach?	0	1.00	1.17	1	1.00	1	1.00	1	1.00	1.00	1
How many miles of existing roadways will need to be reconstructed to accommodate the interchange and its approach?	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
Does the interchange and its approach support other planned transportation improvements in the area?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange provide improved access to the area it serves? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange provide improved access to the area it serves? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange provide improved access to the area it serves? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange provide improved access to the area it serves? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange provide improved access to the area it serves? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange provide improved access to the area it serves? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange provide improved access to the area it serves? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
2. Safety											
Does the interchange and its approach improve existing safety? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange and its approach improve existing safety? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange and its approach improve existing safety? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange and its approach improve existing safety? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange and its approach improve existing safety? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
3. Land Use											
Is the interchange and its approach located in an area of existing and potential development?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Is the interchange and its approach located in an area of existing and potential development?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Is the interchange and its approach located in an area of existing and potential development?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Is the interchange and its approach located in an area of existing and potential development?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Is the interchange and its approach located in an area of existing and potential development?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
4. Environmental											
Does the interchange and its approach improve existing environmental quality? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange and its approach improve existing environmental quality? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange and its approach improve existing environmental quality? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange and its approach improve existing environmental quality? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
Does the interchange and its approach improve existing environmental quality? (Yes/No/Partial/Not Applicable)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1
5. Costs											
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
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Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
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Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
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Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
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Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Estimated project cost/acre	Costs	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect	Indirect
Information: This offset	Costs	Indirect									

PUBLIC MEETING #2

NO BUILD OPTION



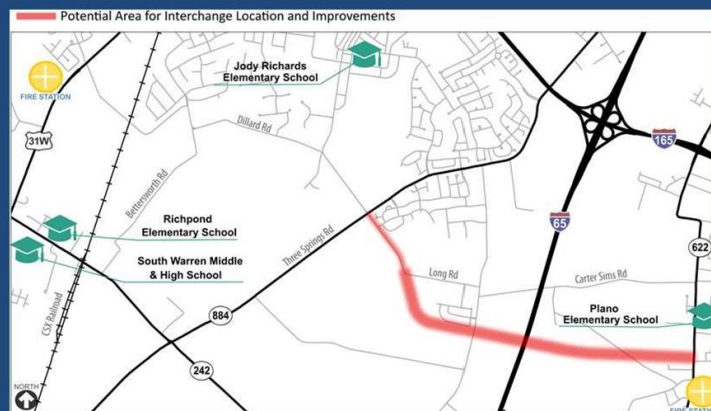
SCORE:

39.2/100

- Compared against build option.
- Assumes no improvements in the area.

PUBLIC MEETING #2

CARTER SIMS SCENARIO A



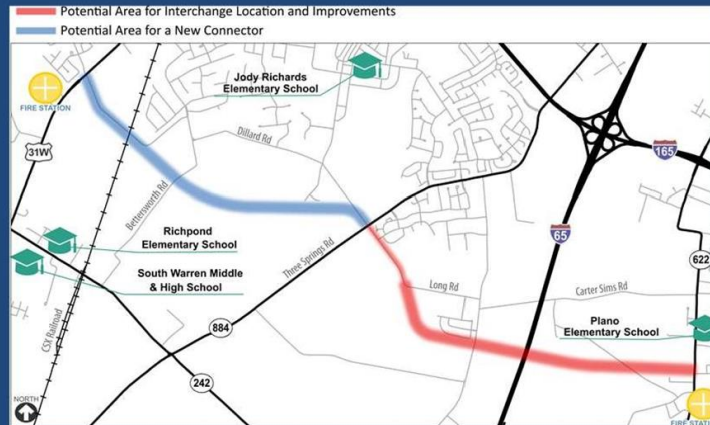
SCORE:

53.6/100

- The interchange would be located south of the existing overpass.
- It would connect from KY 884 to KY 622.

PUBLIC MEETING #2

CARTER SIMS SCENARIO B

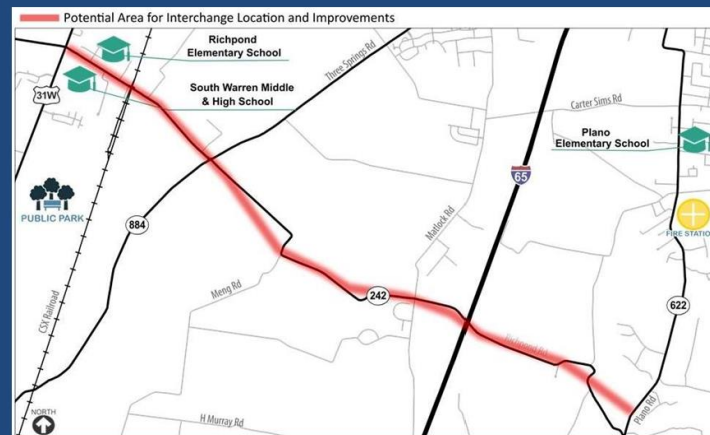


SCORE:
56.3/100

- The interchange would be located south of the existing overpass.
- It would connect from US 31W to KY 622.

PUBLIC MEETING #2

KY 242 SCENARIO A

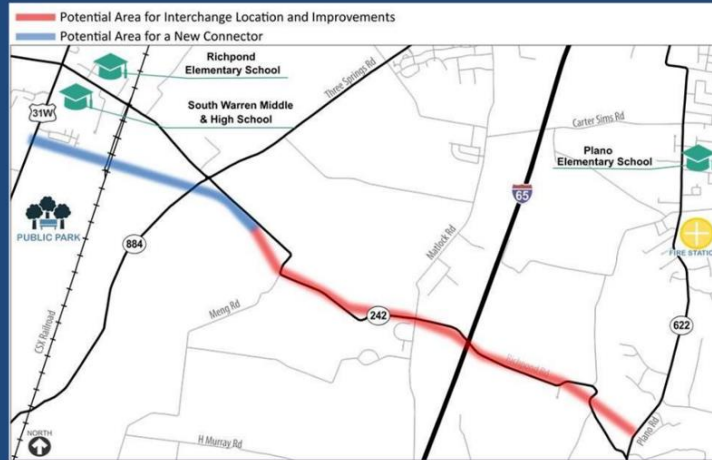


SCORE:
62.6/100

- The interchange would widen the existing overpass.
- It would follow existing route to connect to US 31W & KY 622.

PUBLIC MEETING #2

KY 242 SCENARIO B



SCORE:
64.3/100

- The interchange would widening the existing overpass.
- Extending to KY 622 & including a new connection to US 31W.

PUBLIC MEETING #2

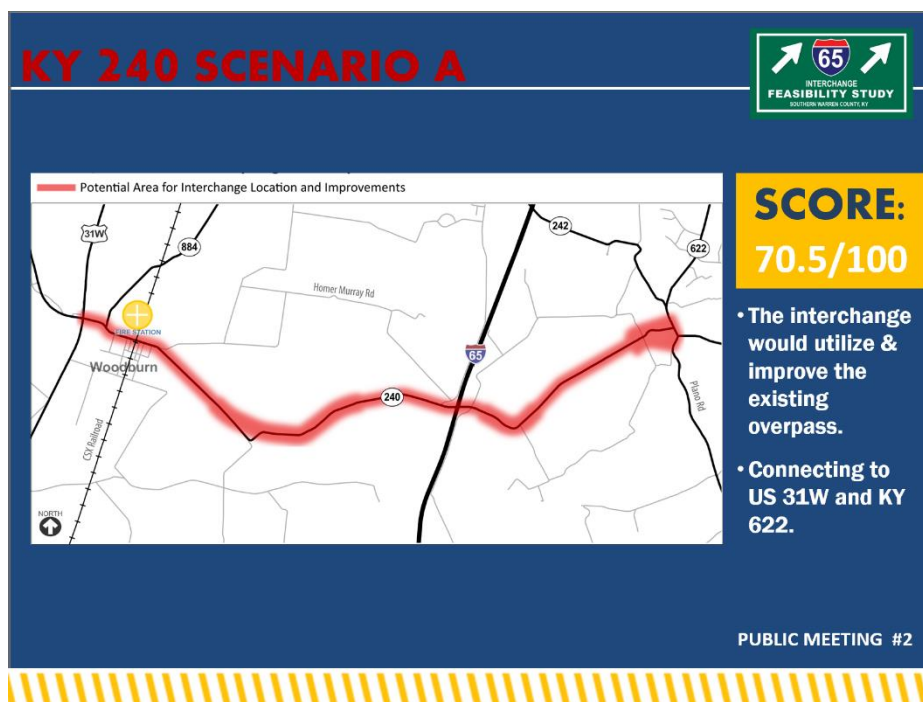
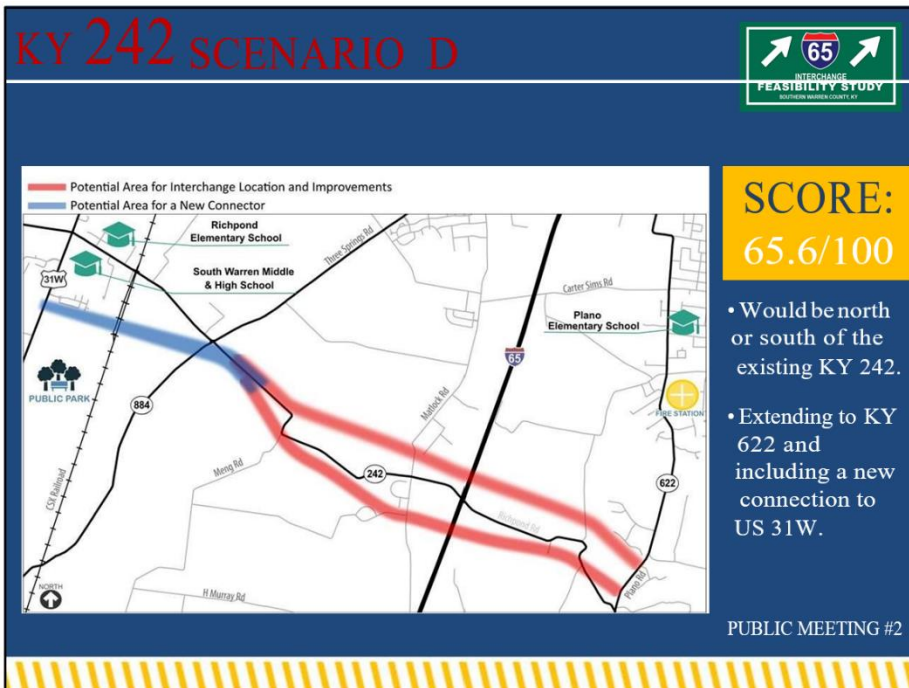
KY 242 SCENARIO C

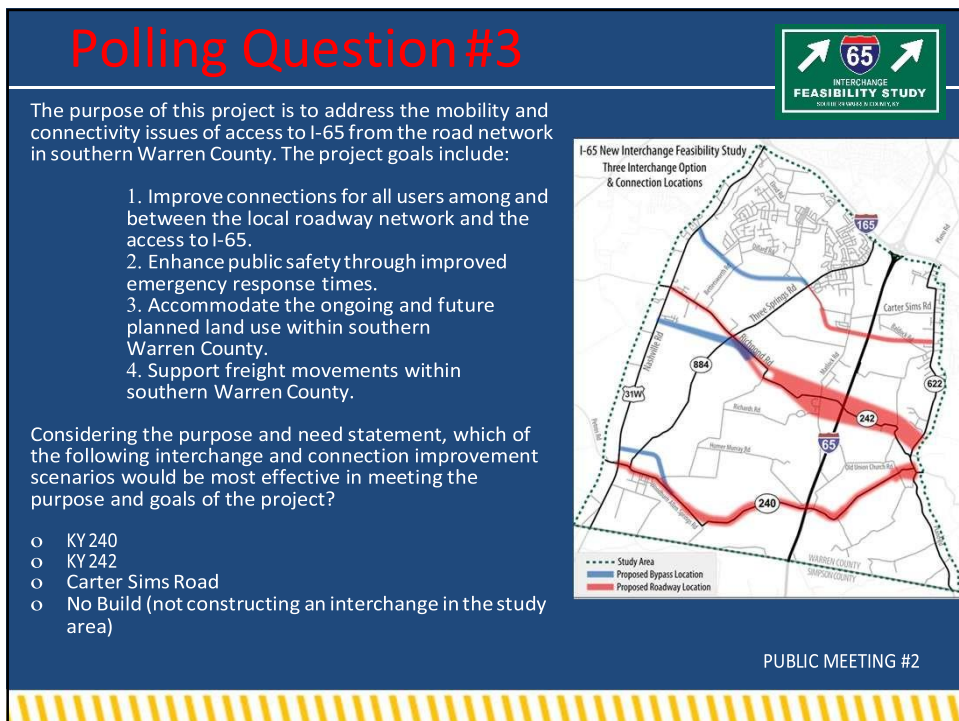
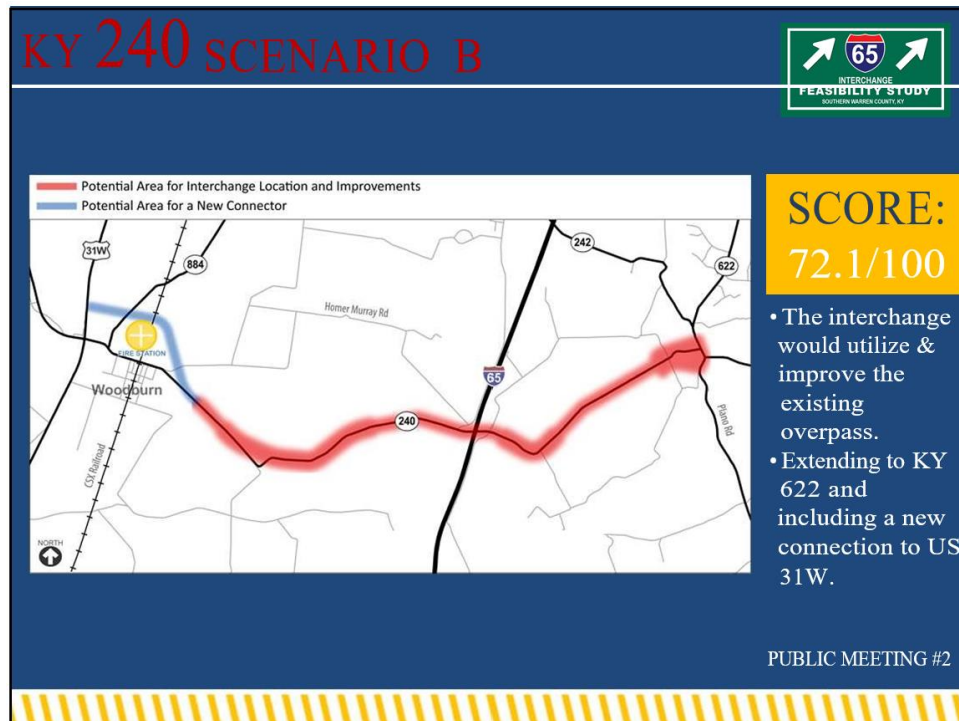


SCORE:
63.7/100

- Would be north or south of the existing KY 242.
- Connecting to US 31W & KY 622.

PUBLIC MEETING #2





HOW CAN YOU BE PART OF THIS STUDY?



- Visit the Story Map/Website:

Interstate65-
baker.hub.arcgis.com

- Take the Survey:

www.surveymonkey.com/r/Interstate65Study2

- Email Us:

Interstate65Study@mbakerintl.com

- Visit the Virtual Town Hall

Survey Open
Until April 1st



Thank you for participating!

QUESTIONS?



PURPOSE OF THE PROJECT

The purpose of this project is to address the mobility and connectivity issues of access to I-65 from the road network in southern Warren County.

THE PROJECT GOALS INCLUDE:

- 1 Improve connections for all users among and between the local roadway network and the access to I-65.
- 2 Enhance public safety through improved emergency response times.
- 3 Accommodate the ongoing and future planned land use within southern Warren County.
- 4 Support freight movements within southern Warren County.



List of Attendees

This meeting was a virtual public meeting via the Zoom platform. Attendees could view the presentation by signing into the meeting with their names and contact information. The list of Kentucky Transportation Cabinet, Bowling Green – Warren County MPO, Bowling Green – Warren Planning Commission and Michael Baker staff that attended the meeting is included below:

- Steve De Witte, KYTC CO Planning
- Matt Lawson, KYTC
- Wendy Southworth, KYTC
- Matt Caudill, KYTC
- Dana Johnson, KYTC
- Wes Watt, KYTC District 3
- Ben Hunt, KYTC District 3
- Matthew Holder, KYTC District 3
- Zack Jones, Bowling Green-Warren County MPO
- Ben Peterson, City-County Planning & Zoning Commission
- Rachel Hurt, City-County Planning & Zoning Commission
- Quentin Walker, City-County Planning & Zoning Commission
- Joe Plunk, Chief District Engineer, KYTC District 3
- Patty Dunaway, Michael Baker International
- Jeff Moore, Michael Baker International
- Chase Kea, Michael Baker International
- Morgan Ruziecki, Michael Baker International
- Karen Mohammadi, Michael Baker International

A complete list of attendees is the 130 participants who attended the public meeting is included below:

First Name	Last Name	Email	Registration Time	Approval Status	Organization
Lauren	Willoughby	Legraves@gmail.com	3/16/2021 18:26	approved	1
Lilla	Kaelin	Iskaelin@yahoo.com	3/16/2021 18:59	approved	962 6250 9258
Peter	Overmohle	povermohle@aei.cc	3/16/2021 18:39	approved	American Engineers, Inc.
john	danielson	jed678@hotmail.com	3/16/2021 19:27	approved	area resident
James	Sherwin	jamessherwin7@gmail.com	3/16/2021 18:30	approved	Area resident
Zack	Jones	zack.jones@bgky.org	3/16/2021 18:25	approved	BG-WC MPO
John and Erica	Higgins	john_higgins@bluegrass-scs.com	3/16/2021 18:25	approved	Bluegrass Supply Chain Services
PAUL	BROWN	paulgmarianne@bellsouth.net	3/16/2021 15:14	approved	BROWN FARMS

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Seth	Ladd	sethladd@live.com	3/16/2021 18:34	approved	Caliber Contracting LLC	
Keith	Casada	Casada.farms74@gmail.com	3/16/2021 18:17	approved	Casada Farms	
Mark	Chapman	jmark371@gmail.com	3/16/2021 18:22	approved	Chapman Farms	
Emmett	Woods	wqhorses@gmail.com	3/16/2021 19:12	approved	Citizen	
josh	marble	joshmarble@gmail.com	3/16/2021 18:19	approved	Citizen?	
Ben	Peterson	ben.peterson@bgky.org	3/16/2021 18:25	approved	City County Planning Commission	
Greg	Meredith	greg.meredith@bgky.org	3/16/2021 19:09	approved	City of Bowling Green	
Rachel	Hurt	rachel.hurt@bgky.org	3/16/2021 18:22	approved	City-County Planning Commission	
Jerry	Starkey	vpstar@twc.com	3/16/2021 19:09	approved	Citizen	
Mark	Lord	mark.lord@mail.house.gov	3/16/2021 18:32	approved	Congressman Guthrie	
Dennis	Embry	dembry@chandlerrealestateinc.com	3/16/2021 19:15	approved	CRE	
Don	Sergent	donsergent@rocketmail.com	3/16/2021 18:28	approved	Daily News	
Dismon	Stables	Debbie.dismon38@gmail.com	3/16/2021 18:29	approved	Dismon Stables	
John	Downing	Jedowning@bellsouth.net	3/16/2021 18:28	approved	Downing Eye Care	
keith	hoffman	apache720@hotmail.com	3/16/2021 19:23	approved	dswt	
John	Huddleston	huddleston16066@gmail.com	3/16/2021 19:04	approved	Fairvue Farms Resident	
Sid	King	planocwk@aol.com	3/16/2021 18:25	approved	Farmer	
sujit	patnaik	sujit.patnaik@gmail.com	3/16/2021 18:29	approved	fruit	
Mark	Alcott	alcott@harlinparker.com	3/16/2021 18:32	approved	Harlin Parker	
Mark	Press	mgpckp@yahoo.com	3/16/2021 18:27	approved	Holy Trinity Lutheran Church	
whirlaway neighbor		ssharris87@gmail.com	3/16/2021 19:32	approved	Home	
Jennifer	Swiney	jenniferfinch@hotmail.com	3/16/2021 19:26	approved	Home	

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morris		miabmorris@gmail.com	3/16/2021 18:12	approved	Home	
BONNY	MCGANNERY	bonny.mcganney@gmail.com	3/16/2021 18:32	approved	home owner	
Kyle	Drane	dkdrane@aol.com	3/16/2021 18:32	approved	Home Owner	
Fire Tablet		Jenniferpitcock66@gmail.com	3/16/2021 19:29	approved	Home owner	
Darwin	Dahl	Darwin.dahl@wku.edu	3/15/2021 8:50	approved	Home owner	
Dennis	Thomas	cary9@twc.com	3/16/2021 18:32	approved	Home owner	
Courtney	Bernado	courtneyrobyn75@gmail.com	3/16/2021 18:48	approved	home owner	
RaLyn	Franklin	ra70ra@gmail.com	3/16/2021 18:42	approved	Home owner	
Linda	Sanderson	lindasanderson1@yahoo.com	3/16/2021 18:24	approved	Homeowner	
Galaxy A10e		rkricha@att.net	3/16/2021 18:26	approved	Homeowner	
Charles	Fortney	cdfortney2@gmail.com	3/16/2021 18:26	approved	Homeowner	
Joan	Everhatd	joaneverhard@hotmail.com	3/16/2021 18:29	approved	Homeowner	
Lynn	Fotia	lynnfotia@yahoo.com	3/16/2021 17:39	approved	homeowner	
kim		Kim@threespringsvet.com	3/16/2021 18:59	approved	Homeowner	
Ingrid	Cartwright	cartwrighting@gmail.com	3/16/2021 18:30	approved	homeowner	
Robert	Settle	rsettle42104@gmail.com	3/15/2021 8:22	approved	homeowner	
Belinda	Richards	kbsn@att.net	3/16/2021 18:26	approved	homeowner	
Martha	Watson	mjwatson1207@gmail.com	3/16/2021 18:03	approved	Homeowner	
Jessica	Massey	Jessica.massey17@gmail.com	3/16/2021 18:35	approved	Homeowner	
Cynthia	Hughes	HCynthia20@aol.com	3/16/2021 18:30	approved	Homeowner	
9.63E+10		Lswilliams1843@gmail.com	3/16/2021 18:28	approved	I 65 interchange	
Dan	Brown	brownsand@bellsouth.net	3/16/2021 19:01	approved	Individual	
D	Sowders	dsowders@bellsouth.net	3/16/2021 18:45	approved	individual	

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Carolyn	Atkerson	Carolynatkerson@gmail.com	3/16/2021 18:26	approved	interested homeowner	
Steven	Kavanaugh	kavansr@aol.com	3/16/2021 18:39	approved	interested party	
Greg	Morris	gregsmorris@gmail.com	3/16/2021 18:28	approved	Keller Williams	
Aaron	Duncan	abdunc01@gmail.com	3/17/2021 13:04	approved	KYTC	
Matt	Lawson	MATT.LAWSON@KY.GOV	3/16/2021 18:30	approved	KYTC	
Wes	Watt	wes.watt@ky.gov	3/16/2021 18:23	approved	KYTC	
Joe	Plunk	Joseph.plunk@ky.gov	3/16/2021 18:25	approved	Kytc	
Dana	Johnson	dana.johnson@ky.gov	3/16/2021 18:43	approved	KYTC	
Wendy	Southworth	wendy.southworth@ky.gov	3/16/2021 18:26	approved	KYTC	
Matthew	Holder	matthewt.holder@ky.gov	3/16/2021 18:32	approved	KYTC	
Benjamin	Hunt	benjamin.hunt@ky.gov	3/16/2021 18:21	approved	KYTC	
MATTHEW	CAUDILL	caudiz@gmail.com	3/16/2021 18:35	approved	KYTC	
Stephen	De Witte	stephen.dewitte@ky.gov	3/16/2021 18:23	approved	KYTC CO Planning	
David	Downing	david.downing1103@gmail.com	3/16/2021 18:18	approved	land owner	
Craig	Anderson	andersoncraig2@bellsouth.net	3/16/2021 18:18	approved	Land owner	
Bill	Klein	kyff9916@gmail.com	3/16/2021 18:30	approved	Land owner	
Nick	Phelps	nick.phelps@martinmarietta.com	3/16/2021 18:46	approved	Martin Marietta	
Chase	Kea	chase.kea@mbakerintl.com	3/16/2021 18:01	approved	MBI	
Jeff	Moore	jeff.moore@mbakerintl.com	3/16/2021 17:44	approved	MBI	
Morgan	Ruziecki	ruziecki24@gmail.com	3/16/2021 17:07	approved	MBI	
Patty	Dunaway	patty.dunaway@mbakerintl.com	3/16/2021 18:12	approved	Michael Baker International	
Karen	Mohammadi	karen.mohammadi@mbakerintl.com	3/16/2021 18:14	approved	Michael Baker Intl.	
Heather	Stubblefield	heather.stubblefield@wku.edu	3/16/2021 18:26	approved	n/a	

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Paige	Hargett	doughyandco@gmail.com	3/16/2021 19:07	approved	n/a	
Dennis	Meador	d.meador@twc.com	3/16/2021 18:07	approved	na	
Brooke	Carter	Brookevantrease@live.com	3/16/2021 18:57	approved	Na	
Steven	Adams	steven.adams14@gmail.com	3/16/2021 18:35	approved	Neighborhood in Study Area	
Linda	O'Brien	lwobrien@twc.com	3/16/2021 18:10	approved	None	
Shane	Givens	sasa.givens@yahoo.com	3/16/2021 19:10	approved	none	
Larry	Wells	lpwells@outlook.com	3/16/2021 18:10	approved	none	
Lindsey	Martin	lindsey.kmartin@yahoo.com	3/17/2021 19:16	approved	None	
Lisa	Pendley	Lisapendley@hotmail.com	3/16/2021 19:13	approved	None	
Daniel	Roddy	roddydan@yahoo.com	3/16/2021 18:30	approved	None	
Amy	Lawrence	Amy2716@hotmail.com	3/16/2021 19:12	approved	Personal	
Quentin	Walker	quentin.walker@bgky.org	3/16/2021 17:50	approved	Planning Commission	
Kevin	Bailey	kbailey@planovfd.com	3/16/2021 18:16	approved	Plano Fire	
Lydia	Wimpee	ljw@twc.com	3/16/2021 18:23	approved	private	
Peggy	Thompson	peggyk.thompson@twc.com	3/16/2021 18:30	approved	private	
Don	Dobernic	dobernic4924@twc.com	3/16/2021 18:26	approved	residence	
Gregory	Gibbs	ggibbs7170@gmail.com	3/16/2021 18:17	approved	resident	
Brent	Miller	Millerbt25@gmail.com	3/16/2021 18:21	approved	Resident	
Shirley	Smalling	shirley273@twc.com	3/16/2021 18:16	approved	Resident	
Mark	Pendley	markpendley@hotmail.com	3/16/2021 19:27	approved	Resident	
Luke	Griffith	DrLuke@threespringsvet.com	3/16/2021 18:29	approved	Resident	
gary	simpson	gsimpson3621@hotmail.com	3/16/2021 17:39	approved	resident	
Jeremy	Brown	jbrown784@gmail.com	3/16/2021 18:01	approved	Resident	

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Tina	Brown	bbbfarm@bellsouth.net	3/16/2021 19:07	approved	resident	
patti	simpson	pattiburchsimpson@yahoo.com	3/16/2021 19:00	approved	resident	
Bruce	Harper	bwharper56@gmail.com	3/16/2021 18:26	approved	Resident	
Larry	McNabb	smaczz00@gmail.com	3/16/2021 18:30	approved	RESIDENT	
Richard	Wilson	rlw_email@bellsouth.net	3/16/2021 20:08	approved	Resident	
Shelly	Compton	scompton@cricpa.com	3/16/2021 18:28	approved	Resident	
Michael	Koontz	LIGHTHOUSEDEAN@AOL.COM	3/16/2021 18:41	approved	Resident	
Jenifer	Holloman	jenifer.ashbyholdings@outlook.com	3/16/2021 19:15	approved	Resident	
Scott	Tylicki	STylicki@gmail.com	3/16/2021 18:26	approved	Resident	
nellis		amyellis311@gmail.com	3/16/2021 16:28	approved	Resident	
Alan	Coates	arcoates@twc.com	3/16/2021 14:50	approved	Resident	
Charleen	Bochicchio	charleen_b@att.net	3/16/2021 18:15	approved	Retired	
Chris	Proffitt	cproffitt@scottandmurphy.com	3/16/2021 18:20	approved	Scott & Murphy, Inc	
Joseph	Upchurch	josephupchurch@gmail.com	3/16/2021 18:38	approved	Self	
James	Yowell	Jmacyowell@aol.com	3/16/2021 18:35	approved	Self	
B	Sutherland	betsy@xmission.com	3/16/2021 18:33	approved	self	
Rhonda	Bartley	rjoybartley@hotmail.com	3/16/2021 18:29	approved	self	
bobby wayne scott		scottbw@aol.com	3/12/2021 10:31	approved	self	
Chad	McCoy	realmccoy@coldwellbankerbg.com	3/16/2021 18:31	approved	Self	
Jason	Cole	Gallatincarhartt@icloud.com	3/16/2021 17:57	approved	Self Employed as a Horse Back Riding Instructor	
Ray	Smith	ray.smith12@gmail.com	3/16/2021 18:12	approved	Smith Farms	
James	Anthony	bjprussell@twc.com	3/16/2021 18:31	approved	South wind neighbor	

Johnny	Goodwin	johnnybgood@gmail.com	3/15/2021 18:47	approved	Southwind
st		Taubert1933@gmail.com	3/16/2021 18:32	approved	St
Kevin	Hoeft	hoefty832@yahoo.com	3/16/2021 19:27	approved	The Summit
Joel	Ford	ford.joel@ymail.com	3/16/2021 18:20	approved	Virtual Town Hall
Katie	Kuzma	Kkuzma10@gmail.com	3/16/2021 18:53	approved	Warren
Katey	Cook	katey.cook@wbko.com	3/16/2021 18:27	approved	WBKO
Perry	Thessen	PTHESSSEN1@GMAIL.COM	3/16/2021 18:20	approved	Weichert Realtors
Jennifer	Marble	Jennylmarble@gmail.com	3/16/2021 19:17	approved	Wku
Bob	Skipper	bobskipper59@gmail.com	3/16/2021 18:31	approved	Woodburn Fire Dept

Summary of Comments Received During Public Meeting #2

QUESTION & ANSWER SUMMARY FROM THE MARCH 16, 2021 PUBLIC MEETING

Comments and Questions received concerning Project Schedule

Apologies as I was not able to join the meeting in September. Could someone clarify for me, has a decision already been made to build an interchange and the only question is where the interchange will be built? And assuming that that a decision has been made, the only options on the table are three that are being discussed?

Where did this study originate? None of my neighbors have requested a change. I realize this is project that seems to be related to plans from the 1990s. Who has directed this to move forward? Why?

If a proposal is identified, then can residents of that impacted area have input into adjustments to the proposal to lessen the impact to all current and future residents?

As a new homeowner (1 month) in Stuart Farms at the very edge of a proposed bypass (between Stuart Farms and Buchanan Park), I hate to think that the house I just bought is now going to lose value immediately. Why would building be allowed to continue just to possibly be taken in a short time?

When will the decision be made between 240, 242, or carter sims?

When will be the next update?

What is the cost of a project like this?

How will costs be shared?

When do you see construction starting?



This isn't really addressing our concerns! We need more time!

Several folks didn't know about this meeting.

Longer public forum please.

Have open town halls when people can actually attend later. This is not as effective

If this is a long process, then have the town halls later when we can attend.

Web options are great, but this is a major change for the area, our homes, our lives. It's important that we are able to hear each other's views, not just submit comments via email.

These comments were addressed by Joe Plunk, PE, Chief District Engineer, KYTC District 3, Ben Peterson, representing the BG-WC MPO & City-County Planning Commission, and Steve De Witte, KYTC Central Office Planning.

This project is in the initial phase of planning and the exact location of a new interchange and connection improvements is still unknown. The goal of the current study that is ongoing is to determine the feasibility of a possible new interchange with I-65 in Southern Warren County. It is very preliminary and will result in a recommendation of one of the three options or locations: near Carter Sims Road, KY 242 or KY 240. This phase does not include any investigation or mapping of property owners in the study area.

Following the selection of the recommended interchange location, the next phase of the project development and delivery process will be the completion of an environmental document then design and refinement of the alignment of the interchange and connection improvements. In comparison with a recent similar project (the construction of the new interchange and connections at Exit 30 on I-65 north of Bowling Green) the timeframe could be a total of 8 to 12 years for the phases necessary for project completion which include environmental analysis, design, right-of-way acquisition, utility relocation, and construction.

If and when future funding is established for a project, it will include a more localized and comprehensive public involvement effort as part of the design process. The hope is that once we are safely able to meet in-person, then this next public involvement effort will be a combination of in-person and virtual meeting opportunities to gather input on the next phases of the project.

It is important to understand just how early in the process we are. There isn't a dime of future funding identified in the current State Highway Plan at this time for any future work on a potential project that would be the new interchange and its connection improvements, and the earliest opportunity for a new State Highway Plan will be during the 2022 General Assembly. The next phases of project development and delivery will be dependent upon the availability of funding in the upcoming state transportation budgets. The current construction cost estimates of the different interchange locations and their connection improvements range from \$17.9 million to \$30.7 million. The funding sources would be a mix of state and federal dollars.

The three locations being studied were identified through previous public and local government input for decades and actually all three location options are currently included in the Bowling Green-Warren County MPO Long Range Transportation Plan. This feasibility study will present a recommendation that



only one of these interchange option locations will move forward while the other two location options be eliminated from future project considerations. In addition to the three locations, there is a “no build” option that is also being evaluated during this study.

Questions received concerning Right of Way Issues

Will eminent domain be used to obtain right of ways for these projects?

Would residents on Ky 242 be uprooted from their homes should that connection area be chosen?

If no landowners want to sell, then what happens?

How do I find out how much of my property will be taken away from me?

The questions listed above were received in the chat box comments during the public meeting, and these were addressed by Joe Plunk, PE, Chief District Engineer, KYTC District 3.

As stated for the project schedule, this feasibility study is tasked with only selecting the recommended location option for the possible new interchange on I-65 in southern Warren County. The next phases of project development and delivery will be dependent upon the availability of funding in the upcoming state transportation budgets. In comparison with a recent similar project (the construction of the new interchange and connections at Exit 30 on I-65 north of Bowling Green) the timeframe could be a total of 8 to 12 years for the phases necessary for project completion which include environmental analysis, design, right-of-way acquisition, utility relocation, and construction.

During the design phase of the project, plans will be developed that will include the compilation of the right-of-way needed for the successful implementation of the interchange and the connection improvements. Funding would then be needed to complete the right-of-way acquisition for the project. The acquisition process involves the appraisal of the private property that will need to be purchased. The Kentucky Transportation Cabinet enters into a period of negotiation with the private property owners to reach an agreed upon fair market price for purchase and any possible relocations. If the negotiation fails, then the settlement is moved within the courts where eminent domain is considered. Regardless of the outcome, the property is not acquired without compensation to the owners.

Comments and Questions received concerning Environmental Issues

There are 7 large sinkholes (approximately 40 feet in diameter and 35' deep) within 1800' of the proposed 240 interchange. The largest sinkhole is only 232' away. There are also two above ground freshwater streams. I'm extremely concerned about the fresh water being contaminated.

As a person whose house is literally 30 feet from the proposed path of this new highway (in Sutherland Farms), how will drainage and noise issues be managed with a new large highway being run immediately adjacent to a neighborhood?

This would decrease the Farmland. Would that be true?

These comments were addressed by Joe Plunk, PE, Chief District Engineer, KYTC District 3.

In looking at potential alignments of the new interchange and its connection improvements, we are working to avoid as many environmental issues and homes as possible. The corridors displayed within



the maps of the three potential interchange locations and connection improvements are representing a wide area in which the possible alignments could be developed and does not represent final right-of-way of such an alignment. That alignment would be much narrower than area of the planning corridor illustrated in the displays.

As part of the preliminary design phase of the project, which is not currently funded, a more in-depth environmental analysis of the recommended interchange location and its connection improvements will be conducted. Within that analysis, efforts will be recommended to avoid or mitigate the impacts of the project upon the natural and human environment. These efforts could include the inclusion of buffers to address noise to adjacent neighborhoods, limiting impacts upon significant agricultural resources, or drainage engineering methods to protect the surface and underground water quality.

Question received concerning Land Use

Is there a planned industrial park on 240 near 622?

Ben Peterson, Director of City-County Planning Commission, addressed this question. Land Use is a human environmental characteristic that is considered in this study. The land use within the study area is predominantly single family residential and agricultural. This study area includes a majority of the prime farmland available in Warren County. The current Warren County Comprehensive Plan and the lack of sewer utilities within the study area supports that the planned growth in most of the study area will remain single family residential and agricultural, particularly near the potential interchange locations. There are no plans for an industrial park to be located in proximity of KY 622 and KY 240 or the interchange location option on KY 240.

Any changes to current land use at the possible interchange locations and the connecting roadways would be made through the City-County Planning Commission and coordinated with any sewer expansion that would be needed to support commercial and dense residential development.

Within the planning and development of the Cemetery Road (KY 234) widening and interchange project in the early 2000's, access control and a land use overlay district with development design standards were two tools applied to support a desired vision of development and the preservation of community character along the corridor and at the interchange with I-65. Similar tools could be used for a new interchange in southern Warren County on I-65.

Comments and Questions received concerning Emergency Services Response

For emergency situations, have we looked at where the ambulance services that are closest to our locations will respond? For instance, (correct me if I am wrong) the ambulance service that will respond to us is located close to Lost River Elementary. Therefore, they will use Nashville road. All fire departments would use Nashville road or other back roads as well that are close to this study area. This is just a thought that has crossed my mind since, emergency response time has been mentioned several times tonight.

This question was addressed by Joe Plunk and Steve De Witte.

There have been "security/safety" comments in support of a new interchange since this would provide local emergency services better connection to any incident along this 14-mile stretch of interstate and

also a more direct route for ambulance services to southern Warren County which can avoid the congestion within Bowling Green.

In a follow-up virtual meeting held on September 24, 2020 with law enforcement and emergency response officials, the benefits from a new interchange to I-65 for emergency response times for the area especially in addressing crashes on I-65 were discussed and supported. Several additional general comments have involved the concerns with the possible increase in criminal activity (theft, human trafficking, and drug trade) if a new access point was provided for traffic along I-65. A complete response will require research into any available data that can be found on the subject. The concerns about increased criminal activity linked to a new interchange were shared. In response to this issue, both city and county law enforcement officials stated that they did not see any statistical increase in crime because of a new interchange but more of an outcome related to the type of development located near an interchange. Both stated that the retail around an interchange probably does generate more calls for assistance, but not the interchange by itself. As an example, the area around Exit 37 at Oakland does not experience a higher incidence of crime. Concerning the issues of Human and Drug Trafficking, it was shared that the Smiths Grove at Exit 38 has had reports of prostitution & illegal drug sales, but that involved the truck stops which provided the opportunity for such activities. Both law enforcement representatives remarked that if such development occurred at the new interchange in southern Warren County, it would be the controlling factor for possible criminal activity and not the physical interchange itself.

Comment received concerning Project Purpose and Need

Providing transportation cost reductions for local companies is corporate welfare using taxpayer funds.

In general, a benefit of transportation projects is to support economic development, however that was not identified as part of the purpose and need for this project as the land use in the study area does not allow this type of development. The purpose of this project is to address the mobility and connectivity issues of access to I-65 from the road network in southern Warren County.

The project goals include:

- 1) Improve connections for all users among and between the local roadway network and the access to I-65.*
- 2) Enhance public safety through improved emergency response times.*
- 3) Accommodate the ongoing and future planned land use within southern Warren County.*
- 4) Support freight movements within southern Warren County.*

Comments received concerning the NO BUILD Option

I don't see that long stretch between exits as a negative

I don't see that long stretch between exits on 65 as a negative

We know that there is a large gap between Franklin & BG, but why are you aiming to build so close to TWO existing exits. This doesn't seem to be in the interest or need of the community! Most of us really want our area preserved as semi-rural.

This is not the only long stretch w/o exit. bg to franklin i65 no exits.



Why do you need to put an interchange in an agricultural/residential area? I agree that fourteen miles does not seem like much area between exits.

The rural atmosphere is why most of us moved out here

This will cause a lot of traffic close to our homes which most of us do not want this.

Why put an exit at 240 when there is a freight exit so close at Franklin, which is already connected to 31W. This will ruin South Warren County.

This is just not needed out here.

We have 165 to service Russellville rd... and With a trans park north of town..Why don't we widen Nashville Rd all the way south to Franklin bypass and make a better bypass over to I 65 north of Franklin. Therefore, Simpson county can use it as well for their industrial growth. Therefore preserving our residential properties and farmland.

Comments and Questions received concerning the Carter Sims Option

Regarding the Carter sims option, why is the road not straight? The cemetery? If so, why not go south of the cemetery through farmland taking a more direct route and then bypassing Long Road and not creating a curve?

This project is in the initial phase of planning and the exact alignment of a new interchange and connection improvements is still unknown. The goal of the current study that is ongoing is to determine the feasibility of a possible new interchange with I-65 in Southern Warren County. It is very preliminary and will result in a recommendation of one of the three options or locations: near Carter Sims Road, KY 242 or KY 240. The corridors displayed within the maps of the three potential interchange locations and connection improvements are representing a wide area in which the possible alignments could be developed and does not represent final right-of-way of such an alignment. That alignment would be much narrower and straighter than area of the planning corridor illustrated in the displays.

Seems that one of the major goals is to create an interchange closer to the Franklin exit-how does the Carter Sims option help that? How close is the proposed exit to the existing exit 20?

Patty Dunaway provided this response the question.

The purpose of this project is to address the mobility and connectivity issues of access to I-65 from the road network in southern Warren County. The project goals include:

- 1) Improve connections for all users among and between the local roadway network and the access to I-65.*
- 2) Enhance public safety through improved emergency response times.*
- 3) Accommodate the ongoing and future planned land use within southern Warren County.*
- 4) Support freight movements within southern Warren County.*

The distance from Exit 20 at I-165/former Natcher Parkway to the proposed location of a new interchange just south of Carter Sims Road is approximately 2 miles. It could be a little closer, but the

area being evaluated is south of the existing Carter Sims bridge over I-65 in order to avoid as many home/developments as possible and in consideration of farm lines.

Comments received concerning the KY 242 OPTION

My concerns are the same for the 242 proposal. There's already an exit within less than 3 miles at the Natcher.

I like the 242 option however I am concerned about the potential truck traffic increase on the section of 242 from Nashville Road to Russellville Rd. There is already a great deal of Semi traffic on 242. I realize this is not in the scope of this project, but it is a concern to me.

Comments and Questions concerning Truck Traffic

Would tractor-trailer traffic be prevalent?

Existing homes/neighborhoods do NOT want semis going near them!

Not in favor of the semis or the other major traffic that this will cause.

Your study earlier showed that traffic is free flowing on most of the roads. So this must not be for easing congestion.

In response to these comments, all traffic modes such as pedestrians, cyclists, passenger cars, school busses, and large trucks must be taken in consideration in the development of the interchange option and connection improvements. There has been expressed interest in the use of the southernmost locations, especially KY 240, as a connection for freight movement from the northern Simpson County Industrial Park facilities.

Comment and Question received concerning School Traffic Impacts

If there is an exit that terminates on Plano Road right below Plano School, traffic going by that school will be horrendous. During after-school pick up time, traffic backs up out of the school and down Plano Road as of now. I have seen Plano Road blocked until the pick-up line begins to move. This plan would only acerbate this terrible situation.

Have safety issues with the 3 existing schools on 242 been addressed?

In response to these comments, connection improvements are also being reviewed along routes such as KY 242 near the schools and this traffic issue is part of the consideration of the analysis of the different options and the development of the connection improvements to accommodate that school traffic.

Question received concerning Other Projects in the Area

What studies are for ongoing widening efforts for Rt 622 and Rt 31? *Currently there are two funded and scheduled projects in development for the widening of US 31W. One project extends the five-lane typical section from Dillard Road southward to Buchanan Park and the second project is the addition of lanes from Buchanan Park to south of Woodburn. In 2017, the Bowling Green/Warren County Metropolitan Planning Organization (BG/WC MPO) conducted the 2018 Plano Road (KY 622) Corridor Plan and Policy*



Development Study to determine a coordinated plan of transportation improvements and land use policies that will address the impacts of residential and commercial growth in the Plano community. The study recommendations included improvements to support possible interchanges with I-65 at either KY 240 (Richpond Road) or KY 242 (Woodburn Allen Springs Road), and at Elrod Road and I-165 (formerly the Natcher Parkway).

Question received concerning Configuration of Interchange

Is there a possibility to have different entrances one north bound and a different south bound entrance? The consideration of a partial interchange is outside the scope of this study but is something that can be examined further on in a future design phase as part of the federally required Interchange Justification Study. However, the Federal Highway Administration has been shown to be very reluctant to approve partial interchanges outside of extreme and un-avoidable, un-mitigatable conflicts. If a partial interchange is considered, it must be compared to the full interchange and any mitigation for the missing movements will have to be addressed. This may lead to a situation where we are required to make more changes to the local road network and nearby intersections than would be required for a typical full-access interchange. We anticipate more development/more houses to be built which will put more traffic on the existing county roads and are definitely taking all of this information into consideration.

Correspondence through Project E-mail Address: Interstate65Study@mbakerintl.com

Bold font indicates the reply message from the Project Team.

From: Craig Anderson <andersoncraig2@bellsouth.net>
Sent: Wednesday, March 31, 2021 10:35 PM
To: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: EXTERNAL: Questions

If an interchange was recommended for the Hwy 240 location, what type of interchange would it be? Ie...cloverleaf, directional, trumpet or diamond?

If an interchange is placed close to a home and it's value was appraised at \$400,000 before the interchange was put in and then after the interchange is put in, the value of the home drops to \$180,000 due to noise, safety, traffic and lighting concerns associated with an interchange, how will the home owner be reimbursed for their property value loss?

Thank you
Craig Anderson
5035 Woodburn Allen Springs Road
Bowling Green, KY. 42104
Phone: 270-791-5948
Email: andersoncraig2@bellsouth.net



On Apr 2, 2021, at 9:02 AM, Interstate 65 Study <Interstate65Study@mbakerintl.com> wrote:

Thank you for your questions. I can answer the first now, as it is not decided what type of interchange would be used at whichever location is recommended. As funding becomes available, the project would move into the design phase and the interchange type would be decided at that time. I will get with KYTC to ensure I answer your second question correctly, then get back with you as soon as possible.

Patty Dunaway | Office Executive

1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770
patty.dunaway@mbakerintl.com | www.mbakertnl.com f t i in v

Mr. Anderson,

I heard back from KYTC staff concerning your second question.

Where property is required to be purchased for rights of way or easements, KYTC adheres to property acquisition procedures that include before and after values based on appraisals by means of comparable sales and the property's highest and best use based on existing zoning. For example, a residential property would be appraised based on other comparable residential sales in the area. If acquisition is not required of a particular tract, there is no means to compensate an owner based on perceived loss of property value. Interchanges and improved access often result in higher property values of adjacent properties.

Please let me know if you have any additional questions or comments.

Thank you.

Patty Dunaway

Patty Dunaway | Office Executive

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patty.dunaway@mbakerintl.com | www.mbakertnl.com f t i in v

From: Craig Anderson <andersoncraig2@bellsouth.net>

Sent: Friday, April 2, 2021 9:34 AM

To: Interstate 65 Study <Interstate65Study@mbakerintl.com>

Subject: Re: EXTERNAL: Questions

Thank you

Sent from my iPhone

From: James Yowell jmacyowell@aol.com

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Sent: Thursday, March 18, 2021 4:46 PM
To: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: EXTERNAL: A few comments

Observing the growth of Warren County, it is evident that the direction is South and near US 31-W. In fact Bowling Green and Franklin seem to grow closer on a daily basis. At this time, residential growth is trying to jump past Buchanan Park and use more good farm land between the park and KY 240. The west terminus of the studied route should be in this area - North of KY 240 and South of Buchanan Park. The studied route should have partial control of access because this will be a "development " road.

The property owner at KY 240/I-65 has fought this route possibility since it first was mentioned - probably ten years ago, and voiced his opposition at several MPO meetings. Should the route be funded and constructed, it will use some of the best farm land in Warren County but that is the price of progress.

Probably in April or May of this year, the KYTC will receive bids for the widening of US 31-W from Dillard Road to Buchanan Park. The design from the park to the Simpson County line is completed and is a 2 + 1 configuration. Should the studied route reach construction, it will be used extensively by the industrial park occupants North of Franklin.

J. M. "Mac" Yowell

Sent from J.Mac's iPad

On Mar 30, 2021, at 6:59 AM, Interstate 65 Study <Interstate65Study@mbakerintl.com> wrote:

Mac,

I hope you are doing well!

It is good to hear from you and your input is greatly appreciated. Your comments will be shared with the project team and added to the study documentation.

Thanks again!

Patty

Patty Dunaway | Office Executive

Michael Baker International | We Make a Difference

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502-339-5866 | [M] 270-230-7770 patty.dunaway@mbakerintl.com |

<http://www.mbakintl.com/> -----Original Message-----

Thanks, Patty! I enjoyed listening in on the Zoom meeting.



Sent from J.Mac's iPad

-----Original Message-----

From: bill scates <wrscates@gmail.com>
Sent: Tuesday, March 23, 2021 10:46 AM
To: jreecer@bgdailynews.com
Cc: Interstate 65 Study <Interstate65Study@mbakerintl.com>; Karen Scates <kscates@hotmail.com>; Betsy <betsy@xmission.com>
Subject: EXTERNAL: Interstate65 Study in South Warren Co.

I'm writing to express my opposition to the proposed I-65-US31-W connector in South Warren County.

I tried to respond to survey in your article which indicated public response to the proposed plan would be open until September 20th but that survey was closed. Here are reasons I am opposed to the plan:

1. I don't think the connector is needed. There are exits from I-65 to 31-W at Bowling Green and Franklin that are 14 miles apart. No one living in South Warren is more than 7 miles from a ramp to I-65.

I-65 and 31-W are North-South roads that parallel each other.

I live in Woodburn. If I want to travel North I drive 7 miles to the BG on-ramp; going South I drive 7 miles to Franklin on-ramp.

I don't lose any time or travel further than I would with a new connector and that applies to most South Warren residents.

2. Spending money for a new connector is the worst possible use of public funds.

The construction of I-65 'dead-ended' many county roads across the state, disrupting travel through rural communities and lengthening travel from farm to town.

Rather than spending all that money with a 'new disruption', use it to restore some of once vital county road traffic by building overpasses to reconnect them.

3. It's no great secret that interstates can be arteries that facilitate illicit activity allowing criminals quick access and easy getaway.

Bowling Green and Franklin have police departments that may quickly intercept these activities. The communities in South Warren do not.

The markets and one-stops that would ultimately come with a new connector would be easy pickins' for those travelers with criminal intent.

We in Woodburn oppose the new connector wherever it may be planned and look forward to your followups to stay informed.

Thank you,



On 3/23/2021 12:19 PM, Interstate 65 Study wrote:

Mr. Scates,

Thanks so much for your e-mail message concerning the feasibility study for a new interchange on I-65 in southern Warren County.

From your message, it seems that you may have accessed the link to the survey for the first phase of the study which did close on September 20th.

The link to the survey for this phase of the study which includes questions related to the three possible interchange locations is:

www.surveymonkey.com/r/Interstate65Study2

This survey is currently open until April 1, 2021 and we would appreciate your participation.

The comments from your email message will also be part of the community input which will be included in the decision-making for the final recommendations of this study.

Thanks

Thank you, I just now followed your link and completed the survey.

Bill Scates, Woodburn, KY

From: Robert Gustason <robert_gustason@yahoo.com>

Sent: Tuesday, March 16, 2021 9:44 PM

To: Interstate 65 Study <Interstate65Study@mbakerintl.com>

Subject: Re: EXTERNAL: Blevins Farm development and new I-65 interchange

Thank you for the informative conference and discussion. We are considering building a new home in the Blevin Farm development, so the new option near Carter-Sims would effect our choice.

Would you consider another alternative if it meets federal highway requirements for residence and EMS? In other words, having a smaller set of requirements (Not heavy industrial trucks) to meet the needs of residence transportation and EMS service needs might help the communities short term needs.

Example:

If you put in an exit ramp on I-65 South at 242 and an entrance ramp on I-65 North at 240 would these provide enough functional traffic routes? Or, a similar combination that makes more sense based on traffic density?

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Respectfully,
Robert Gustason

Mr. Gustason,

I have had the opportunity to discuss your question with KYTC and the MPO. The consideration of a partial interchange is outside the scope of this study but is something that can be examined further on in a future design phase as part of the federally-required Interchange Justification Study. However, the Federal Highway Administration has been shown to be very reluctant to approve partial interchanges outside of extreme and un-avoidable, un-mitigatable conflicts. If a partial interchange is considered, it must be compared to the full interchange and any mitigation for the missing movements will have to be addressed. This may lead to a situation where we are required to make more changes to the local road network and nearby intersections than would be required for a typical full-access interchange. We anticipate more development/more houses to be built which will put more traffic on the existing county roads and are definitely taking all of this information into consideration.

Thank you again for your comments and questions.

Sincerely,

Patty

Patty Dunaway | Office Executive

1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770

patty.dunaway@mbakerintl.com | www.mbakertnl.com f t i in v

From: David Downing <david.downing1103@gmail.com>
Sent: Wednesday, March 17, 2021 1:04 PM
To: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: EXTERNAL:

During the presentation last night I heard several times about there being no exit from exit 6 to exit 20. Can you tell me how far the proposed Carter Simms exit is from exit 20? Thanks

David

The proposed location would be approximately 12 miles from exit 20.

Thank you for your question.

Patty Dunaway | Office Executive

1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770

patty.dunaway@mbakerintl.com | www.mbakertnl.com

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



From: David Downing <david.downing1103@gmail.com>
Sent: Thursday, March 18, 2021 10:59 AM
To: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: Re: EXTERNAL:

Are you referring to the option on 240? I was wondering about the Carter Simms option from exit 20
Sent from my iPhone

On Mar 18, 2021, at 10:14 AM, Interstate 65 Study <Interstate65Study@mbakerintl.com> wrote:

I apologize, I gave you the answer from the Exit 6 at KY 100/Franklin. The distance from Exit 20 at I-165/former Natcher Parkway to the proposed location of a new interchange just south of Carter Sims Road is approximately 2 miles.

**Patty Dunaway | Office Executive
1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770
patty.dunaway@mbakerintl.com | www.mbakertnl.com**

From: David Downing <david.downing1103@gmail.com>
Sent: Thursday, March 18, 2021 11:16 AM
To: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: Re: EXTERNAL:

Thanks-I did not think it could be that far
Sent from my iPhone

You're welcome. It could be a little closer, but the area being evaluated is south of the existing Carter Sims bridge over I-65 in order to avoid as many home/developments as possible and in consideration of farm lines.

**Patty Dunaway | Office Executive
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patty.dunaway@mbakerintl.com | www.mbakertnl.com**

On Mar 16, 2021, at 10:49 PM, Shaun Jones <shaunjones1985@gmail.com> wrote:

Totally forgot about this but did take the survey. As I stated from a truck drivers perspective via military and civilian and knowing nothing about business but knowing some about logistics. Using 240 in my opinion would be better for transporting materials and even for EMS response times. As we are roughly the halfway point from Bowling Green and Franklin KY.

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



From: Dahl, Darwin <darwin.dahl@wku.edu>

I nor others I have talked to in my neighborhood (The Summit) did not receive any notice of this meeting?? The proposed “connection to the industrial park??” directly affects our otherwise quiet neighborhood. I would assume if all were made aware of this, many more would be voicing their concern

Sent from my iPhone

Thank you for your recent correspondence. The email message below was sent out last week to the 154 contacts that we have obtained from previous meetings and surveys. I apologize that you did not receive it. And, please forward to your friends and neighbors. We hope you will go to the link below and join the public meeting tonight.

Sincerely,
Patty

**Patty Dunaway | Office Executive
1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770
patty.dunaway@mbakerintl.com | www.mbakerintl.com**

From: Dunaway, Patty <Patty.Dunaway@mbakerintl.com>

Sent: Wednesday, March 10, 2021 9:59 AM

To: Interstate 65 Study <Interstate65Study@mbakerintl.com>

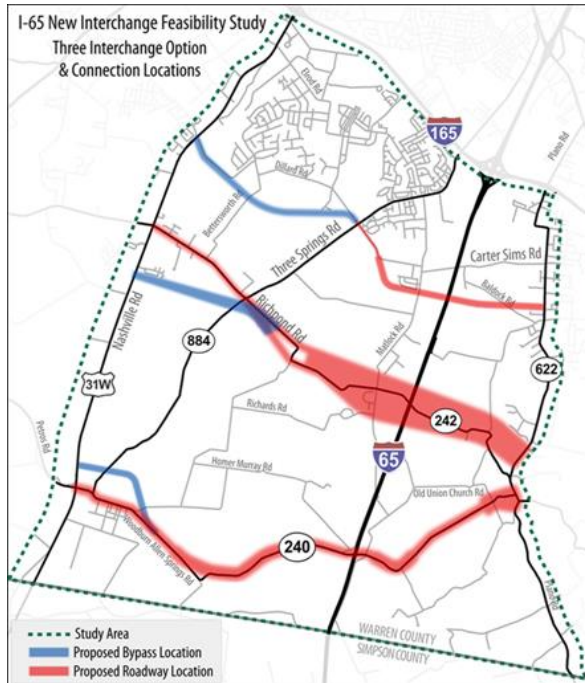
Subject: I-65 New Interchange Feasibility Study info for Second Public Meeting on March 16th

As an interested party and/or participant in the 1st Public Meeting for the I-65 New Interchange Feasibility Study, you are receiving this email to provide update information on the study and guidance on how to access the 2nd Public Meeting set for Tuesday, March 16th. The link below will take you to the website where you can learn more about the ongoing study, as well as access the upcoming public meeting next Tuesday evening, the project survey, and a Virtual Town Hall. We hope you can join us virtually for one of the two presentations next Tuesday, at 5:30 and 6:15 CT. Your input concerning the options and scenarios that will be presented is very important to the project process. If you cannot attend, please take the time to visit the site and take the survey.

<https://interstate65-baker.hub.arcgis.com/>

Also, below is the map showing all of the options and scenarios that are being studied:

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



We look forward to hearing from you!
Sincerely,

Patty Dunaway | Office Executive
1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770
patty.dunaway@mbakerintl.com | www.mbakertnl.com

This e-mail response resulted from a letter that was sent to the Project Team Members

Ms. Watson,
I just wanted to let you know we received the letter from your family trust. It will be included in the project input, along with your email below and all the correspondence received from the public. Thank you again for taking the time to let us know your comments and concerns.
Sincerely,
Patty

Patty Dunaway | Office Executive
1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770
patty.dunaway@mbakerintl.com | www.mbakertnl.com

This e-mail was sent to the Project Mailing List collected from the Phase 1 Public Involvement Activities:

Wed 3/10/2021 8:59 AM
Recipients:

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



gallatincarthartt@icloud.com; lskaelin@yahoo.com; gwilhite@twc.com; lisapendley@hotmail.com; williamsjoyce88@gmail.com; cartwrighting@gmail.com; andersoncraig2@bellsouth.net; chancemartin62@gmail.com; jamessherwin7@gmail.com; midgettehouse@gmail.com; keithdarnell@gmail.com; sbornebg@gmail.com; kingilbert26@comcast.net; chriscoil60@gmail.com; larry.jernigan@comcast.net; midgette1@hotmail.com; ckmidgette@hotmail.com; paxxburk@yahoo.com; cindy@burkconstruction.com; schoolHR2@gmail.com; tammie.stenger@wku.edu; ray.smith12@gmail.com; Lswilliams1843@gmail.com; jmcginnis0221@gmail.com; stephen-rose@twc.com; jeffreydprice460@yahoo.com; debra.harper@wku.edu; acroghan271@gmail.com; pattiburchsimpson@yahoo.com; lindajoyoung@bellsouth.net; jenniferpitcock66@gmail.com; terioliver28@gmail.com; jenniferltucker@me.com; matthew.thompson22@yahoo.com; jamroboli@gmail.com; carlos.jenkins@warren.kyschools.us; mickyst@comcast.net; carrie.huffer@warren.kyschools.us; Ascook1@gmail.com; kavansr@aol.com; wkusyt@gmail.com; mbarnes@simpsoncounty.us; bigticket4567@gmail.com; jlam.8570@gmail.com; tom@loganleads.com; melissanpowell@gmail.com; dbernado@raffertys.com; Todd.elrod@nhkusa.com; Fkaathomas @ icloud.com; matthutcheson87@gmail.com; dalen2@bellsouth.net; mattjstranz@gmail.com; miller4093@bellsouth.net; jtukcats@gmail.com; sjanelb@yahoo.com; macs66chevy@twc.com; ghostlightmater@yahoo.com; marty.king6@gmail.com; chill@tpbi.com; lannyfinley@icloud.com; vickydevore15@gmail.com; jodilinn83@gmail.com; salesdude@hotmail.com; piscemotherof4@hotmail.com; littlekitchens27@gmail.com; joygale18@gmail.com; boweadam@gmail.com; Shaunjones1985@gmail.com; law.de72@yahoo.com; aarong1@qpsisbest.com; wlknjbird@gmail.com; gg_ky@att.net; racenutdawn@yahoo.com; jeffttu@gmail.com; awhite@bgmu.com; tjwilken5@att.net; linda.shehan@ky.gov; dcking5867@gmail.com; tjwilken5@att.net; s.salkic@hotmail.com; rwmam@mindspring.com; jenniferfinch@hotmail.com; travrenf@gmail.com; laurenElizabethwilloughby@gmail.com; fj1200a@bellsouth.net; johnmichaelking@protonmail.com; debjo37@aol.com; ccowan68@yahoo.com; satylicki@icloud.com; Adam.mercer17@gmail.com; proctor.jeffrey@gmail.com; clintwalters85@gmail.com; josh.crews1@gmail.com; kmajors1960@yahoo.com; dale.thompson@pepsico.com; puppypreschool@twc.com; scoffeyjr@att.net; coleles@att.net; jhambng@yahoo.com; jed678@hotmail.com; dominique.gumirakiza@gmail.com; jcmthomas@bellsouth.net; beckyshea628@gmail.com; urmom13@rocketmail.com; klpc@att.net; taddreilly@yahoo.com; tracy_thomas@bellsouth.net; shawhn@hotmail.com; chatcherlashley@att.net; khannisclark@gmail.com; teeitup5@hotmail.com; rlw_email@bellsouth.net; carolynatkerson@gmail.com; renlowjr@gmail.com; aaa1silver@gmail.com; markpendley@hotmail.com; gsimpson3621@hotmail.com; cocacolajohn@att.net; joelmcafee@mac.com; k.mcafee@mac.com; sahend1@bellsouth.net; chasityr101@icloud.com; d.meador@twc.com; lpwells@outlook.com; Skgalat@aol.com; kbailey@planovfd.com; amy2716@hotmail.com; bradcannon90@gmail.com; timothy.renick671@topper.wku.edu; kerilwilliams@gmail.com; ticeedwards@gmail.com; dwschrock@aol.com; Hutch001b@aol.com; albertsongm7@gmail.com; ms2ky@yahoo.com; joshmarble@gmail.com; liz82481@gmail.com; cjcraaddock@icloud.com; stylicki@gmail.com; barry.goley@twc.com; aimeeluis1973@gmail.com; christopher.j.bryce@gsk.com; pennypeach@bellsouth.net; jeff.mcclanahan@gmail.com; huggins@coldwellbanker.com; sahend1@bellsouth.net; taylorky@hotmail.com; jessica.dorris@wku.edu; dietmar@kuttelwascher.net; mcclure.exfed@gmail.com; keelynnarnold@yahoo.com; metienne@empower-electric.com; lanschultz2014@yahoo.com; amandabreakfield10@gmail.com; rodney.goodman@gmail.com; anapier@bascky.com; roncum@aol.com

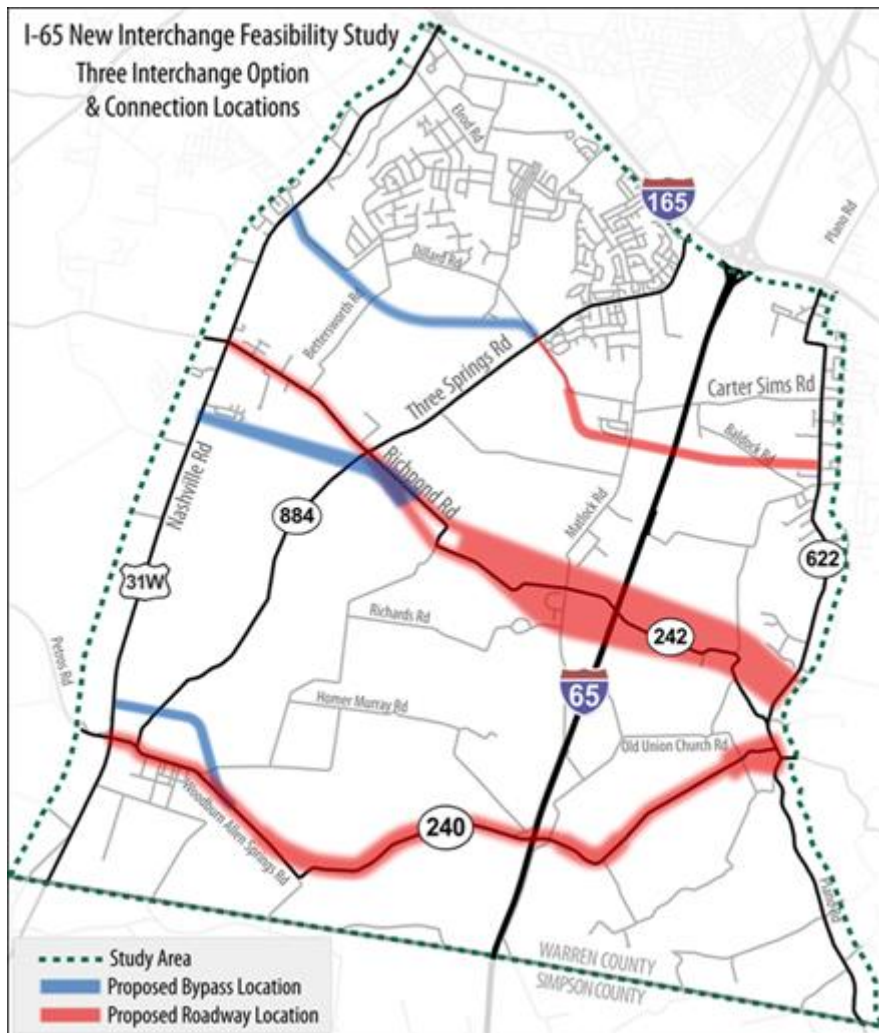
I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



As an interested party and/or participant in the 1st Public Meeting for the I-65 New Interchange Feasibility Study, you are receiving this email to provide update information on the study and guidance on how to access the 2nd Public Meeting set for Tuesday, March 16th. The link below will take you to the website where you can learn more about the ongoing study, as well as access the upcoming public meeting next Tuesday evening, the project survey, and a Virtual Town Hall. We hope you can join us virtually for one of the two presentations next Tuesday, at 5:30 and 6:15 CT. Your input concerning the options and scenarios that will be presented is very important to the project process. If you cannot attend, please take the time to visit the site and take the survey.

<https://interstate65-baker.hub.arcgis.com/>

Also, below is the map showing all of the options and scenarios that are being studied:



We look forward to hearing from you!



Sincerely,

Patty Dunaway | Office Executive

1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770

patty.dunaway@mbakerintl.com | www.mbakertnl.com     

From: BOBBY SCOTT <scottbw@aol.com>

Sent: Friday, March 12, 2021 10:51 AM

To: Interstate 65 Study <Interstate65Study@mbakerintl.com>

Subject: EXTERNAL: Exit proposals

What are the contemplated route proposals

Bobby Scott Southwind Dr. Neighborhood

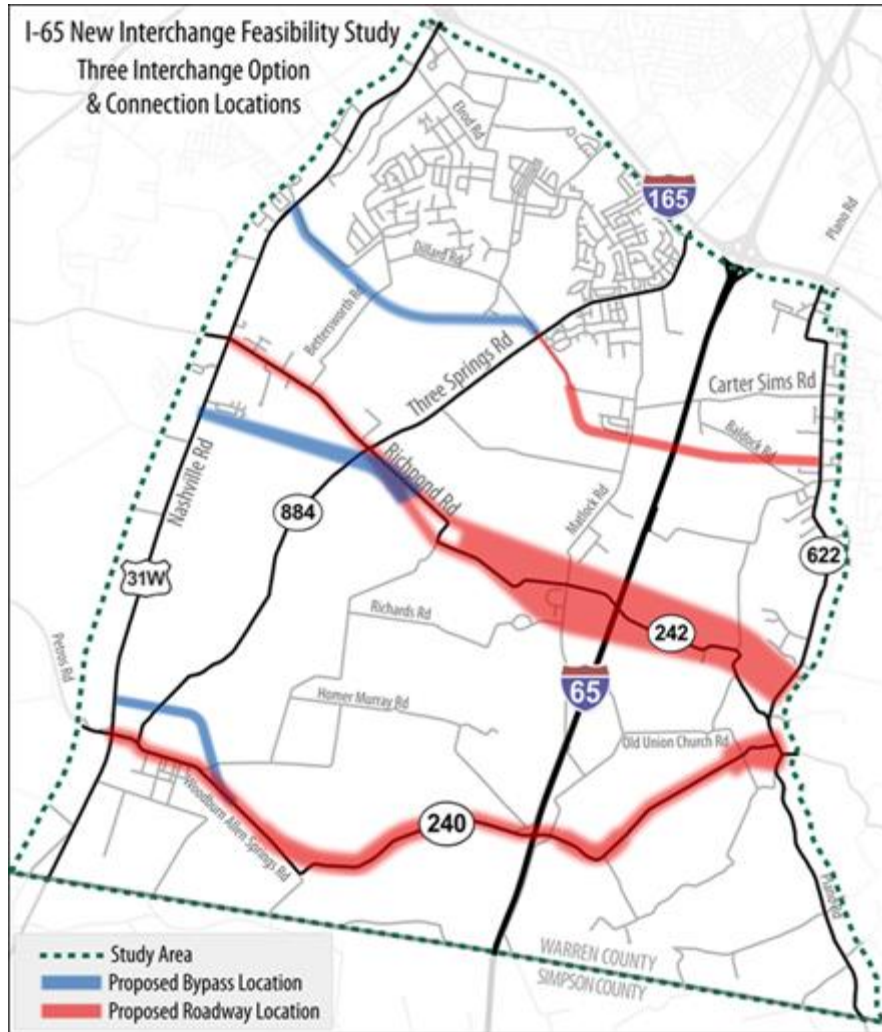
Mr. Scott,

Thank you for your correspondence. The link below will take you to the website where you can learn more about the ongoing study, as well as access the upcoming public meeting next Tuesday evening, the project survey, and a Virtual Town Hall. We hope you can join us virtually for one of the two presentations next Tuesday, at 5:30 and 6:15 CT. Your input concerning the options and scenarios that will be presented is very important to the project process. If you cannot attend, please take the time to visit the site and take the survey.

<https://interstate65-baker.hub.arcgis.com/>

Also, below is the map showing all of the options and scenarios that are being studied:

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Please let me know if you have any additional questions.
Sincerely,
Patty

Patty Dunaway | Office Executive
1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770
patty.dunaway@mbakerintl.com | www.mbakerintl.com

From: Stenger-Ramsey, Tammie <tammie.stenger@wku.edu>
Sent: Wednesday, March 10, 2021 11:59 AM
To: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: EXTERNAL: I-65 Interchange Study Public Feedback

Thank you for taking the time to give us your feedback. Please leave us your name and feedback below.



Tammie Stenger-Ramsey

Part of the scoring system doesn't make sense. I'm assuming that a higher score is better. If so, the cost of construction is reverse coded. No construction means zero cost which should result in a score of 15/15. The Carter Sims interchange has the highest construction cost, so it should have a score of about 1.5/15 instead of 13.5/15.

While construction of any of the three options would be beneficial to the area (sort of) – I cannot understand why improvements to Matlock Rd are not considered in these plans. Many residents in the area already use and will continue to use Matlock Rd for their daily commute. The road isn't wide enough for regular paint markings (double yellow lines in the center and white shoulder lines). If the interchange is built at 242 or 240 – the number of people traveling along Matlock will continue to increase, especially as the new subdivisions currently under constructions build more houses and people begin moving into them.

Tammie,

Thank you for your correspondence. We had received a similar question about the scoring related to cost. I apologize that our boards do not do a good job of explaining, but the scoring considers the Benefit-to-Cost rather than just the Cost alone in the calculation. That is way the \$0 cost for the no-build results in 0 points, as it also does not improve any current conditions. I suspect we may have more questions about that and will be prepared to answer accordingly.

Concerning your recommendation for improvements to Matlock Road, we will definitely be noting yours and the other comments we have received within our final report. Following the public meeting, we will be compiling all input and then making a final recommendation to KYTC and the MPO for their use in seeking funding for the next steps of the new interchange project. I am sure Matlock Road will be consider heavily in whichever recommendation option is moved forward.

Thank you again for you input!

Patty

Patty Dunaway | Office Executive

**1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770
patty.dunaway@mbakerintl.com | www.mbakerintl.com**

From: Scott Tylicki <stylicki@HeathCoLLC.Com>

Sent: Wednesday, March 10, 2021 11:43 AM

To: Interstate 65 Study <Interstate65Study@mbakerintl.com>

Subject: EXTERNAL: I-65 Interchange Study Public Feedback

Pedestrian safety is a critical concern for all of the options. There is a lot of people that walk, run, & bike on HWY240, HWY242, and Matlock road. Please let us know if any of these improvements will include the addition of sidewalks in these specific areas. If sidewalks are not include, then it is highly recommended to add sidewalks for pedestrian safety.

Thank you, Scott Tylicki – 5500 Woodburn Allen Springs Road

Thank you for your correspondence. Concerning your recommendation for pedestrian improvements, we will definitely be noting yours and the other comments we have received within our final report. Following the public meeting, we will be compiling all input and then making a final recommendation to KYTC and the MPO for their use in seeking funding for the next steps of the new interchange project. I am sure sidewalks and/or multi-use paths will be consider in whichever recommendation option is moved forward.

Thank you again for you input!
Patty

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1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770
patty.dunaway@mbakerintl.com | www.mbakerintl.com

From: Lisa Pendley <lisapendley@hotmail.com>
Sent: Tuesday, March 9, 2021 4:12 PM
To: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: Re: EXTERNAL: Carter Sims option

How many lanes do you expect this highway to be?

Per the map on your website, the Carter Sims offramp isn't really even on Carter Sims. It is further south and crosses Baldock. Is that map a true representation of the proposed location?

Sent from my iPhone

Lisa,
Looking at two lanes, either for new construction or widening existing routes. The areas shown on the map are just general areas. If/When funding is available for the next phase of the project, the design tasks would further refine where the new roadway or widening roadway would truly be located.
I hope this answers your question.
Thank you!
Patty

Patty Dunaway | Office Executive
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1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 [O] 502-339-5866 | [M] 270-230-7770
patty.dunaway@mbakerintl.com | www.mbakerintl.com -----Original Message-----

Jackson Hurst ghostlightmater@yahoo.com

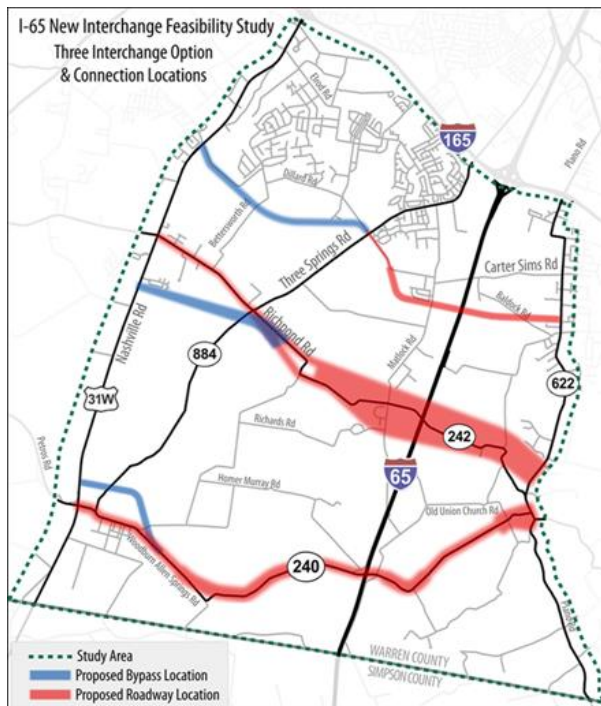
I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Following up on your email request for updates about the study, the following link will take you to the website where you can learn more about the ongoing evaluation of a possible new interchange on I-65 in Southern Warren County. You can access the upcoming public meeting next Tuesday evening, the project survey, and the Virtual Town Hall.

<https://interstate65-baker.hub.arcgis.com/>

Also, the map showing all of the options and scenarios that are being studied is the following:



Please let me know if you have any additional questions.

Thank you!

Patty

Patty Dunaway | Office Executive

1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770

patty.dunaway@mbakerintl.com | www.mbakerial.com

-----Original Message-----

From: Karen Watson <mail@kgwatson.com>

Sent: Tuesday, March 9, 2021 2:32 PM

To: Interstate 65 Study <Interstate65Study@mbakerintl.com>

Subject: EXTERNAL: interstate 65 study

Would you please provide the names of the property owners who are directly impacted by the three proposals. Also, a detailed map which indicates the property and owners.

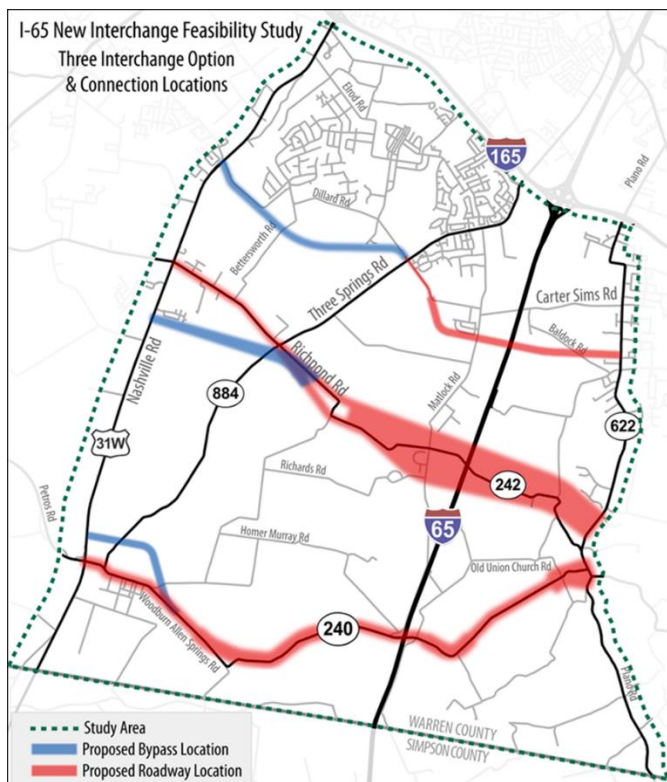
I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Thank you.
KG Watson

Ms. Watson,

Thank you for your email. The goal current study that is ongoing is to determine the feasibility of a possible new interchange with I-65 in Southern Warren County. It is very preliminary and will result in a recommendation of one of the three options or locations; near Carter Sims Road, KY 242 or KY 240. This phase does not include any investigation or mapping of property owners in the study area. The only mapping that has been completed is the following showing the locations of three options and scenarios:



I am sorry I could not provide the information you are requesting at this time.

Please let me know if you have any additional questions.

Thank you and we hope you will join the public meeting on Tuesday, March 16th that can be accessed at the following site:

<https://interstate65-baker.hub.arcgis.com/>

Sincerely,
Patty Dunaway

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Patty Dunaway | Office Executive

1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770

patty.dunaway@mbakerintl.com | www.mbakintl.com f t i in v

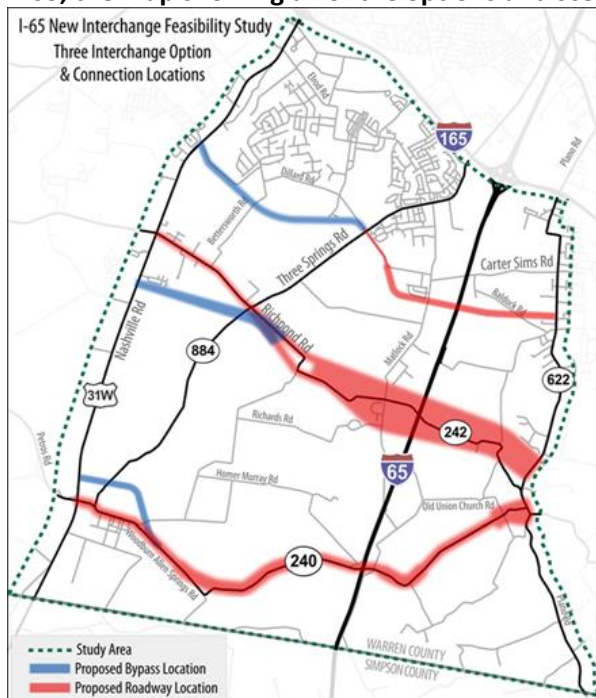
This e-mail was sent resulting from a phone conversation with Project Manager:

Mr. and Mrs. Williams,

As mentioned during our call yesterday the following link will take you to the website where you can access the upcoming public meeting next Tuesday, the survey, and the Virtual Town Hall.

<https://interstate65-baker.hub.arcgis.com/>

Also, the map showing all of the options and scenarios that are being studied is the following:



Please let me know if you have any additional questions.

Thank you!

Patty

Patty Dunaway | Office Executive

1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770

patty.dunaway@mbakerintl.com | www.mbakintl.com

From: Robert Gustason <robert_gustason@yahoo.com>

Sent: Monday, March 8, 2021 9:20 PM

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



To: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: EXTERNAL: Blevins Farm development and new I-65 interchange

Hi,

We are considering building a house in Blevins Farm. The proposed I-65 interchange would effect traffic through the area especially Matlock Road.

Can you send us any new information on the I-65 interchange?

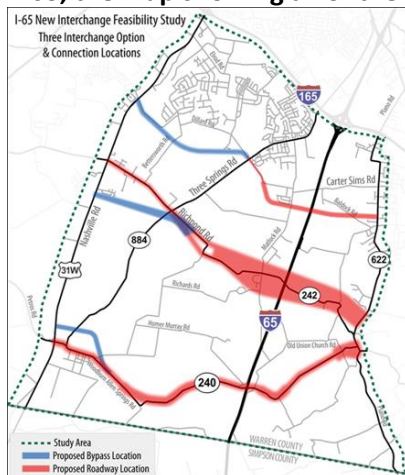
Thank you,

Robert Gustason
Sent from Yahoo Mail on Android

Mr. Gustason,
Thank you for your recent email. The following link will take you to the website where you can learn more about the ongoing study for a possible new interchange on I-65 in Southern Warren County. You can access the upcoming public meeting next Tuesday evening, the project survey, and the Virtual Town Hall.

<https://interstate65-baker.hub.arcgis.com/>

Also, the map showing all of the options and scenarios that are being studied is the following:



Please let me know if you have any additional questions.

Thank you!

Patty

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patty.dunaway@mbakerintl.com | www.mbakerial.com

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



From: PAUL BROWN <paulgmarianne@bellsouth.net>
Sent: Sunday, March 7, 2021 5:20 PM
To: Dunaway, Patty <Patty.Dunaway@mbakerintl.com>
Subject: EXTERNAL: Zoom Meeting Tues March 16

Dear Mrs Dunaway please add me to the zoom meeting speakers on Tuesday afternoon at 5.30
paulgmarianne@bellsouth.net
Thanks Paul Brown land owner on Matlock Rd

Sent from Mail for Windows 10

From: Dunaway, Patty <Patty.Dunaway@mbakerintl.com>
Sent: Monday, March 8, 2021 8:05 AM
To: PAUL BROWN <paulgmarianne@bellsouth.net>
Cc: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: RE: EXTERNAL: Zoom Meeting Tues March 16

Mr. Brown,
Thank you for your interest in the upcoming public meeting for the I-65 New Interchange Feasibility Study. The link to access the Zoom Meeting on March 16th is given below. During this virtual meeting, we will be presenting an update of study tasks, gathering information through interactive polling questions, and will provide direction on how input from the public will be gathered. Participants will have the ability to submit questions and comments in the Chat Feature of the meeting, and the presenters will review and answer those questions at the end of the presentation. We are always glad to receive you comments and questions on the study. You can email them to our project email at Interstate65Study@mbakerintl.com or to me directly and we will respond as soon as possible.

Thank you again for your interest and we look forward to receiving your input.

Sincerely,
Patty

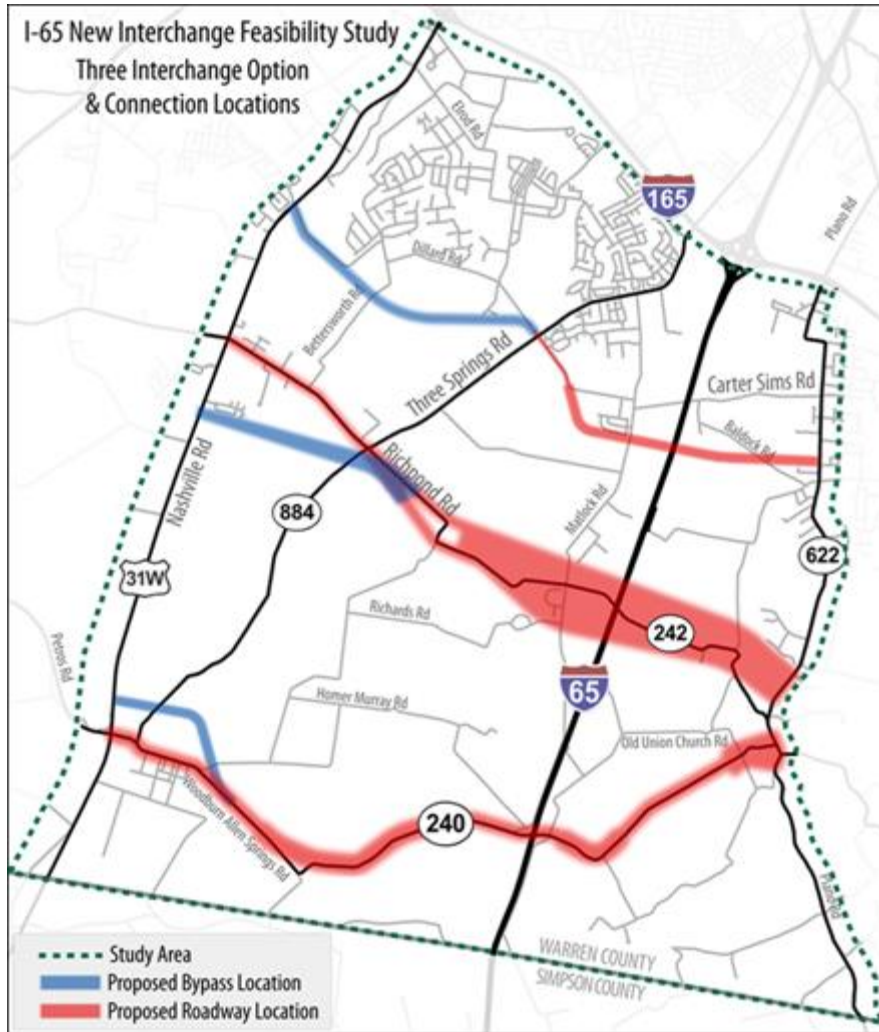
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patty.dunaway@mbakerintl.com | www.mbakerial.com

Mr. Brown,
As mentioned during our call yesterday the following link will take you to the website where you can access the upcoming public meeting next Tuesday, the survey, and the Virtual Town Hall.

<https://interstate65-baker.hub.arcgis.com/>

Also, the map showing all of the options and scenarios that are being studied is the following:

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Please let me know if you have any additional questions.

Thank you!

Patty

Patty Dunaway | Office Executive

1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 | [O] 502-339-5866 | [M] 270-230-7770

patty.dunaway@mbakerintl.com | www.mbakertnl.com

From: lswilliams1843@gmail.com <lswilliams1843@gmail.com>

Sent: Friday, February 26, 2021 6:35 PM

To: Interstate 65 Study <Interstate65Study@mbakerintl.com>

Subject: EXTERNAL: Zoom meeting March 16th.

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Please add us to the updates/notification on these meeting. Our email address
Lswilliams1843@gmail.com Larry and Sarah Williams thanks

Sent from my iPhone

Mr. and Mrs. Williams,

Yes, we will add you to the contact list and provide updates. The public meeting information and link for the March 16th meeting will be send out the week of March 8th. Please be on the lookout for it and we look forward to your input.

Thank you for contacting us!

Patty

Patty Dunaway | Office Executive

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1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 [O] 502-339-5866 | [M] 270-230-7770
patty.dunaway@mbakerintl.com | www.mbakerintl.com -----Original Message-----

From: Michelle Mills-Smith <nolenmichelle@bellsouth.net>
Sent: Friday, February 26, 2021 5:31 PM
To: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: EXTERNAL: Add email

Hi,

Could you please add my email address to communications regarding your interstate study.
nolenmichelle@bellsouth.net.

Thank you,
Michelle Mills-Smith

Michelle,

Yes, we will add you to the contact list and provide updates. The public meeting information and link for the March 16th meeting will be send out the week of March 8th. Please be on the lookout for it and we look forward to your input.

Thank you for contacting us!

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Patty

Patty Dunaway | Office Executive

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patty.dunaway@mbakerintl.com | www.mbakintl.com -----Original Message-----

From: David Downing <david.downing1103@gmail.com>
Sent: Friday, February 26, 2021 4:04 PM
To: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: EXTERNAL: I 65 interchange study

Could you please add me to your contact list and send me updates on the possible interchange from I65 to Carter Sims road? Also will you send the link to the zoom meeting that will be held on March 16th?

Thank you
David Downing

Sent from my iPhone

Mr. Downing,

Yes, we will add you to the contact list and provide updates. The public meeting information and link for the March 16th meeting will be send out the week of March 8th. Please be on the lookout for it and we look forward to your input.

Thank you for contacting us!

Patty

Patty Dunaway | Office Executive

Michael Baker International | We Make a Difference

1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 [O] 502-339-5866 | [M] 270-230-7770
patty.dunaway@mbakerintl.com | www.mbakintl.com -----Original Message-----

From: Lisa Pendley <lisapendley@hotmail.com>
Sent: Friday, February 26, 2021 12:35 PM
To: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: Re: EXTERNAL: Carter Sims option

Have you narrowed down the options? Can you provide any information?

You will email me a link to the Zoom meeting?

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Will you have room for more participants this time? Last time there was only room for 100 and many people I know were unable to access the meeting.

Sent from my iPhone

Lisa,

We have studied the 3 options and further developed scenarios for each which were all evaluated and scored based on technical data. At the March 16th Zoom Public meeting, we will be presenting these scenarios and asking for public input to include in the final considerations before making a recommendation for interchange location option. Yes, we will email you the Zoom link, and we have the capability to allow 300 participants in the format we will be using.

I will forward more information the week of March 8th.

Thank you for your interest and look forward to getting your input!

Patty

Patty Dunaway | Office Executive
Michael Baker International | We Make a Difference
1650 Lyndon Farm Court, Suite 101 | Louisville, KY 40223 [O] 502-339-5866 | [M] 270-230-7770
patty.dunaway@mbakerintl.com | www.mbakerial.com -----Original Message-----

From: Lisa Pendley <lisapendley@hotmail.com>
Sent: Tuesday, February 23, 2021 1:16 PM
To: Interstate 65 Study <Interstate65Study@mbakerintl.com>
Subject: Re: EXTERNAL: Carter Sims option

Are there any updates regarding this study?
Sent from my iPhone

Thank you for reaching out. We are wrapping up the second phase of the study and have the second public meeting scheduled for Tuesday, March 16th from 5:30-7:00 CT, with presentations at 5:30 and 6:15. We hope you can join and provide input on the options and scenarios that will be presented a new possible interchange and connection improvements. More information will sent the week of March 8th with the link to the Zoom meeting.

Thank you again!

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patty.dunaway@mbakerintl.com | www.mbakerial.com -----Original Message-----

I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Post Meeting Information

Project Website

I-65 Interchange Feasibility Study

I-65 Interchange Feasibility Study

Your input is needed concerning a future interchange with I-65 in Southern Warren County!

WHAT ARE WE DOING?

The goal of this planning study is to identify the most feasible improvements to the transportation network that enhance access to I-65 in southern Warren County. To achieve this goal, the project team will work collaboratively with the public, stakeholders, and community leaders to achieve the following:

- Identify improvements to address connectivity of southern Warren County with I-65.
- Identify improvements to increase the safety and mobility for all users.
- Quantify the benefits and costs of a new connection to I-65.
- Prioritize the possible improvements and provide recommendations.

Study Area with Potential Interchange Locations

I-65 Interchange Feasibility Study

I-65 New Interchange Feasibility Study Story Map

Scroll down in the interactive Story Map and make use of the map functions, like zooming in/out and learning more about map layers by clicking on them. Use the Navigation Bar at the top of the screen to navigate to each of the topics.

[Explore Story Map](#)

ADDITIONAL PROJECT MATERIALS

[Fact Sheet](#)

[Postcard](#)

[Public Meeting #1 Video](#)

If you require additional information or special assistance, please contact:

✉ Interstate65Study@mbakerintl.com

☎ KYTC District 3: (270) 746-7898

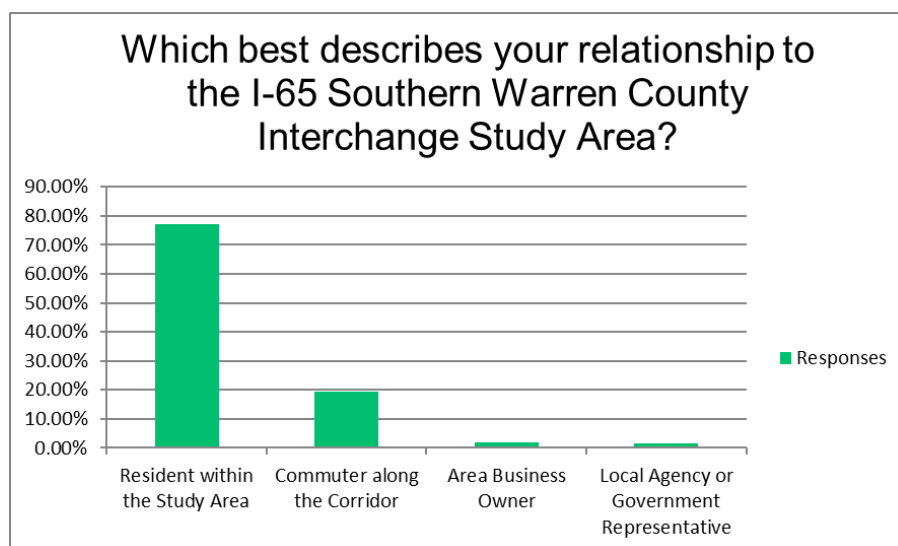


Survey Summary

From March 9, 2020 to April 1, 2020, the survey was open to the stakeholders then to the general public with a strong push after Public Meeting #1 was held on the evening of March 16th. A total of 717 people responded to the Survey #2 for this phase of the planning study.

Survey #2 included 26 questions that solicited input on the general transportation, environmental, and land use issues within the study area and the three possible interchange locations and connection improvements, the general demographics of the participants, and the community engagement process. The following paragraphs summarize the answer to each of the questions asked in the survey.

Question 1 asked the participant: Which best describes your relationship to the I-65 Southern Warren County Interchange Study Area?



Of the total of 717 survey participants, 716 responded to this question with the greatest percentage (77.09%) indicating that they were residents within the study area. The next greatest percentage (19.41%) indicated that they were commuters along the corridor while only 1.96 % indicated that they were area business owners which reflects the low commercial development within the study area.

The survey was constructed so that the participants were questioned according to each of the interchange location options (KY 240, KY 242, and Carte Sims Road). Questions 2, 8, and 14 involved the potential frequency of personal use of the possible location option. Questions 3, 9, and 15 asked the participant to rank the importance of the possible connector proposed for each interchange option. Questions 4, 10, and 16 asked the participants to rank the potential safety of the interchange options and associated connection improvements. Questions 5, 11, and 17 requested from the participants their opinion on how the interchange options and associated connection improvements would improve emergency response times to I-65 and the study area. Finally, questions 6, 12, and 18 polled the survey participants on the potential environmental impacts of each of the interchange location options and associated connection improvements.

For the purpose of this analysis, this input has been grouped according to the question topic and include the responses regarding each of the interchange location options.

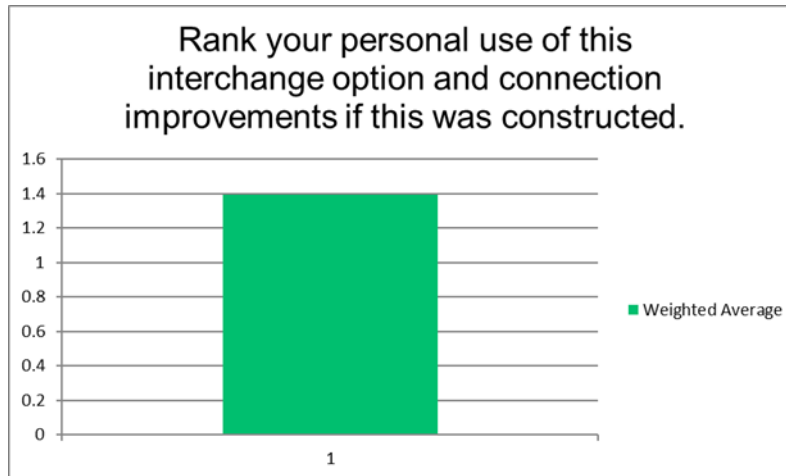
I-65 NEW INTERCHANGE FEASIBILITY STUDY WARREN COUNTY



Questions 2, 8, 14: Rank your personal use of this interchange option and connection improvements if this was constructed. 0 = Would not use; 1 = Use once a week; 2 = About 2 to 3 times per week; 3 = Use once or twice daily; 4 = Use multiple times per day

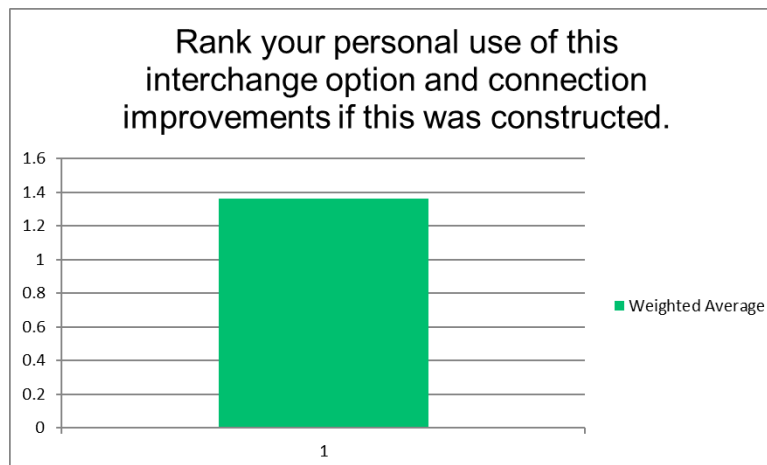
KY 240

Score = 1.39

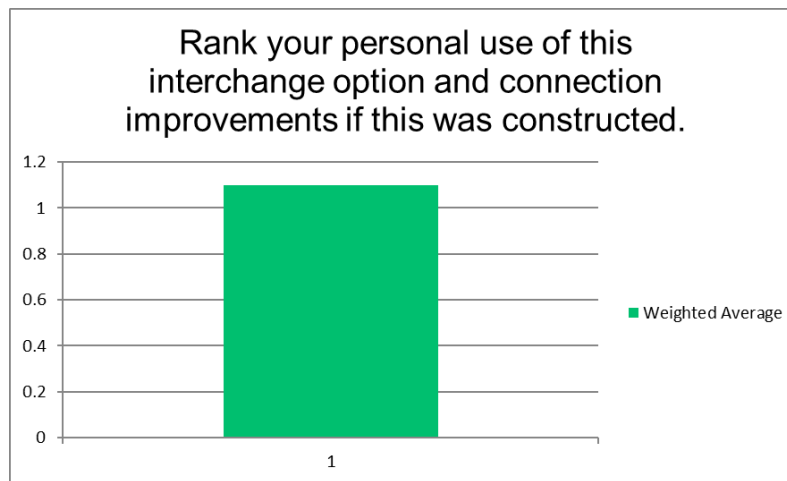


KY 242

Score= 1.36



Carter Sims Rd
Score= 1.1



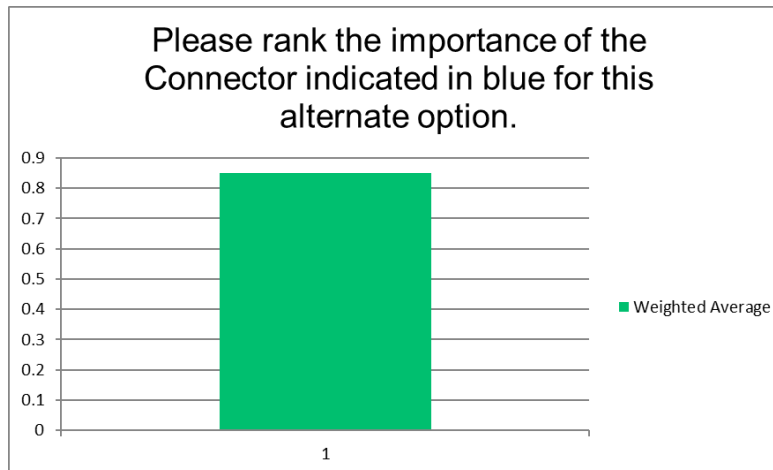
KY 240: 36 responses indicating they would use this option out of the 66 total comments; 8 responses indicating this option was “too far south”; 4 comments regarding “impacts to or taking of their home”; Comments also included support for Elrod Road Interchange & improvement of existing roadways.

KY 242: 19 responses indicating they would use this option out of the 29 total comments; These comments reflected a greater level of use, especially regarding neighborhoods and schools.

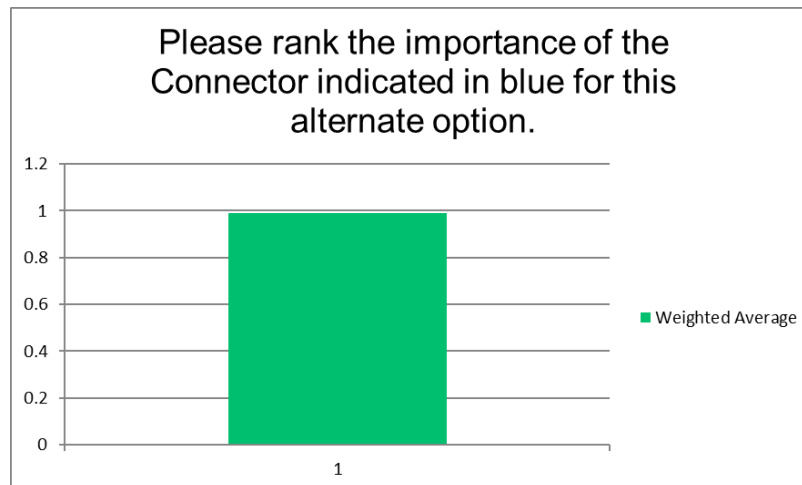
CARTER SIMS: 9 responses indicating they would use this option out of the 24 total comments; These comments were not as enthusiastic as KY 242 & KY 240; Negative comments can be best expressed: “this option makes no sense considering existing infrastructure and close proximity”

Questions 3, 9, 15: Please rank the importance of the Connector indicated in the blue for this alternate option. 0 = Not necessary at all; 1 = Important, but not essential; 2 = Essential

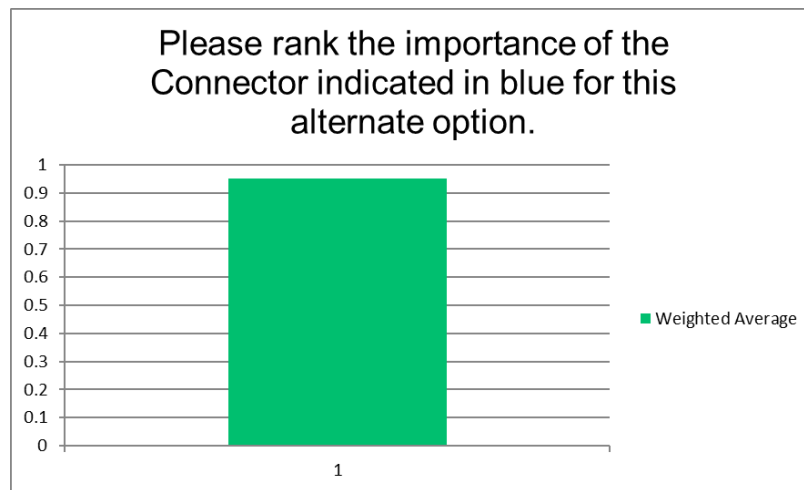
KY 240
0.85 Weighted Average



KY 242
0.99 Weighted Average



**CARTER SIMS ROAD
0.95 Weighted Average**



KY 240 (48 comments): Supporting “avoiding Woodburn town center” and a “railroad overpass”; Concerned about the junction/disjunction of KY 240 West and the KY 240 Connector

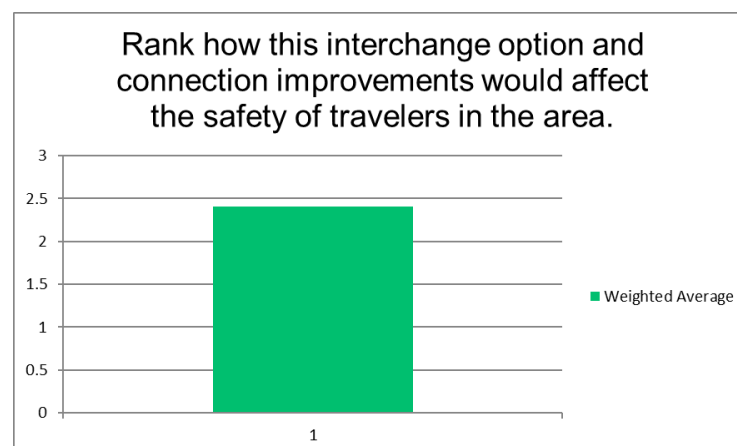
KY 242 (28 comments): 17 comments supported the construction of the KY 242 Connector to avoid Schools and railroad crossing

CARTER SIMS (31 Comments): Only 6 comments supported the connector as “essential”; about that many warned about the disruption to homes/farmland

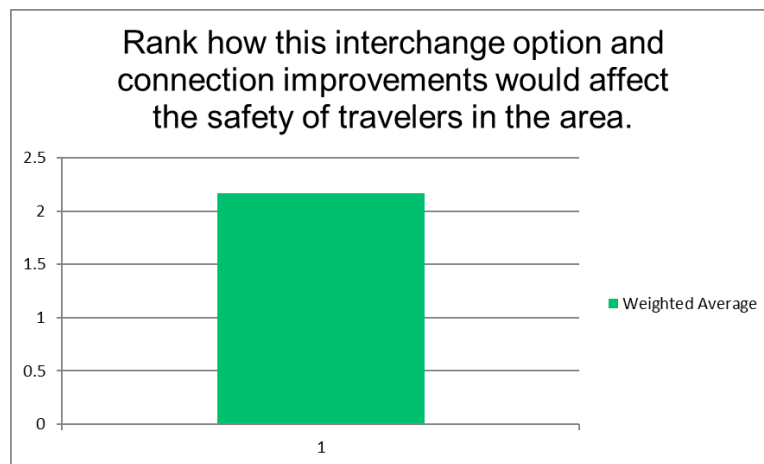
Even though this question was focused upon the connector, the major theme of the comments (specifically 13) repeated “too close to existing interchanges and closer connections”.

Questions 4, 10, 16: Rank how this interchange option and connection improvements would affect the safety of travelers in the area. 0 = Affect Safety negatively; 1; 2 = Would not affect safety; 3; 4 = Would improve safety greatly

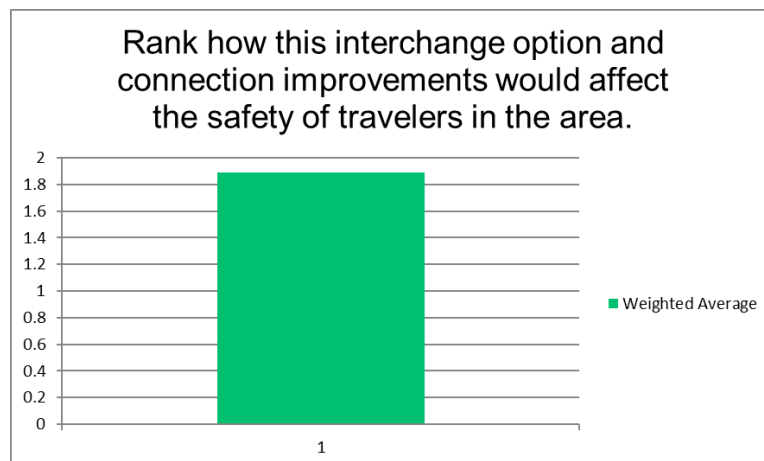
**KY 240
2.41 Weighted Average**



KY 242
2.17 Weighted Average



CARTER SIMS ROAD
1.89 Weighted Average



KY 240 (55 Comments): 17 comments indicated concern of increased traffic on KY 240 and Matlock Road (2 comments) which do not currently experience much traffic, especially trucks; 2 comments added that increase in traffic would decrease the safety of the pedestrians and bikes currently on KY 240; 7 comments that the improvements and the interchange would increase speeds along the road. ;9 comments supported the improvements to the roadway which could increase its safety (elimination of curves, widening, etc.); One comment indicated that the area had adequate coverage of fire and police protection; Two comments indicated concerns with the existing R/R crossing in Woodburn.

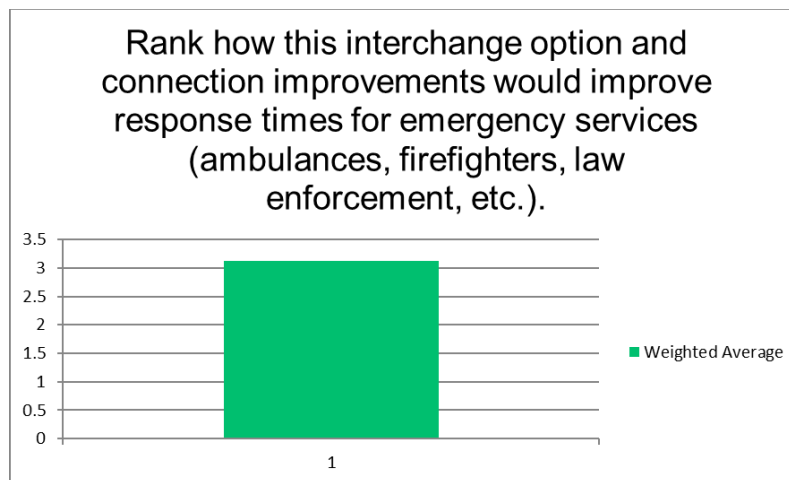
KY 242 (36 Comments): 10 comments indicated concern of increased traffic on KY 242, which they noted is narrower and winding than KY 240; 12 comments voiced the concern of the mix of existing school traffic with increase traffic from an interchange, especially from trucks; One comment voiced the concern of that

traffic conflict with existing bike use along KY 242; Two comments that the improvements and the interchange would increase speeds along the road

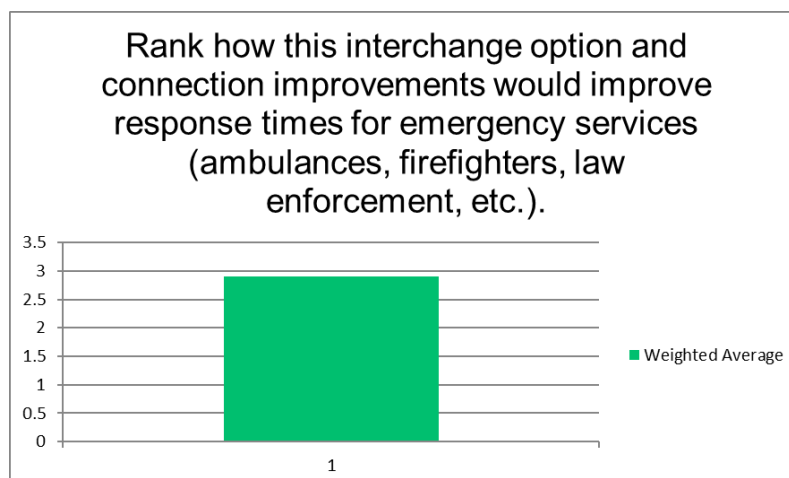
CARTER SIMS (32 Comments): 7 comments expressed concern with the narrow and winding nature of the existing roads in the vicinity, especially KY 884, Neil Howell Rd, and Matlock Road; 18 comments expressed concerns about the traffic increase on the network in the area (KY 884, Neil Howell Rd, Matlock Rd, and KY 622); Two comments voiced concerns about an increase in speeds if the roads were improved and opened to interstate traffic.

Questions 5, 11, and 17: Rank how this interchange option and connection improvements would improve response times for emergency services (ambulances, firefighters, law enforcement, etc.).
0 = Would negatively affect response times; 1; 2 = Would not affect response times; 3; 4 = Would greatly improve response times

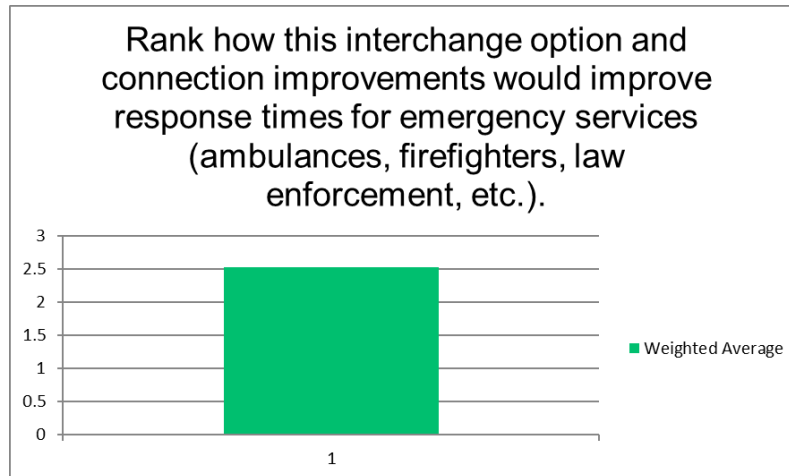
KY 240
3.12 Weighted Average



KY 242
2.9 Weighted Average



CARTER SIMS ROAD
2.53 Weighted Average



KY 240 (45 comments): 20 comments indicated that this location would be the best to improve emergency response times to I-65 and southern Warren County.

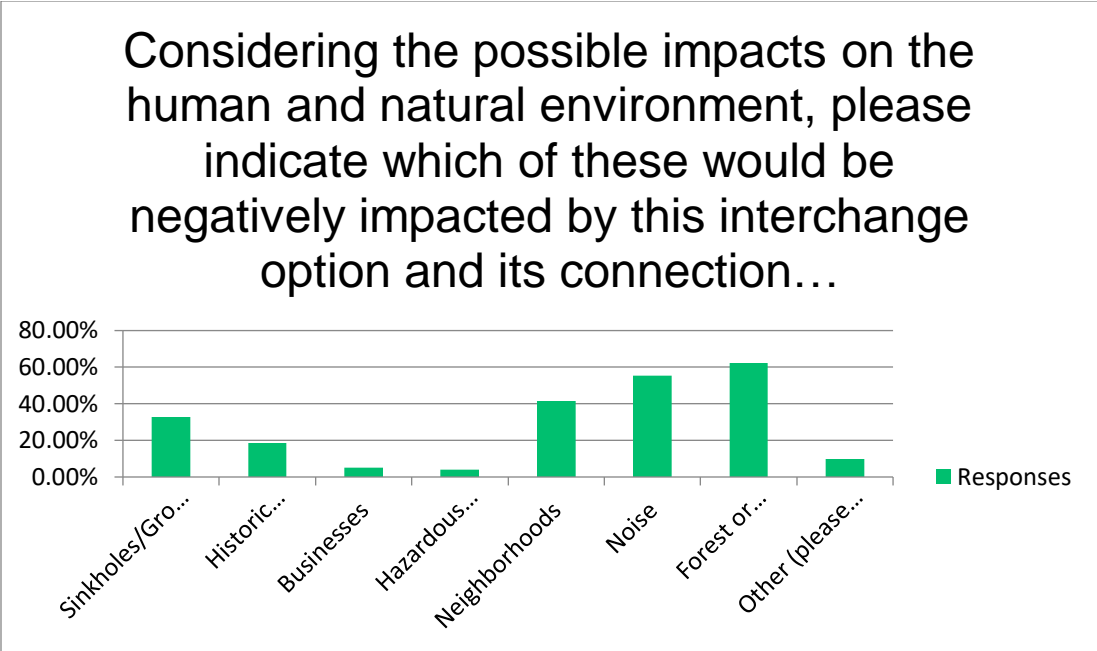
KY 242 (25 comments): 9 comments voiced that this option could improve emergency response times.

CARTER SIMS (22 Comments): Most comments indicated that effect for the improved emergency response time to residents would be minimal. Additionally, the impact for response to incidents on I-65 would not be significant.

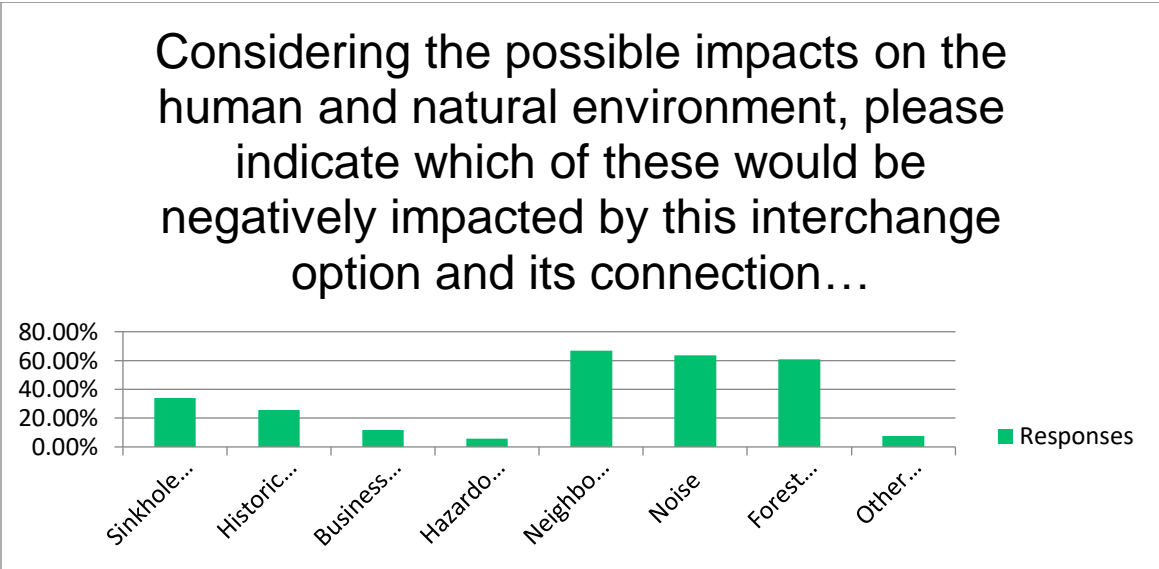


Questions 6, 12, and 18: Considering the possible impacts on the human and natural environment, please indicate which of these would be negatively impacted by this interchange option and its connection improvements. To view the locations of environmental resources in the study area, please click here (a link to the Environmental Overview document was provided via the Story Map). The environmental categories included in these questions were: Sinkholes/Groundwater, Historic Resources (cemeteries, old homes, etc.), Businesses, Hazardous Materials/Underground Storage Tanks, Neighborhoods, Noise, Forest or Farmland, and an “other” category.

KY 240

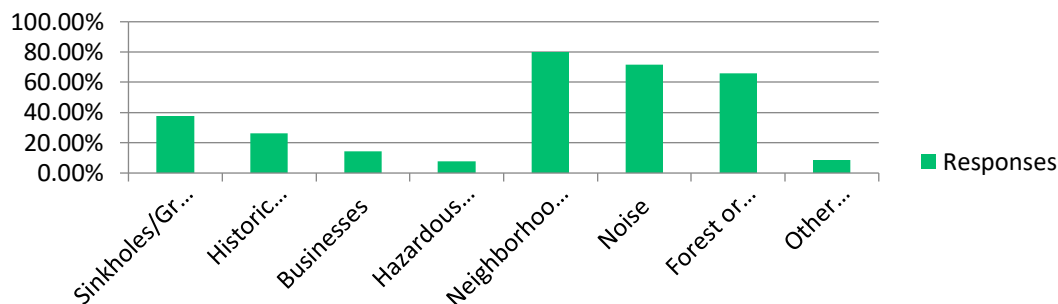


KY 242



CARTER SIMS ROAD

Considering the possible impacts on the human and natural environment, please indicate which of these would be negatively impacted by this interchange option and its connection...



The following is a composite of the three questions. As illustrated in this figure, which was shared with the Project Team, the top environmental concerns are Neighborhoods, Noise, and Forest or Farmland. As the interchange location is closer to established residential development such as Carter Sims Road, the concerns with neighborhood impact is the greatest concern while regarding the more rural location option of KY 240, the impact to Forest or Farmland is the greatest environmental concern.

Survey Question #6, 12, & 18; Environmental



KY 240

Answer Choices	Responses
Sinkholes/Groundwater	32.85% 113
Historic Resources (cemeteries, old homes, etc.)	18.60% 64
Businesses	4.94% 17
Hazardous Materials/Underground Storage Tanks	4.07% 14
Neighborhoods	41.57% 143
Noise	55.23% 190
Forest or Farmland	62.21% 214
Other (please specify)	9.88% 34

KY 242

Answer Choices	Responses
Sinkholes/Groundwater	33.96% 109
Historic Resources (cemeteries, old homes, etc.)	25.86% 83
Businesses	11.53% 37
Hazardous Materials/Underground Storage Tanks	5.61% 18
Neighborhoods	66.98% 215
Noise	63.55% 204
Forest or Farmland	60.75% 195
Other (please specify)	7.48% 24

CARTER SIMS ROAD

Answer Choices	Responses
Sinkholes/Groundwater	37.72% 126
Historic Resources (cemeteries, old homes, etc.)	26.05% 87
Businesses	14.37% 48
Hazardous Materials/Underground Storage Tanks	7.78% 26
Neighborhoods	79.94% 267
Noise	71.56% 239
Forest or Farmland	65.87% 220
Other (please specify)	8.68% 29

PUBLIC MEETING #2



In the comments section of Questions 6, 12, and 18, KY 240 received 34 comments with the major themes being concerns with flooding/drainage issues and the impact on farmland and habitats. KY 242 received 24 comments with the main concern (13 comments) expressed as impacts on the schools, especially with the existing congestion during school arrival and dismissal times. Carter Sims Road received 29 comments which focused upon flooding/drainage Issues and impacts on cycling. All three location options included comments on farmland Impacts, noise concerns, and a few specific locations of sinkholes.

General Comments

Questions 7, 13, and 19: Provided the opportunity for participants to share their general comments accordingly about each possible new interchange location option.

KY 240 (52 Comments): 12 responses indicated support for this option; 23 responses indicated their dislike of the option based upon the impact on the “rural sense of place” and “no clear expression of need”.

KY 242 (45 Comments): 14 responses indicated support for this option; 24 responses indicated dislike of the option based upon the impact on the neighborhoods and schools, the intense improvement needed for the connections, and “no clear expression of need”.

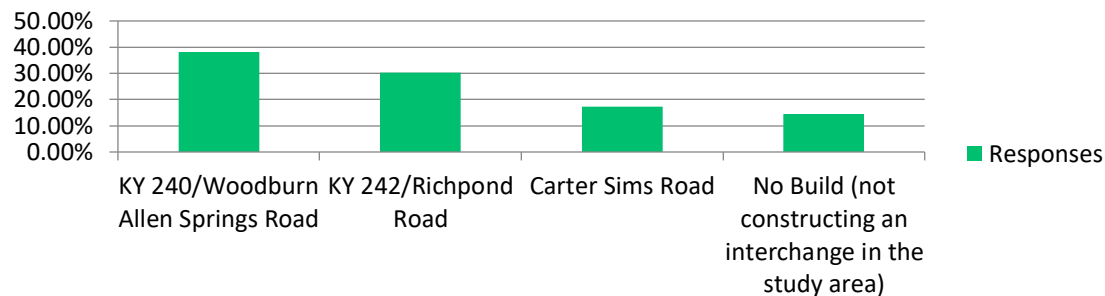
CARTER SIMS (63 Comments): 7 responses indicated support for this option; 44 Responses indicated a relatively strong dislike for this option based upon impacts to neighborhoods and its proximity to existing interchange access points.

Question 20: Please consider that the draft purpose of this project is to address the mobility and connectivity issues of access to I-65 from the road network in southern Warren County. The project goals include:

- **Improve connections for all users among and between the local roadway network and the access to I-65.**
- **Enhance public safety through improved emergency response times.**
- **Accommodate the ongoing and future planned land use within southern Warren County.**
- **Support freight movements within southern Warren County.**

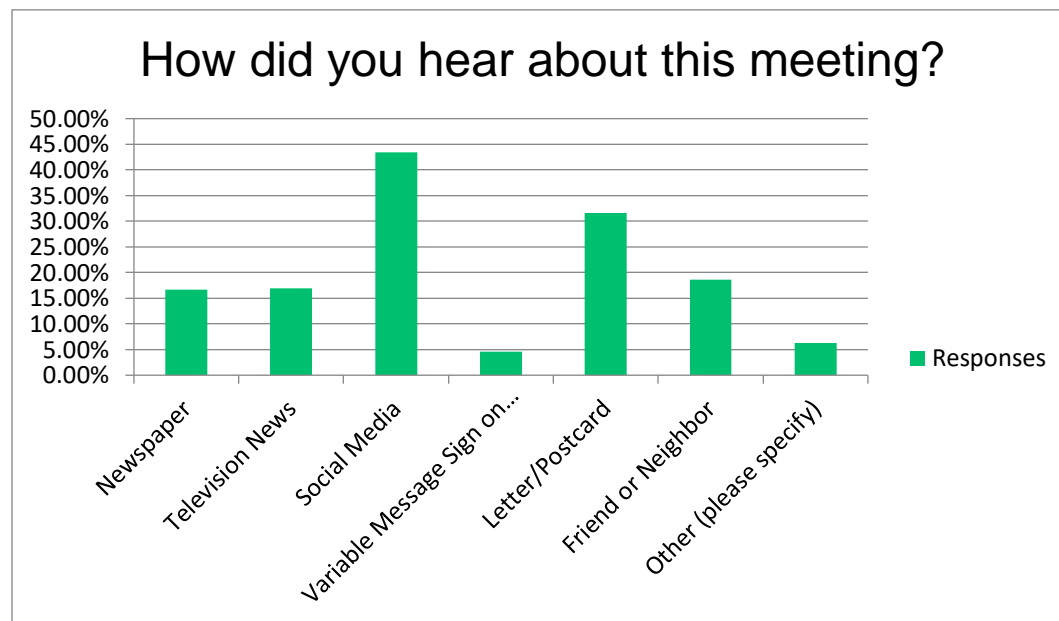
Considering the purpose and need statement, which of the following interchange option and connection improvement scenarios, including the No Build option, would be most effective in meeting the purpose and goals of the project?

For the next question, please consider that the draft purpose of this project is to address the mobility and connectivity issues of access to I-65 from the road network in southern Warren County. The project goals include:...



When the participants considered the four options for the interchange, the two leading choices were for KY 240 (38.28%) and for KY 242 (30.16%) while the Carter Sims Road received on 17.17% in support of this location option and only 14.39% indicated their preference for the No Build option. The response to Question 20 supports the information provided in the individual questions assigned accordingly to each interchange location option.

Question 21: How did you hear about this meeting?



Survey Question #21; Meeting Notices

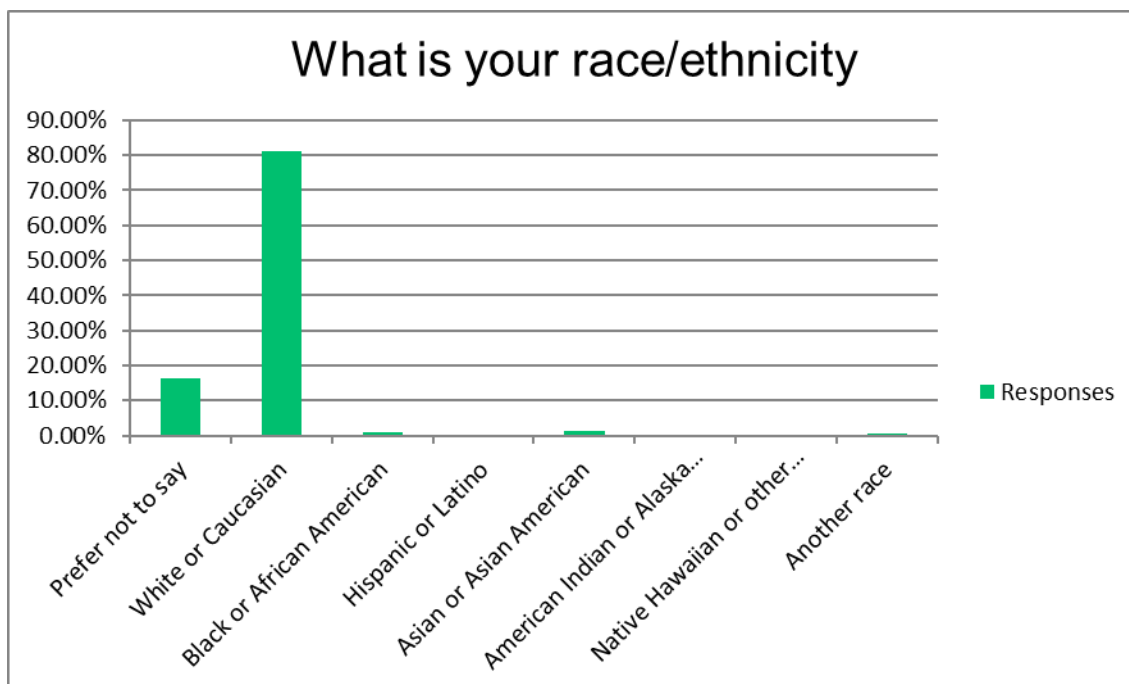


How did you hear about this meeting?		
Answer Choices		Responses
Newspaper	16.71%	72
Television News	16.94%	73
Social Media	43.39%	187
Variable Message Sign on Highway	4.64%	20
Letter/Postcard	31.55%	136
Friend or Neighbor	18.56%	80
Other (please specify)	6.26%	27
Answered		431
Skipped		286

PUBLIC MEETING #2

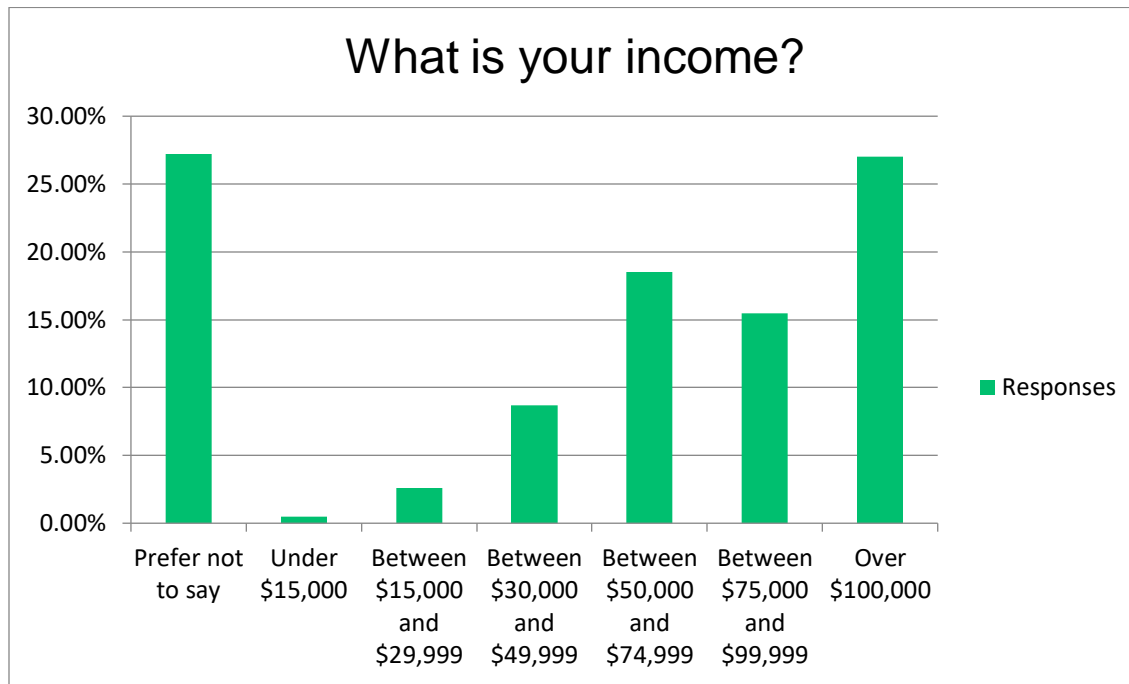
The top two responses to Question 21 indicated that the social media posts had the greatest impact on informing the community of the Public Meeting #2 and Survey #2 while the postcard mailing of the meeting announcement was also effective. Unfortunately for Public Meeting #2, the variable message boards were unavailable because of their commitment to COVID 19 Vaccination Sites, however, 20 participants did indicate that was how they were made aware of the meeting.

Question 22: What is your race/ethnicity?



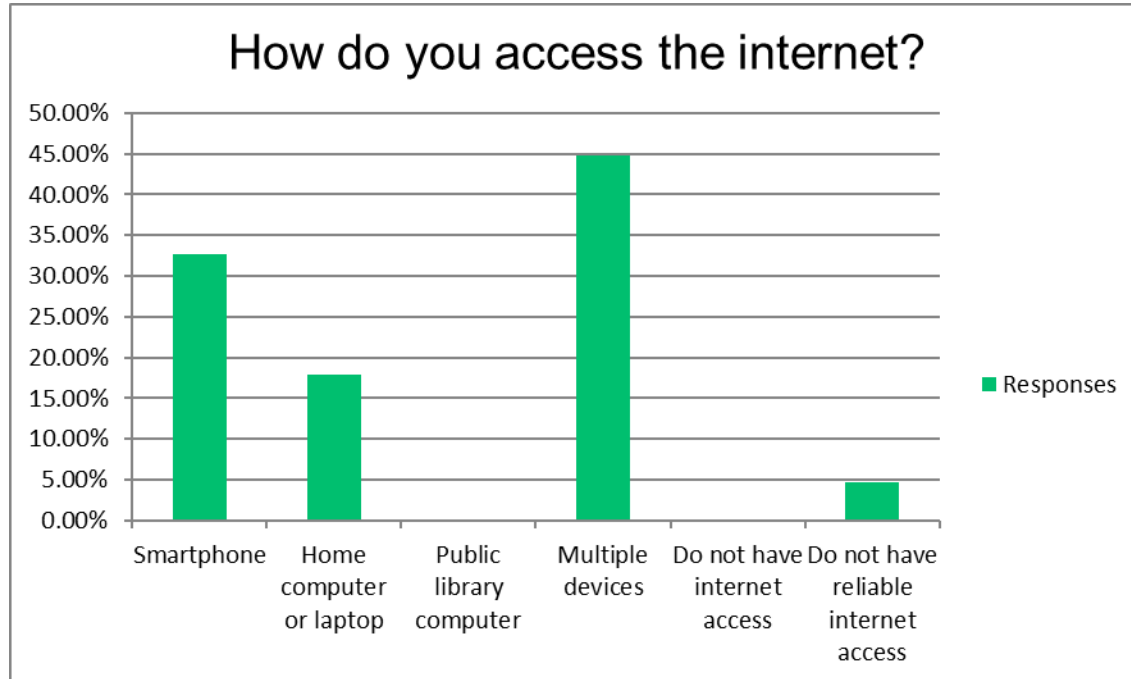
Over 81% of the survey participants indicated their race as White while only 2.58% responded with either Asian or African-American as their race. Over 16 percent of the participants responded that they would prefer not to identify their race.

Question 23: What is your income?



Over 27% of the participants responded that they would prefer not to share their income. Over 61 % indicated that they had incomes greater than \$50,000 and 27% indicated their income was greater than \$100,000.

Question 24: How do you access the internet?



The largest percentage (44.7%) of participants indicated that they use Multiple Devices to access the internet with the second greatest percentage (32.63%) sharing that they used their Smart Phones as the principle way to access the internet. Nearly 18% of the participants indicated that they used a PC/Laptop to gain internet access while 5% shared that they lacked Reliable Internet Access. During the analysis of the Survey #2 results, several instances were revealed in which the same IPN address had provided multiple responses to the survey, including a total of 26 from one particular IPN address. Upon further investigation, the responses were determined not “copies” of the same information but included a variety of answers to the questions and individualized comments or also indicated that the participant had made multiple attempts to complete the survey.

Question 25: This question provided the participant the opportunity to share their email address so they could be added to the project contact list for when the final document is released.

147 participants provided their address and e-mail address information in response to this question.

Question 26: Participants were provided a final opportunity within the survey to provide General Comments.

63 total comments collected; 15 comments indicated that the entire concept of a new interchange was not needed which can equate to “no build”; The project would alter the area’s rural sense of place and quiet; Impacts upon farmland and habitats; The existing network is “fine as it is”; 5 comments supported the KY 242 Option; 15 comments supported the KY 240 Option (Emergency Response, Connectivity, & Costs); 9 Comments generally supported the entire concept of a new interchange; 9 Comments concerned the decision-making process of the plan; 4 comments dealt specifically on the “proof” of the need for the project; 4 comments expressed appreciation for the opportunity to be engaged in the process.