

APPENDIX E:

**PUBLIC INPUT AND MEETING
DOCUMENTATION**

US 27 to I-75 Corridor Scoping Study
Jessamine, Fayette and Madison Counties
Item No. 7 – 249.00
Stakeholder Interview Meeting Minutes
8-7-07
Richmond, Kentucky

Attendees:

Connie Lawson – Mayor of Richmond, KY
Kent Clark – Judge Executive, Madison County, KY
Stuart Goodpaster – KYTC District 7
Randy Turner – KYTC District 7
Bruce Duncan – Bluegrass ADD
Ben Edelen – HDR / Quest
Lindsay Walker - PB
Shawn Dikes – PB

Meeting Summary:

Ms. Lawson and Mr. Clark are both supportive of the proposed connector project. They feel that it is needed in order to relieve traffic on I-75 during a crash, construction, or other type of incident. It would also provide an alternate to the Clay's Ferry Bridge, and would provide more direct access to the interstate system for Jessamine County residents and businesses. It would also be beneficial for evacuation during an incident at the Bluegrass Army Depot.

As part of this meeting, both Ms. Lawson and Mr. Clark were asked a series of questions developed for this meeting. Below are their combined responses.

Question 1

What is / are the transportation-related issues or problems in the region? Please be as specific as you can.

Improved access to and from I-75 to points further north and south in the immediate area, especially to and from Jessamine County. A new way around the Clay's Ferry Bridge and a better regional detour when there is an incident on I-75. A new and improved evaluation route for an event at the Blue Grass Army Depot.

Question 2

How important is solving these problems?

(Not Very Important)

1

2

3

4

(Very Important)

5

Both the Judge and the Mayor agree that solving the identified transportation issues is VERY IMPORTANT.

Question 3

What conditions or situations contributed to the state of the system today, including the problems mentioned above?

Rapid growth in the last few decades. The push of “bedroom communities” away from Lexington and the continued development and attractiveness of the region have caused new transportation facilities to be needed. Planning has been going on for 10 to 12 years for these new facilities, but the lack of sufficient funds to complete them ALL and a subsequent need to PRIORITIZE have left some needs unmet.

Question 4

What are the possible transportation infrastructure improvements needed in the region (aside from a possible new connector) that would solve problems identified in #1 above?

A multi-use element, such a bike / pedestrian facilities along with other identified projects from the unscheduled needs list are needed in addition to the US 27 to I-75 connector.

Question 5

How well do you think a possible new connector road will solve the problems identified in #1 above?

The proposed connector would be a major help to all the counties involved. It would be a “win – win – win” situation.

Question 6

In your opinion, who will support and who will be against a new connector roadway and why? Please be as specific as you can.

A large portion of local citizens will be supportive. A small, perhaps vocal minority, will be against it. Primarily this group will be landowners and some from environmental groups.

Question 7

What other aspects (Context Sensitive) of this project can help achieve consensus or make the project a success?

Bike and pedestrian facilities, and, making the new road attractive with as many aesthetic treatments that can be afforded will make the project more attractive and supportable.

Question 8

What do you believe the transportation system in the region should consist of in ten years? Does this change if the connector corridor is not developed?

The unfunded priority projects will be built / completed. These include: the Clark County Connector, a new road connecting Jessamine County to Boonesboro, the Berea Bypass and the new phases of 21.

Question 9

What methods could be used to provide project funding (i.e tolls or project privatization)?

Tolls, a purely private road and public / private partnerships should be explored. There may be resistance in KY to selling the road to a private company. Maybe a private equity firm could help with bonding to get a lower rate than the state.

Question 10

What would the general public response be if a toll was required for use of a new corridor?

There is little opposition to innovative financing, including the use of tolls. Most citizens would gladly pay for the potential travel time savings.

Question 11

What are the community and / or environmental features to avoid if a corridor is needed and feasible? What are possible mitigation options to eliminate possible negative impacts?

Historic and archeological features will be two of the most important environmental aspects of the project.

Question 12

What types of design features will be important to the community? (Roadway aesthetics, context sensitive design, etc.)

N/A

Question 13

What is the general understanding / knowledge base about the study, including past project development?

The same group of individuals who have been involved in projects in the past will again be involved.

Question 14

What are the best methods to share information with your constituents / community? (circle one)

Direct mail

Meetings

Local TV

Local Newspaper

Local Radio

Other: _____

Direct mail would be one of the best ways to target interested citizens. The Mayor has a list from the recent planning exercise that could be used and a basis for developing a project mailing list.

Question 15

Do you want to be provided with project updates? How often and in what format?

Yes, via email.

Question 16

Do you know of any individuals / leaders of influence in the community that be willing to serve on a Project Work Group and would be willing to attend 2 or more meetings over the course of the next 12 to 15 months?

Dr. Alice Jones from ECU and Ron Marionneaux are potential candidates to include on a Project Work Group.

Question 17

Are there other issues that we have not covered that you feel would be of great importance?

Both the Judge and the Mayor want to be kept informed and up to date about the project.

US 27 to I-75 Corridor Scoping Study
Jessamine, Fayette and Madison Counties
Item No. 7 – 249.00
Stakeholder Interview Meeting Minutes
8-17-07
Lexington, Kentucky

Attendees:

Don Kelly – Public Works Directory – LFCUG
Stuart Goodpaster – KYTC District 7
Randy Turner – KYTC District 7
Charles Schaub – KYTC CO Planning
Bruce Duncan – Bluegrass ADD
Ben Edelen – HDR / Quest
Scott Walker – PB
Shawn Dikes – PB

Meeting Summary:

Mr. Kelly is knowledgeable about the project and the transportation conditions of south Lexington. He is supportive of a study, but will withhold judgment on recommendations. He feels that a new roadway would relieve congestion from Man ‘O War and New Circle Road.

As part of this meeting, both Mr. Kelly was asked a series of questions developed for this meeting. Below are his responses.

Question 1

What is / are the transportation-related issues or problems in the region? Please be as specific as you can.

South Lexington is growing rapidly and the transportation system is not keeping up. The UK hospital area, UK campus, Fayette Mall, is all booming. The area needs better access, especially east – west. The Brandon Crossing area is also growing. These areas are placing stress on the transportation system. In some areas, the system is “stressed out” and breakdowns are occurring. The need to develop and grown is necessary, but at the same time, the area wants to preserve the “character elements” that make the region attractive.

Question 2

How important is solving these problems?

Mr. Kelly thinks it is VERY IMPORTANT to improve the system and solving these problems.

Question 3

What conditions or situations contributed to the state of the system today, including the problems mentioned above?

The region has done a good job of planning. However, it is short on actually implementing the plans. The physical form of Lexington and urban growth boundary limit what physical improvements can be made. There are few parallel, or reliever streets when there is an incident. This is exacerbated by the nature of the radial street pattern. This all creates increased pressure on the infrastructure.

Question 4

What are the possible transportation infrastructure improvements needed in the region (aside from a possible new connector) that would solve problems identified in #1 above?

Add capacity to Man O' War, New Circle Road. Improvements to US 27 have helped south of Lexington. Also need to consider multimodal solutions including transit (rail and bus) options. According to Mr. Kelly, it seems like "we are always chasing.....and never ahead of the curve."

Question 5

How well do you think a possible new connector road will solve the problems identified in #1 above?

Good start to provide relief from traffic. Likely positive affects to be only in the short-term as pressure relief. Over the long-haul, will still need upgrades to parts of the regional system. A new connector may stem some of the traffic growth, for a while, especially on the East – West roads.

Question 6

In your opinion, who will support and who will be against a new connector roadway and why? Please be as specific as you can.

Bernard McCarthy is a local guy who is involved. He is employed by the KYTC. He will likely be for it as will others who want to promote development.

Folks who own or are connected to the horse farms will be against it. Others who want to slow or stop growth will also be against it, including farm land owners. The Fayette County Neighborhood Council will also be against it.

Question 7

What other aspects (Context Sensitive) of this project can help achieve consensus or make the project a success?

Paris Pike is a good example to emulate. The new corridor / roadway needs to closely match with the environment. People don't typically like concrete and steel, they want something else. An eventual design that includes consideration of putting the utilities underground might be more acceptable. Take advantage of natural terrain and make the roadway more curvilinear. Perhaps include scenic viewing areas. Let local landowners have a say in aesthetics.

Question 8

What methods could be used to provide project funding (i.e tolls or project privatization)?

Mr. Kelly doesn't have a strong opinion on this. He feels that Lexington would be a good place to test the feasibility of tolls and other ideas such as congestion pricing.

Question 9

What would the general public response be if a toll was required for use of a new corridor?

People generally don't like to pay tolls in KY. The recent toll experience in KY, where tolls were charged and the roads were not maintained perhaps as well as they should have been, have turned people off to tolls. Electronic tolls collection may make it an easier sell. At least people won't be searching for change. The Project Development Team may need to educate the public on the use of and price of tolls in other locations.

Question 10

What are the community and / or environmental features to avoid if a corridor is needed and feasible? What are possible mitigation options to eliminate possible negative impacts?

There are lots of features that people value in the area. Raven Run is an example. The area still has a rural feel in some locations. The new introduction of noise, lights, etc., will be a tough sell. Context sensitive solutions, limited access, noise mitigation, and landscaping will be important measures to incorporate into an eventual design.

Question 11

Do you know of any individuals / leaders of influence in the community that be willing to serve on a Project Work Group and would be willing to attend 2 or more meetings over the course of the next 12 to 15 months?

Mr. Kelly will think about this and get back to us.

Question 12

What is the general understanding / knowledge base about the study, including past project development?

People won't be surprised by the fact that we are doing a study. They want to see that we are doing something to help relieve traffic. If so, they will support our efforts. They may not like the outcome, but at least they may be in favor of the study. Some will be opposed to anything that may change the landscape.

Question 13

What are the best methods to share information with your constituents / community? (circle one)

Traditional ads in newspapers are the weakest. If the PDT mentions roads, that will get peoples attention. Maybe a banner towed by a plane or an ad at a UK football or basketball game. A Public Service Announcement (PSA) on local radio or TV would be good. Look at an update on the City Cable channel.

Question 14

Do you want to be provided with project updates? How often and in what format?

Yes. Email to Mr. Kelly and the Mayor.

Question 15

Are there other issues that we have not covered that you feel would be of great importance?

Anything close to Fayette County will be controversial. The further it is away from the County and the urban growth boundary, the more it will be supported.

A good location for a meeting might be the Holiday Inn at Athens – Boonesboro or the new school at Athens – Boonesboro.

US 27 to I-75 Corridor Scoping Study
Jessamine, Fayette and Madison Counties
Item No. 7 – 249.00
Stakeholder Interview Meeting Minutes
8-28-07
Nicholasville, Kentucky

Attendees:

William (Neal) Cassity – Judge Executive Jessamine County
Russ Meyer – Mayor of Nicholasville
Nancy Stone – Jessamine County Chamber of Commerce
Stuart Goodpaster – KYTC District 7
Randy Turner – KYTC District 7
Charles Schaub – KYTC CO Planning
Bruce Duncan – Bluegrass ADD
Max Conyers – Lexington Area MPO
Ben Edelen – HDR / Quest
Lindsay Walker – PB
Shawn Dikes – PB

Meeting Summary:

Judge Cassity, Mayor Meyer and Ms. Stone are all very knowledgeable about the project and the transportation conditions of the region. The Jessamine County Transportation Task Force, headed by Nancy Stone, was the agency that got the initial grant money to fund this project. This is an incredibly important project to the County.

As part of this meeting, the collective group representing Jessamine County was asked a series of questions developed for this meeting. Below are their collective responses.

Question 1

What is / are the transportation-related issues or problems in the region? Please be as specific as you can.

Homeland security, protection along I-75, movement of supplies, personal, etc. from and to the Blue Grass Army Depot and in and out of the region and Jessamine County are important transportation issues. The regional roadways including I-75 and US 27 are saturated with traffic. Keeping current industry healthy and attracting new ones largely depends on a health transportation system. Large local industries such as McLean and suppliers for Toyota depend on the local and regional system to get supplies and products to customers on time, and increasingly within a short timeframe.

Question 2

How important is solving these problems?

All three thought that addressing the transportation problems are VERY IMPORTANT.

Question 3

What conditions or situations contributed to the state of the system today, including the problems mentioned above?

Growing traffic on Man O' War, US 27 and earlier opposition to some roadway plans have made the current situation difficult. The post 9-11 world makes homeland security and related issues important which focuses on the transportation system. The growth in travel, especially south of Lexington on roadways that were designed as collectors / feeders for others is causing problems. Preservationist attitudes that prevent new growth and development are hindering changes. Growth south of Jessamine County in Garrard and Boyle counties are also placing a strain on the system.

Question 4

What are the possible transportation infrastructure improvements needed in the region (aside from a possible new connector) that would solve problems identified in #1 above?

Need for new and increased capacity on east – west roadways. Cross county and inter county connectors are needed. Also, good local roadways that provide connections to others of a higher functional class are needed. If the arterials were kept free flowing to move through traffic that would benefit other roadways.

Question 5

How well do you think a possible new connector road will solve the problems identified in #1 above?

The project in question will likely slow the rate of growth in traffic. It will not be a panacea. It will likely relieve some of the truck traffic too. It will definitely aid the counties in the study area. It will improve performance on the regional roadway system and help accommodate past, present and some future growth.

Question 6

In your opinion, who will support and who will be against a new connector roadway and why? Please be as specific as you can.

Attitudes are changing. Some of the environmentalists and no growth people will still be opposed. Industry folks and business people will support it. Raven Run will be against it as will some horse farm folks. Gloria Martin will be against it.

Question 7

What other aspects (Context Sensitive) of this project can help achieve consensus or make the project a success?

Context Sensitive design is seen as not that big an issue in Jessamine County. Paris Pike was an anomaly according to the group. They don't see the need for extensive treatments as was done for Paris Pike. The setting here is different. Karst topography, rolling terrain and other issues will be important, but not overriding. Landowners adjacent to the corridor will need some input however. As the corridor moves close to Fayette County, context sensitive will be more important.

Question 8

What methods could be used to provide project funding (i.e tolls or project privatization)?

A totally private road may not sit well with people. Public – private partnerships might be OK. As will some other combinations. Maybe the concept of paying for access points might be OK too.

Question 9

What would the general public response be if a toll was required for use of a new corridor?

Industry might be more receptive. The general public may not mind either if they can see a real benefit. Public may be resistant to paying a company for a “free” public service.

Question 10

What are the community and / or environmental features to avoid if a corridor is needed and feasible? What are possible mitigation options to eliminate possible negative impacts?

Raven Run is an area to avoid. The topography of the area and the karst issues will also be important. The fox hunting areas at the Iroquois Hunt Club, Mr Martin's farm and the horse farms are all areas to avoid. The scenic byways and the winery area should be avoided too.

Question 11

Do you know of any individuals / leaders of influence in the community that be willing to serve on a Project Work Group and would be willing to attend 2 or more meetings over the course of the next 12 to 15 months?

Gloria Martin. Dr. Dan Bowling. Bean Taylor of Taylor Made Farms. There also needs to be someone to represent the US 27 interests. Mary McCarsky (sp??) of McLean. Nancy can get us some names from the Jessamine County Transportation Task Force.

Question 12

What is the general understanding / knowledge base about the study, including past project development?

People won't be surprised by the fact that we are doing a study. They will welcome it. They are frustrated with traffic and realize something needs to be done. They think a potential connector will help. The Transportation Task Force is aware of the study.

Residents of Jessamine County want to try and accommodate some of the growth that is occurring, in Jessamine County and in the adjacent counties as well.

Question 13

What are the best methods to share information with your constituents / community? (circle one)

Nancy has a mailing list that the project can use to get the word out. The local cable TV would be good to use too. The MPO and the ADD have a newsletter. An editorial in the local paper can be arranged through Nancy.

Question 14

Do you want to be provided with project updates? How often and in what format?

Yes. Both the Judge and the Mayor want to be informed. If we keep Nancy informed, she will inform them.

Question 15

Are there other issues that we have not covered that you feel would be of great importance?

The East Jessamine High School is a possible site for a public meeting.

PROJECT: US 27 to I-75 Corridor Scoping Study

MEETING: Project Work Group (PWG) Meeting # 1

DATE & TIME: October 30, 2007 – 1:30 PM

LOCATION: Bluegrass Area Development District –
Conference Room
Lexington, Kentucky

ATTENDEES:

NAME	AGENCY/COMPANY	Telephone	Email
John Horne	Horne Engineering, Inc.	859-885-9441	john@horneeng.com
Peter Beaty	Jess. Co. Planning Commission	859-858-4140	pandjbeaty@windstream.net
Dan Bowling	Landowner	859-887-8086	bowlingdvm@windstream.net
Carroll McGill	Madison County	859-986-1425	carroll.mcgill@ky.gov
Neal Cassity	Jess. Co. Judge Executive	859-885-4500	ncassity@jessamineco.com
Gregory Bohnett	City of Nicholasville Planning	859-885-9385	Greg_bohnett@nicholasville.org
Ben Taylor	-	859-885-3345	btaylor@taylormadestallions.com
Dal Harper	Bluegrass ADD	859-269-8021	dharper@bgadd.org
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David Whitworth	FHWA	502-223-6741	david.whitworth@fhwa.dot.gov
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Nancy Stone	Jess. Co. Trans. Needs Group	859-887-4351	jessaminechamber@windstream.net
Mary Diane Hanna	Old Richmond Rd Neighborhood	859-263-4231	marydianehanna@yahoo.com
Chad Harpole	Commerce Lexington	859-226-1614	charpole@commercelexington.com
Jaine-Rice Brother	KY Heritage Council	502-564-7005	janie-rice.brother@ky.gov
Daryl Greer	KYTC CO Planning	502-564-7183	daryl.greer@ky.gov
Charles Schaub	KYTC CO Planning	502-564-7183	charles.schaub@ky.gov
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Randy Turner	KYTC D-7 Planning	859-246-2355	randy.turner@ky.gov
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Paul Toussaint	University of Kentucky		
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Barbara Michael	PB	502-479-9301	michael@pbworld.com
Shawn Dikes	PB	502-479-9312	dikes@pbworld.com
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Ben Edelen	HDR/Quest	859-223-3755	Ben.edelen@hdrinc.com

MEETING SUMMARY:

The purpose of this first meeting was to convene the Project Work Group (PWG) for the US 27 to I-75 Corridor Scoping Study. Based on input from the Project Development Team and initial meetings with stakeholders / elected officials, a tentative list of Project Work Group (PWG) members was compiled. Invitations to participate in the PWG were sent by the Kentucky Transportation Cabinet (KYTC) – District 7 office. Those who agreed to participate in the PWG were asked to attend this initial kick-off meeting.

Stuart Goodpaster, P.E., the KYTC Project Manager, welcomed everyone to the meeting and began with introductions, including both Project Development Team (PDT) staff and PWG members. He then proceeded to begin to inform the PWG about their role in the project and what is expected of them. There will be a total of four (4) PWG meetings with the opportunity for members to provide input on study issues and goals (which is the objective of this first meeting), alternatives (in this case corridors), and alternatives evaluation. They are also expected to assist the PDT by representing a broad range of stakeholders, gathering community input between meetings, understanding and communicating project information and decisions to the community, and to promote and attend upcoming public meetings. Paul Toussaint, with the University of Kentucky, was asked to facilitate the meeting, especially the discussion related to identification of issues. He went over the ground rules for participation with the PWG members to facilitate the ensuing discussion and work by the group.

Shawn Dikes, the PB Project Manager, was then introduced. He provided some background study information including the study purpose and the study area. The study purpose is to examine the need for and feasibility of a new highway corridor from US 27 to I-75 in Jessamine, Fayette, and / or Madison Counties. It was stressed that this is a planning level study only and no funding exists for future project development beyond this initial study. In addition, the study is only to look at a new corridor between I-75 and US 27 with the emphasis on the recommendation being a corridor (1,000 – 2,000 feet wide) and not an alignment. The no-build option will also be examined as a comparison to proposed corridors.

Other information about the study that was presented included the KYTC project development process, the study schedule, evaluation process, public involvement plan, and the next steps in the study process.

Issues and Goals

Following this initial presentation, the PWG members were split into four pre-assigned groups to discuss and list issues and goals they thought were important to consider as part of this study. The following are the issues and goals that were developed by each group.

Group #1

- Kentucky River crossing
- Safety
- Traffic congestion
- Impacts on US 27 both north and south
- Commuting time – travel time reliability
- Is this a critical element in our future transportation network for the region? (Dynamic evolution)

- Access control – limited or total access control
- Functional class of road
- Connectivity between cities surrounding Fayette County (Nicholasville to Richmond)
- Additional crossing of Kentucky River
- Public support of project
- Multiple connections
- Quality of life (sustainability, opportunities, travel time)
- Access to interstate for Jessamine County
- Preservation of resources (historic, farmland, environment)

Group #2

- Traffic congestion
- Wishes of landowners
- Funding and time frame
- Connectivity
- Regional affects – beyond the study area
- Air quality
- Terrain / palisades
- Historical
- Wetlands
- Future growth
- Economic development
- Wildlife / plantlife
- River crossing / existing or new
- General public
- Truck traffic
- Noise pollution
- Light pollution
- Type of facility (i.e. limited access)
- Destruction of farmland
- The cost and consequences of doing nothing (growth of area in any case)
- Differences of opinion
- Crashes
- Travel time
- Other modes
- Quality of life
- PDR and conservation
- Clays Ferry Bridge
- Toyota satellite plants
- Rural settlements (Coaltown)

Group #3

- Alleviate traffic between Lexington and Nicholasville
- Homeland security – Bluegrass Army Depot / KY 52 widening
- Movement of goods out of Jessamine County
- Traffic generated by new facility (secondary impacts)
- New way to access I-75 south out of Jessamine County

- Make connection direct (economic)
- KY River crossing
- Historical impacts (Whitehall and Valley View Ferry)
- Interstate tie-in location
- Widening of road to US 25 from Peytontown (south and east of study area)
- Widening of US 25 along I-75
- Development of northern Madison County
- Should establish corridor now to preserve area
- Plans for future growth (new roadway)
- Should be like a parkway (character and style)
- Type of land use around interchanges (impact to rural environment)
- No bypass corridors
- Need limited access
- Fit to contours of land
- Farmland impacts (Fayette County urban growth limitations)
- Regional spillover of development from Fayette County
- Movement of traffic / alleviation if there is an accident on I-75
- Limit and re-enforce that this study is to look at a connector only between I-75 and US 27
- Use of existing right-of-way

Group #4

- Traffic – cars and trucks, especially trucks (25% - 30% truck ADT on I-75)
- Congestion – in Jessamine County, lack of sufficient truck routes
- Spot congestion – lack of connection to I-75 from Jessamine and counties south on I-75, US 27, US 68, and 2-lane roads; people avoid Lexington to get to I-64 / I-75
- Access – for all types of trips, not just commuting. Incidents and congestion make people take an alternative route. Try to accommodate local and regional traffic, i.e. system wide solutions. Relieve congestion on roads in Fayette County (Man o' War and New Circle)
- Land use and growth – integration / relationship of land use / growth with infrastructure (water, sewer, roads). Consider adjacent land uses, limited access on roadway (access management), and smart growth.
- Environment – don't destroy cultural or historic features of the landscape, be sensitive
- Safety – Higher access roads safer
- Access – Alternate route over KY River; ferry not adequate; alternate for homeland security reasons (Army Ammunitions Plant)
- Economic Development – I-75 NAFTA corridor; ways to implement visions / covenants created as part of solutions

Following the break-out session, the PWG re-convened and had an elected spokesperson from each group go over the list of project issues and goals. During the group sessions, Paul Toussaint observed each group and summarized what he heard into four main categories of issues and goals:

- 1) Environment – This includes design issues and impacts to the land.
- 2) Sustainability – Secondary impacts / quality of life / land use.
- 3) Traffic Operations – Congestion (limit / generate / displace it) / relief to sections of the system, especially an alternative for the Clay's Ferry Bridge
- 4) System Level Comments – Connectivity / modes / critical elements.

Group Discussion

Prior to adjournment several items were discussed. These include the following:

- There will be four total PWG meetings and two public meetings. The first public meeting will tentatively be held in the Nicholasville area. The second public meeting will be held on the I-75 side of the study area. Questions about facility size and needs were asked. A facility that is sufficiently large enough to accommodate a sizable group (100 to 150 people) with two or three work stations at a minimum is required along with adequate parking. The location also must be ADA accessible and be easy to get to.
- To facilitate this project, the first public meeting will be held in November or December 2007. West Jessamine Middle School has been a good location to host public meetings; however, there is the issue that school is in session and this conflicts with having afternoon sessions for a public meeting. The group was asked to provide input on this. It was generally agreed that the tentative date of November 20, 2007 would be acceptable with the session running from 4:00 to 8:00 PM if acceptable by the school.
- Based on general response, the time of 1:30 was agreed upon as a convenient time for additional PWG meetings. Prior to the next PWG meeting, the PWG is expected to attend the public meeting in order to hear what the public is saying and participate as well. They are also expected to review the information in the project binders distributed at the outset of the meeting and make people aware of the first public meeting.
- Prior to the public meeting, it will be imperative to make people aware and clearly define what we are doing. In addition to corridor alternatives, the study will include a no-build option in the three-county study area. The no-build will include existing and committed projects which includes the Eastern Bypass of Nicholasville since it is part of the existing and committed projects list.

Next Meeting

The next PWG meeting will be held following the upcoming public meeting. The purpose of the meeting will be to review this meeting, discuss public input on the alternatives, and begin the discussion of evaluation measures.

The meeting was adjourned at 3:00 PM.

PROJECT: US 27 to I-75 Corridor Scoping Study

MEETING: Project Work Group (PWG) Meeting # 2

DATE & TIME: February 25, 2008 – 1:30 PM

LOCATION: Bluegrass Area Development District –
Conference Room
Lexington, Kentucky

ATTENDEES:

NAME	AGENCY/COMPANY	Telephone	Email
Lloyd Jordison	Madison County	859-228-2042	williaml.jordison@ky.gov
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Dan Bowling	Landowner	859-887-8086	bowlingdvm@windstream.net
Don Kelly	LFUCG	859-258-3400	dkelly@lfucg.com
Neal Cassity	Jess. Co. Judge Executive	859-885-4500	ncassity@jessamineco.com
Gregory Bohnett	City of Nicholasville Planning	859-885-9385	Greg_bohnett@nicholasville.org
Ben Taylor	Taylor Made Farm	859-885-3345	btaylor@taylormadestallions.com
Dal Harper	Bluegrass ADD	859-269-8021	dharper@bgadd.org
Max Conyers	Lexington Area MPO	859-258-3160	maxc2@lfucg.com
Knox van Nagell	The Fayette Alliance	859-281-1202	director@fayettealliance.com
Jim Duncan	LFUCG - Planning	859-258-3160	jhduncan@lfucg.com
Nancy Stone	Jess. Co. Trans. Needs Group	859-887-4351	jessaminechamber@windstream.net
Mary Diane Hanna	Old Richmond Rd Neighborhood	859-263-4231	marydianehanna@yahoo.com
Jaine -Rice Brother	KY Heritage Council	502-564-7005	janie-rice.brother@ky.gov
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MEETING SUMMARY:

The purpose of the second Project Work Group (PWG) meeting was to update the members on project progress to date including presenting the DRAFT project purpose and need, a summary of the comments received at the first public meeting, initial TransCad Model results of “test” corridors, and the initial fatal flaw screening and evaluation for the US 27 to I-75 Corridor Scoping Study.

Stuart Goodpaster, P.E., the KYTC Project Manager, welcomed everyone to the meeting. He thanked everyone for their attendance at this meeting and at the public meeting held on November 20, 2007. The public meeting was well attended with over 240 citizens, officials, and stakeholders.. In addition, many comment forms were returned and the public was given the opportunity to return comment forms following the public meeting via fax and mail, as well as through a website set up by the KYTC. After briefly reviewing the purpose and agenda for this meeting, Stuart turned the meeting over to Shawn Dikes, AICP,, the PB Project Manager.

Project Purpose and Need

Shawn began by introducing the draft project purpose and discussing how it was developed. The draft project purpose is based on input from multiple sources including:

- Meetings with Local Elected Officials
- 1st Project Work Group Meeting
- Input from November 20, 2007 Public Meeting
- Technical Analysis

Based on input from these sources, the draft project purpose was crafted by the project team. It is, “The purpose of this study is to determine the need and explore methods to improve safety, connectivity, and access within Jessamine, Fayette, and/or Madison Counties between US 27 and I-75”.

Shawn stressed that this is the draft project purpose and is subject to refinement throughout the study process. It was not expected that the group come to a consensus regarding the project purpose at this meeting, rather it was desired that they provide feedback regarding this initial statement.

The initial comment from the PWG regarding the project purpose was the idea that it would be beneficial to have a broader regional context since there will be potential impacts for this

roadway corridor beyond the specified counties in the study area. To incorporate this comment, the project purpose will be revised to include the word “regional” before “access”.

Another member asked if other enhancements such as recreation / bicycle / pedestrian considerations are implied in the project purpose or should they be explicitly stated. It was decided that while the project purpose does not specifically discuss these, they are considerations included in the planning process and the project purpose is intended to be broader in scope to encompass the whole project.

The project need was discussed next and included a list of study needs (connectivity, vehicle safety, traffic congestion, consistent travel times, economic development, improved access for truck traffic, and homeland security). There was some confusion regarding what “consistent travel times” actually means. It was decided that it would be more appropriate to change this to “travel time reliability”.

Finally, other study goals and objectives were presented. It was mentioned that at the public meeting, attendees were very interested in keeping the Valley View Ferry open even if another river crossing were included as part of this project. They also felt that any new bridge should not go over the ferry. Another comment about the study goals and objectives regarded environmental justice (EJ). One attendee wanted to make sure that EJ was included as part of the environmental features that would be avoided or impacts would be minimized. Shawn assured the group that environmental justice is a specific measure that is being examined.

Summary of First Public Meeting

The next topic of discussion was a review of the first public meeting. Lindsay Walker with PB presented the summary. The meeting was held on November 20, 2007 at the West Jessamine Middle School in Nicholasville, Kentucky (Jessamine County). Overall, attendance was good with 244 citizens signing in. A number of PWG members were among the attendees.

107 completed survey forms were returned at the meeting that evening. 37 more were returned following the meeting via mail / fax / internet. Results from the survey forms were presented. Key points included:

- Connectivity between US 27 and I-75 was the highest rated highway issue.
- A Kentucky River crossing was the highest rated environmental issue.
- The majority of respondents (115) were in favor of a new highway corridor to connect US 27 and I-75. It was mentioned that this could change based on where the meeting was held and pending more detailed corridor locations. The responses were stratified by county and the majority of those in favor of a highway corridor actually had the most to gain from it and lived predominantly in Jessamine County.
- The most common reasons given in support of a highway corridor were to improve connectivity and to relieve traffic congestion.
- Those opposed indicated they were concerned about the expenditure of money (better ways to spend highway money including fixing existing roads), unwanted economic development, and possible negative impacts to farmland and residential areas.
- In the open response questions, several people mentioned improving bicycle and pedestrian access and mobility as part of this project.

Initial TransCad Model Runs

Lindsay also presented the methodology for determining anticipated traffic volumes on a new corridor as well as impacts on existing routes (more/less vehicles) as a result of a new highway. The Kentucky Statewide Travel Demand Model was the model used and TransCad was the software used to run the model. Initial testing of this system was performed to determine if it was sensitive enough to provide reasonable results for use in this study. Very general corridors were coded into the model. These resulted in average volumes per corridor for the base year 2003 (the model year) ranging from 9,500 vehicles per day (vpd) to 12,000 vpd. Projecting this to the year 2030 using a 2% per year growth rate would yield corridor volumes ranging from 16,000 vpd to 20,500 vpd.

Several questions were asked from the PWG regarding the modeling process and results. It was made clear that the model will provide both projected traffic volumes on the new route as well as corresponding impacts to other major study area routes such as US 27, Man O' War Boulevard, New Circle Road and I-75. In addition, the model is primarily used to determine traffic volumes and is not intended to produce an air quality assessment for this study; however, vehicle-miles of travel is an output of the model which can be used to assess air quality changes. Overall, the limits of traffic models were discussed and emphasis placed on their use as a relevance tool. There was also a discussion about the horizon year. Currently, it is 2030, but after some follow-up discussion after the meeting, the project management team determined that 2040 is a more appropriate horizon year.

Corridor Development and Evaluation

An initial set of corridors was developed by the public at the first public meeting. People attending the public workshop were asked to draw a corridor from US 27 to I-75. This resulted in a large number of corridors – approximately 50 to 60. To make this a more feasible set of corridors to work with, an initial set of evaluation criteria was used by the project development team to narrow the number of corridors to approximately twelve. A map showing all the initial corridors as drawn by the public was provided. Helen Powell with H. Powell and Co. mentioned that the historic data shown on the map is strictly a database search. The number and exact location of mapped properties is subject to refinement based on field surveys which would need to be completed in future stages in order for the project to progress. As for the archeological resources, this information is available for evaluation purposes but specific locations of known sites will not be shared in order to protect the resources.

The criteria that was used to get from approximately 50 – 60 corridors down to 12 included:

- Lines drawn outside the study area boundary were removed from consideration.
- Lines drawn in the southernmost study area toward SE Richmond were removed as the traffic / transportation utility is expected to be low and other studies have already recommended improvements.
- Corridors that crossed the river twice (or more) were removed.
- Corridors through 'listed' historic properties were removed.
- Northernmost corridors within Fayette County were removed due to known developments, including PDR sites.
- Diagonal corridors were removed due to length (increased cost and travel times).
- Common intersection points were noted and included in the revised set of corridors.

The PWG was then asked to react to this smaller number of potential corridors and provide comments. Comments and questions included the following:

- What criteria will be used for the second level of analysis? The second level will consider a range of criteria including (but not limited to): public input, environmental, human, and traffic impacts, travel time, level of service, and cost. The evaluation criteria will be organized in a matrix format and will be mixture of quantitative as well as qualitative information.
- One member noted that the critical difference between alternatives included those with a bridge (crossing the Kentucky River) and those without a bridge.
- The impact of a 4-lane highway should be considered on future connectivity. However, it was mentioned that we need to be careful not to put a new roadway connector outside the limits of this study area.
- It was mentioned by a PWG member that it would be a huge waste of time and money if we don't look at this in the big picture. We may want to consider an overall qualitative criteria such as "Where does the new roadway corridor connect to?"
- If a new roadway corridor is located north of the river it may draw commuter traffic from Lexington, thereby killing Nicholasville Road.
- There should be grid flexibility; need to look at what could happen if an existing link (such as I-75) is taken out. The traffic model is not really flexible enough to consider "a missing link". However other methods can be used to simulate the same impacts such as implementing a severe time penalty which lowers the speed significantly on a certain link. This could simulate crash related congestion and northbound/southbound lane closures.
- There needs to be a map showing specific locations of the Palisades so it is clear where a bridge should not be located..
- One work group member (Janie-Rice Brothers) requested an electronic PDF copy of the revised corridor map in order to study it further following this meeting. The KYTC through HDR / Quest will provide the requested map.
- With regard to funding, it was discussed that while a bridge crossing would be more costly, it might be possible to make securing funding for an ultimate project easier if a bridge was built for Homeland Security purposes.
- If we want to get rid of northern routes for a new connector, a public meeting could be held at Hays Elementary. There would be little public support for those corridors at this location.
- Judge Cassity stated for the record that he would like to see the northern routes dismissed from further study and that the new connector should only go through Jessamine and Madison Counties. Caution was advised regarding elimination of corridors without further study.
- One method proposed for evaluating the revised set of corridors would be to go around the room and pick starting and ending points for the corridor and see if there is a consensus amongst the PWG. However, with little background knowledge regarding specific impacts for each corridor, it was decided to wait until the next project work group to begin eliminating corridors when detailed evaluation matrices will be provided to assist with the evaluation.

Jessamine County Judge Neal Cassity moved to remove certain corridors in south Fayette County. Although others also expressed some sentiment to remove these corridors nearest to Fayette County, there is concern that this would have negative consequences for future project development. The group concluded that they would wait on the next level of analysis before eliminating any of the remaining 12 corridors.

Next Meeting

It was decided at this PWG meeting that the next PWG meeting will be held on Tuesday, April 8, 2008 at 1:30 PM. It will be held at the same location to narrow the list of potential corridors to a smaller group (approximately five). The new revised set of potential corridors will then be taken to the public for comment at a public meeting held in late April / early May.

The meeting was adjourned at approximately 3:00 PM.

PROJECT: US 27 to I-75 Corridor Scoping Study

MEETING: Project Work Group (PWG) Meeting # 3

DATE & TIME: April 8, 2008 – 1:30 PM

LOCATION: Bluegrass Area Development District –
Conference Room
Lexington, Kentucky

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MEETING SUMMARY:

The purpose of the third Project Work Group (PWG) meeting was to review the project purpose and need and to potentially narrow down the list of potential alternative corridors to the most promising based on the provided evaluation matrix.

Stuart Goodpaster, P.E., the KYTC Project Manager, welcomed everyone to the meeting. He thanked everyone for their attendance. He then asked everyone to introduce themselves with the exception of the Project Development Team (PDT) who was wearing identification nametags. Following introductions, Stuart informed the group that at the last PWG meeting, the public corridors were introduced and these were narrowed down to 18 alternative corridors for consideration. Stuart then turned the meeting over to Shawn Dikes, AICP, PB's Project Manager.

Project Purpose and Need

Shawn began by informing the group of where we are in the study process, which is at the alternative corridors evaluation phase. He then went through the purpose and need for the project, highlighting any changes that were made as a result of feedback from the last PWG meeting. These changes include:

- Added the word "regional" before "access" in the project purpose.
- Under the project need, changed "Consistent Travel Times" to "Travel Time Reliability".
- For the study goals and objectives, impacts to Valley View and Environmental Justice Communities were added.

One comment on the project goals and objectives was received from the group at this meeting. It was suggested to add "light pollution" to the list of potential concerns to consider which

currently includes noise, water, and air quality. No other comments were made regarding the project purpose and need.

Corridor Screening Criteria, Analysis, and Discussion

To narrow down the number of alternative corridors, an evaluation matrix was created for the existing 18 corridors. The corridors are numbered according to their beginning and ending points (for example a corridor beginning at point 4 and ending at point 2 would be labeled Alternative Corridor 4-2). Each attendee was given a copy of the matrices. The matrix includes the following evaluation criteria:

- System Operations – Length, Kentucky River Crossing, System Safety Improvements, Travel Time Savings, and Connectivity
- Traffic Operations – 2040 Average Daily Traffic (ADT), 2040 Level of Service (LOS), and Corridor Truck Percentages
- Natural Environment – Known impacts to Streams, Wetlands and Ponds, and Floodplains
- Human Environment – Known impacts to Historic Sites, Archeological Sites, Environmental Justice, Farmland, and Landfills and HAZMAT sites
- Cost – Construction cost not including design, ROW, utilities or mitigation in 2008 dollars

Other evaluation criteria were examined prior to the PWG meeting, however, these criteria were removed from the matrix as they either did not show any differentiation between the alternatives or impacts would not necessarily limit the constructability of the alternative. The evaluation categories that were considered, but removed from this level of analysis included the following:

- Number of Interchanges (2 were assumed in the model testing)
- Threatened and Endangered Species (Habitat Areas)
- Wildlife Management / Conservation Areas
- Habitat and Natural Areas Crossed
- Quarries / Mines
- Park or Recreation Facilities
- Known Underground Storage Tanks (USTs)

After a quick review of the corridor options, the meeting then focused on the evaluation matrix. A few questions were asked regarding the layout and information presented in the matrix. These are included below along with the response.

1. The color scheme on the matrix was asked to be explained. It was noted that the green shading indicated relative good performance / low impact in a category while the red shading indicated relative poor performance / high impact in a category.
2. It was unclear how System Safety Improvements were defined. It was explained this was a qualitative analysis that assigned either a low, medium, or high improvement rating based on the number of high crash locations a corridor might overlap. If a new corridor did overlap a number of existing high crash locations, the corridor received a “high” rating.
3. The Kentucky River crossing was discussed as being potentially both “good” and “bad” and is therefore hard to quantify with regard to shading / ranking. It would be “good” to have an additional river crossing for mobility and an alternative route to the Valley View Ferry and / or the Clays Ferry Bridge. However, the additional cost of constructing a new bridge would be “bad”.

4. There was concern that the travel time savings for alternative corridors 4-3 and 6-4 were very low. It was explained that the travel time savings were calculated based on a system-wide approach and adjustments may need to be made in the model.
5. The question was raised as to the status of the Eastern Nicholasville Bypass. Those familiar with the project stated that the bypass should be completed by the time this project is constructed (assuming it is determined to be feasible). The Eastern Nicholasville Bypass is a committed project based on the Recommended Six-Year Highway Plan.
6. There was some confusion as to the difference between 7-4 (North) and 7-4 (South). It was explained that the "North" and "South" distinctions had to be added to the corridor number to distinguish these alternatives as they have the same beginning and ending points but deviate in the middle.
7. It was noted that the termini points are critical locations and socioeconomic impacts should be examined at these locations when determining the best location for a new connector.
8. Some basic traffic modeling concepts were discussed with regard to how the traffic forecast numbers were obtained from the Kentucky Statewide Traffic Model (KYSTM). An equilibrium assignment was used during assignment.
9. There was a question regarding the rationale for the location of some corridors (specifically alternative corridors 1-1, 2-1, 3-1, and 4-1). These corridor locations are based on common points as identified by the Project Development Team utilizing the alternative corridors drawn by the public at the first public meeting.
10. Clarification was requested with regard to the average daily traffic volumes (ADTs). The volumes shown are a range along the different road segments and are not in addition to current traffic.

The rest of the discussion regarding the evaluation matrix was devoted to determining which alternative corridors could be removed from further consideration and which alternatives are to be carried forward. It was suggested that elimination not be based on one criterion only. By looking at the termini points, considering connectivity, and impacts as outlined in the matrices, the number of corridors were reduced from eighteen to six, not including the No-Build option. The No-Build option will remain as the baseline comparison as well as a viable alternative. The remaining alternative corridors include all corridors that go through points 4, 5, and 6 on US 27 and points 2 and 4 on I-75 (alternative corridors 4-2, 4-4, 5-2, 5-4, 6-2, and 6-4). The corridors that were removed from consideration are listed below along with a summary of the reasons for dismissal.

Alternative Corridor 1-1, 2-1, 4-1: There is no existing connectivity opportunity beyond I-75 at the eastern terminus. In addition, these alternative corridors would go through existing established neighborhoods leading to community disruption. Furthermore, a Kentucky River crossing is not included in these alternatives; therefore, while they would lead to a lower cost, they lose the added benefit for an additional river crossing to provide an alternative route to I-75 were there to be an incident (either traffic or security related) that would render the Clays Ferry Bridge inaccessible. It may be that with an additional river crossing, federal funding through Homeland Security could be secured for this project. An additional bridge would also enhance the availability of evacuation routes in case of an incident at the Bluegrass Army Depot, further strengthening the argument of the necessity of an additional bridge. With regard to traffic, there is the perception that a northern route through Fayette County could become another bypass of Lexington, catering to commuter traffic and furthering the congestion on US 27. The travel time savings is lower for these alternative corridors than others further south with a river crossing. From a safety perspective, the initial quantitative analysis showed that these corridors would have a low to medium improvement for system safety. Generally, as the purpose of this project

is to improve safety, connectivity and regional access, these alternative corridors fail to satisfy these criteria and were therefore dismissed from further consideration.

Alternative Corridor 3-1: This alternative corridor has similar impacts as alternative corridors 1-1, 2-1, and 4-1 with regard to connectivity, community impacts, Homeland Security, commuter traffic, and travel time savings. There is a benefit from this corridor, however, since from a safety perspective, the initial qualitative analysis showed that this corridor would have a high improvement for system safety. Generally, as the purpose of this project is to improve safety, connectivity and regional access, this alternative corridor may improve safety but does nothing to satisfy the other two criteria and was therefore dismissed from further consideration.

Alternative Corridor 4-3: There is no existing connectivity opportunity beyond I-75 at the eastern terminus. In addition, a new interchange at this location may be too close to the existing interchange at KY 627. From a travel time savings perspective, this alternative corridor has the lowest vehicle hours of travel savings in the study area. Finally, based on the matrix, there are numerous other impacts that provide justification for dismissing it from further study including the highest number of potentially impacted acres of floodplains and known historic sites, as well as potential impacts to low-income communities.

Alternative Corridor 5-3: There is no existing connectivity opportunity beyond US 27 at the western terminus or I-75 at the eastern terminus. In addition, a new interchange at this location may be too close to the existing interchange at KY 627. This alternative corridor does not warrant further study as there are other more viable alternative corridors based on connectivity.

Alternative Corridor 6-3: There is no existing connectivity opportunity beyond US 27 at the western terminus or I-75 at the eastern terminus. In addition, a new interchange at this location may be too close to the existing interchange at KY 627. From a safety perspective, this alternative corridor rates low with regard to the potential for system safety improvement. Considering that it does not satisfy the project purpose of improving safety, connectivity and regional access, it was dismissed from further consideration.

Alternative Corridor 7-2: Based on the traffic analysis, corridors with a western terminus as far south as terminus 7 on US 27 attracted significantly less traffic onto the new connector, which would make it difficult to justify spending the amount of money it would take to build the corridor.

Alternative Corridor 7-3: There is no existing connectivity opportunity beyond I-75 at the eastern terminus. In addition, a new interchange at this location may be too close to the existing interchange at KY 627. Furthermore, similar to Alternative Corridor 7-2, corridors with a western terminus as far south as terminus 7 on US 27 attracted significantly less traffic to the connector, making it difficult to justify the cost.

Alternative Corridor 7-4 (North) and 7-4 (South): There is no existing connectivity opportunity beyond I-75 at the eastern terminus. With the western terminus point as 7 on US 27, these alternative corridors have similar issues as Alternative Corridors 7-2 and 7-3 and were therefore dismissed from further consideration.

Alternative Corridor 7-5: The eastern terminus of this corridor is on I-75 at the Richmond Bypass. Currently this area is heavily developed which would make construction of this alternative difficult. Furthermore, this is the longest corridor, has the highest cost, and may affect potential minority, low-income, and elderly communities. In addition, based on the traffic analysis, corridors with a western terminus as far south as terminus 7 on US 27 attracted significantly less traffic onto the connector, which would make it difficult to justify spending the

amount of money it would take to build the corridor. For all of these reasons this alternative corridor was dismissed from further consideration.

While most of the PWG agreed on the corridors that were taken out, Ben Taylor went on record to say that he believed that taking out all of the connectors that ended at terminus 1 on I-75 (the northern-most eastern terminus) was a bad idea. He believed that a northern route would have more utility for residents of Fayette and Jessamine Counties and would cost less as it does not require a river crossing.

There were several other comments regarding the six remaining alternatives, which are listed below.

- It is unknown how useful this connector will be to people wanting to go north on I-75 and whether people will use a corridor that takes them south before they can go north.
- Currently there is a plan to build 3,000 to 4,000 new homes in Northern Madison County, which could affect any of the eastern termini in Madison County.
- Adding a new interchange at terminus 4 on I-75 could help some of the traffic issues in Richmond at terminus 5 on I-75, and eliminate the urbanization of it.
- The corridors to be carried forward all have a western terminus on a road that currently does not exist (the Eastern Nicholasville Bypass). However, the Eastern Nicholasville Bypass is a committed project in the Recommended Six-Year Highway plan and is planned to be built before the connector.
- The impacts that a connector ending at terminus 2 on I-75 will have on White Hall State Historic Site need to be determined. This interchange will likely need to be rebuilt regardless of whether the connector ends at this location or not.
- The connectors with western termini at 4 and 5 have good connectivity and high traffic flows, making them attractive options.
- Alternative Corridors 4-2 and 4-4 have potential environmental justice impacts.

Next Steps / Meetings

The next steps will be to refine the remaining six corridors and prepare an associated analysis for the next PWG meeting and subsequent public meeting.

There are also other considerations for this project that go beyond the corridor location including what the corridor might look like (i.e. parkway versus interstate), access versus mobility issues, and toll considerations. Prior to the conclusion of this meeting there was an initial discussion of these issues. These points are listed below.

- There was discussion regarding the difference between interstates and parkways. Generally, interstates are designed with higher standards, typically allowing higher speeds. In addition to design speeds, the clear zones, shoulders, and medians are typically wider for interstates. Furthermore, if an interstate facility is considered, that might eliminate bicycle / pedestrian considerations since they are typically not allowed on interstates. Interchange spacing has stricter requirements on interstates than on parkways.
- The PDT team suggested that initially a two-lane road could be built, but right-of-way bought to eventually be able to widen to a four-lane road. The bridge could be built for two lanes but wide enough for a four-lane bridge in the future. Based on the initial traffic analysis, it may not be necessary to build a four lane road initially. The consultant team agreed to continue working with the Kentucky Statewide Traffic Model and make

necessary changes based on comprehensive and land use plans in the area, to gain a better idea of the amount of traffic that would use a connector. Many people were open to the idea of a two-lane AA highway type road depending on the amount of traffic expected. The AA highway is a rural highway located in northern Kentucky with two lanes, similar to the type of highway being proposed. This would lower initial capital costs.

- Controlled access versus limited access was discussed. The main difference between the two is the minimum distance between access points. The need for grade separated interchanges was discussed, although no consensus was reached regarding which was preferred. It was generally agreed that access should be limited, and very few interchanges or intersections would be needed. Access should be enforced by the state, not through local planning and zoning. Bates Creek Road was mentioned as a good access point.
- Where the connector would cross the Kentucky River was also discussed. It was suggested that the Palisades be shown on the map of alternatives so people know which corridors do and do not affect them. Currently the exact locations of Palisades have not been identified, but the consultant team will further explore this in the next round of screening.
- A crossing over existing locks was also suggested, however Shawn explained the implications this would have on permitting, design, cost, etc. It has also been expressed that many people would like the Valley View Ferry to remain in service.
- A discussion of tolling as a method of funding also occurred. It was agreed that research needs to be completed to determine the effects of tolling. It is not likely that tolling will fund the entire project. Research on tolling must be performed to determine the threshold that people would be willing to pay for this road as well as thresholds around the nation. It was asked if the statewide model could take into account toll penalties. The current model does not have this capability, but there may be other ways to determine how much traffic would be deterred by tolls. It was also suggested that the bridge only could be tolled and paid for. The PWG will be provided with more information on tolling for the next meeting.

In addition to determining the type of facility and tolling options, the next steps include scheduling the next PWG meeting. It will take place on May 5, 2008 at 1:30 PM at the same location. Following the next project work group meeting will be a second public meeting to allow the public to provide input on further narrowing the choice of corridors. This meeting will be on the Madison County side of the project area, either at a Madison County School or Eastern Kentucky University. Ideally it will be scheduled for the end of May prior to the end of the school year.

The meeting was adjourned at approximately 3:00 PM.

PROJECT: US 27 to I-75 Corridor Scoping Study

MEETING: Project Work Group (PWG) Meeting # 4

DATE & TIME: May 5, 2008 – 1:30 PM

LOCATION: Bluegrass Area Development District –
Conference Room
Lexington, Kentucky

ATTENDEES:

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MEETING SUMMARY:

The purpose of the fourth Project Work Group (PWG) meeting was to present the PWG with the Level 3 Analysis that has been performed on the remaining alternatives, and to obtain feedback before the information is presented at the next public meeting.

Stuart Goodpaster, P.E., the KYTC Project Manager, welcomed everyone to the meeting. He thanked everyone for their attendance. Stuart gave a brief overview of the project and briefly discussed the location and details of the next upcoming public meeting, before turning the meeting over to Shawn Dikes.

Shawn began by informing the group of where we are in the study process, which is at the alternative corridors evaluation phase. He then summarized what happened at the third PWG meeting. The next topic of discussion was the work that has been completed since the last PWG meeting, including:

- Making minor adjustments to the remaining corridors;
- Developing typical sections;
- Reviewing study area comprehensive plans;
- Investigating the location of the palisades and the impact to Whitehall Shrine;
- Revising corridor traffic volumes;
- Updating and completing more detailed cost estimates;
- Updating the evaluation matrix; and,
- Performing a review of tolling information.

The following comments and questions were brought up during the presentation of this material.

- While discussing the typical sections, a comment was made that supported buying enough right-of-way initially for a shared use path, even if it is not originally planned for, in case it is ever desired in the future.
- It was asked if the Jessamine County Comprehensive Plan was looked at it. It was not because there have been no updates since 2002, and the project was not mentioned in 2002. Also, the remaining corridors tie into the eastern bypass and will not go into Nicholasville. The plan is currently being updated.
- It was noted that the Madison County Plan is being updated and will include plans for bicycle facilities.
- There was a comment regarding the Palisades, that an additional benefit of having a roadway through the Palisades would be that handicapped people who may not otherwise be able to see the Palisades could be able to if a lookout is constructed along the bridge. It was noted that any scenic view from a potential bridge would need to be ADA compliant.

- A brief discussion about the exact location of the Whitehall Historic Site occurred. It was mentioned that while the exact location of the structure is known, land is being bought to have a park; therefore all of the boundaries are unknown. While a roadway near this location could bring the benefit of increased tourism, it could also attract unwanted development.
- While discussing the updated evaluation matrix, it was noted that the no-build scenario is still a viable option and that it should be compared to the build alternatives.
- A comment was made that the traffic impacts of each corridor to US 27, I-75 and Man O' War Boulevard should be included in the matrix. They were originally included in the Level 2 evaluation matrix, but removed from the Level 3 evaluation matrix as there was no distinguishable difference between the alternative corridors that would assist in making a decision between corridors. However, there is a difference between the alternative corridors and the no-build; therefore the traffic impacts should be added back into the matrix to highlight this difference.
- It was also noted that corridors with higher truck percentages would take more trucks off of other roadways in the area.
- It was explained that a corridor would not likely cause new trips to occur but would redistribute existing trips.
- There was a brief discussion about LOS on a 2-lane versus a 4-lane typical section. It was explained that percent passing is the main reason (in addition to capacity) that a 2-lane roadway operates worse than a 4-lane roadway with the same traffic volumes. Passing lanes were mentioned as an idea, however determining where those should be is beyond the scope of this project and discussion should resume at a later design phase. PB agreed to determine the point into the future a 2-lane facility would fail.
- A question was asked whether the cost estimates included in the matrix included the cost of a bridge, which they do.
- A comment was made during the discussion of tolls, that with the increase in gas prices, people may save money using the new corridor even if it is tolled.
- The question of whether or not tolling is legal in Kentucky was asked. There are no laws against tolling, and the toll authority still exists.
- The question of whether tolls could be raised in the future was asked. It is possible, however it is difficult to do and usually politically motivated.
- A comment was also made that in some places only one direction is tolled, giving a discount to commuters who use the toll road multiple times per day.

After the presentation of the work that has been performed since the last PWG meeting, Shawn asked if the PWG was comfortable bringing this information to the public. He also asked if anyone thought that any of the remaining six corridors should be eliminated from further consideration. The following comments were made:

- As mentioned above, the LOS and impacts to US 27, I-75 and Man O' War Boulevard will be added back into the matrix.
- The corridors that the public originally drew as well as the eighteen Level 2 corridors will be shown on a map; however the Level 2 matrix will not be shown. Only the Level 3 evaluation matrix will be shown and each of the six remaining corridors will be shown individually.
- The public should be asked about their preferences on tolling, but they do not need all the information that was given to the PWG.
- From Madison County's perspective, people will like corridors that end at KY 627, because many people want to see that interchange fixed. If it is decided that the

eastern terminus should go south of that interchange, then people will not really care where exactly it is.

- The comment was made that the public will be very interested in how the corridors will affect the Palisades and Whitehall. We need to have a better idea of this before the meeting and be prepared to be asked this question.
- It will be helpful to give the public a list of pros and cons of each corridor because they are coming into the meeting not knowing anything. This will cut down on confusion and allow them to make quicker judgments about which corridors they do and do not like.
- When asking questions of the public it would be helpful to give them a scale of 1 to 5 rather than asking yes or no questions.
- We need to be prepared to explain Homeland Security issues related to the impact of constructing a new bridge over the Kentucky River.
- It was asked how we will explain that there is no corridor without a Kentucky River crossing, and no northern route.
 - One person said to mention that a more northern route would turn into a commuter route for southern Fayette County and would cause major congestion on US 27.
 - Ben Edelen said that we need to be prepared with a detailed response as to why corridors ending at location one on I-75 were eliminated.
- It was also mentioned that people in Fayette County thought there would be a meeting in Fayette County and that they may be left out of the loop since the decision to eliminate northern corridors was made without them.
 - The comment was made that there has been no leadership from Fayette County that has stepped forward and wanted the corridor to go through southern Fayette County.
 - It was again noted that there were many reasons for eliminating a northern corridor, however if there is still interest then supporters of a northern corridor through Fayette County can still come to the public meeting in Madison County.
- A comment was made that a good map of the public meeting location using GIS should be made for the next public meeting as it was made for the first. It should include parking information and the exact address.

After this discussion the details of the next public meeting were given, and the meeting adjourned at approximately 3:00 PM.

PROJECT: US 27 to I-75 Corridor Scoping Study

MEETING: Project Work Group (PWG) Meeting #5

DATE & TIME: September 15, 2008 – 1:30 PM

LOCATION: Kentucky Transportation Cabinet District 7 –
Conference Room
Lexington, Kentucky

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MEETING SUMMARY:

The purpose of the fifth (and final) meeting of the Project Work Group (PWG) meeting was to discuss the June 16, 2008 Public Meeting results, discuss the preferred alternative, and make a recommendation, including determination of a 2 versus 4 lane facility, treatment of access, and whether or not to have a bicycle and/or pedestrian path. Overall, the Project Team wanted to make clear the overall process for future phases of project development and that there is no funding mechanism set up beyond this study. The PWG has played a key advisory role during the study process and their thoughts / comments will aid the Project Team in making a final decision.

The meeting began with Stuart Goodpaster, the Kentucky Transportation Cabinet (KYTC) Project Manager, welcoming everyone to the meeting and making some introductory remarks. He then introduced Shawn Dikes, the consultant (PB) project manager. Shawn introduced himself and the PWG made self introductions as well. Shawn went over the agenda and discussed the power point slide show covering the study schedule, study characteristics and study area, the project purpose and need, existing and future conditions overview, and the process that was taken to bring the project to the point where it is at today.

Next, Lindsay Walker discussed the second public meeting and shared the results of the surveys with the PWG. One question that was brought up was why so many people agreed with the purpose and need, but the no-build alternative received the second highest amount of votes. Shawn pointed out that if all of the votes for a build alternative are added up, there is significantly more support for a build alternative than a no-build option. Also, build alternatives ending at the Boonesborough Road interchange received the most votes – alternatives 4-2, 5-2 and 6-2 respectively. The responses also showed that the public was not as concerned about where the roadway would connect to the Eastern Bypass. During the discussion of the second public meeting, it was also pointed out that the support of tolling as a means of funding the roadway showed general support for the connector since the majority of respondents indicated they would be willing to pay some toll for use of the roadway.

After the discussion of the second public meeting, the final six corridors and the level three evaluation matrix were shown to begin discussion of a recommendation. Shawn explained the benefits and drawbacks of recommending a 2-lane road instead of a 4-lane road. The benefits are that a 2-lane road is much less expensive and more likely to receive funding for future phases- either from tolling, public – private partnerships or some other option(s). The drawbacks are that 2-lane roadways lose much of their utility if they do not have adequate passing zones and drivers get stuck behind slower moving vehicles. A LOS analysis was performed to determine at what year the new connector would fail to achieve a good level of service based on 2040 volumes. Most would fail well before the projected design year of 2040. Turning lanes and passing lanes could be added that would help the passing issue and improve LOS, however, these will also increase costs. An analysis was performed that determined how long it would take to pay for the new roadway if a \$1.00 toll was applied to cars and a \$2.00 toll applied to trucks. Eight scenarios were analyzed. A table showing the results of this analysis was included in the presentation.

Next Shawn presented the PWG with the Project Team's preferred alternative, 5-2. He discussed some of the benefits of this alternative and noted that based on the tolling analysis the basic 2-lane version could be paid for with tolling after 26 years and the full build could be paid for in 35 years. It was asked what the difference is between the basic and full build scenarios. The basic roadway means at-grade, unlimited intersections, no multi-use path, no

interchanges and no passing lanes. The full build would be limited access, grade-separated interchanges, and a multi-use path. At this point, no cost estimates were prepared for an upgraded 2-lane alternative with passing lanes. Shawn mentioned that the multi-use path might not be justifiable based on the costs (\$22 - \$25 million), however Carroll McGill noted that he thought that the multi-use path should not be taken out of consideration. This notion was also agreed upon by Lloyd Jordison also representing Madison County.

Overall, cost can be controlled for this project by limiting or expanding the options included with the roadway. The initial cost and tolling analysis has shown that a basic 2-lane alternative can be funded through tolls during a 30-year bond amortization period. Adding in other options such as a multi-use path or upgrading to a 4-lane section will increase the cost, so at a future date it must be determined what is really feasible based on generated toll revenue as well as any supplemental funding.

Next Shawn listed some questions that were open for discussion. The following items were discussed:

- The question was asked whether it is possible to toll a 2-lane facility. Several examples of 2-lane tolled facilities in Kentucky were given. The bridge was listed as a good place to collect tolls. It was also mentioned that it would be difficult to toll an unlimited access facility.
- The importance of passing zones and safety was discussed. Most people agreed that if a 2-lane facility is built it will be important to have adequate passing zones as well as climbing lanes for uphill segments.
- Amos Hubbard brought up the "Super 2" concept which is a 2-lane roadway with adequate shoulders, long turning lanes and climbing lanes. Most people liked this idea.
- The PWG agreed that this roadway is feasible, that Alternative 5-2 should be the preferred alternative, and that it should be 2-lanes and tolled. It was also agreed that right-of-way should be bought for an ultimate build out to 4 lanes.
- The question was asked how this project can get on the Six Year Highway Plan. In order to get this project on the plan, this study will need to be finished and the information from the study will be used to make the argument that this project should become a higher priority on the unscheduled project needs list. Local officials can vote to make the project a higher priority as well. The KYTC district must then recommend this project to the secretary and the secretary must recommend it to the legislature before it can be listed on the Six Year Highway Plan. Next spring is when the next six-year cycle starts. Segmenting the project may be a good way to get it on the plan as well. It does help that the Eastern Nicholasville Bypass is already on the Six Year Highway Plan and the reconstruction of the KY 627 interchange in Madison County is in the design phase.

After this discussion, Shawn went over the next steps of the project. The PWG asked to see the draft copy of the final report. They will be allowed to provide comments but will be required to do so in a short timeframe; like 2 weeks. Shawn briefly listed points that would be made in the recommendation. The report will recommend Alternative 5-2 saying that it satisfies the purpose and need and is feasible. A "Super 2" type roadway will be recommended. The multi-use path was still not decided upon, and Shawn asked the PWG for their thoughts on the multi-use path. The following points were brought up:

- Madison County strongly supports a multi-use path.

- People will not likely use a multi-use path in this location and it would be better in a more urban area where people can use it for recreation.
- As gas prices continue to increase, more and more people will use bicycles as a method of commuting making this path very valuable.
- This could be a destination point for bicyclists and tourists and could bring economic development to the area, as well as open the project up to additional funding sources. A multi-use path could make this project stand out from others.

With all of these points taken into consideration it was agreed that additional study for a multi-use path should be recommended. The additional right-of-way that the study will recommend purchasing should include a path, however, everyone agreed that the cost of the path is high, and that the connector is more important than the multi-use path. Therefore, if the path will cause problems for future funding and will limit the advancement of the project in general, it is not a necessary part of the project. If a path is eventually included, the idea to toll bicyclists was brought up. Most people said they thought that would be fair. Therefore it was agreed that the recommendation in the report would say that there is strong support for a multi-use path, but that it is not essential to this project if funding limits inclusion.

Next, funding options were discussed in more detail. A representative from Madison County noted that there are plans for a large number of new houses between the Boonesborough exit on I-75 and KY 169 and asked if it would be reasonable to ask the developers to pay for a portion of the roadway because they will benefit from it. Max Conyers from the Lexington Area MPO said that in Fayette County developers are only asked to pay for local and collector roads and that a major arterial such as this one should not be the responsibility of the developer. The question was asked about what would need to be done legally to be able to have a toll road. Shawn mentioned that a toll authority would need to be created, and that local elected officials should be contacted about getting that into the legislature. Homeland Security funding is also still an option. It was decided that various creative funding mechanisms would be recommended in the report and that the traditional methods of funding cannot be relied upon if this project is to move forward. Even if the funding were available today there are still many steps that need to be taken before this project could be let for construction. Only small amounts of funding are needed to carry the project to the next steps; however, it is important that this report show that there are other non-traditional ways to fund construction and that tolling is supported and would cover much of the cost.

The meeting concluded at 3:30 PM. The PWG will have no future meetings, but will be able to view the full report and provide comments to the Project Team.

Public Workshop #1

Tuesday, November 20, 2007

US 27 to I-75 Corridor Scoping Study Jessamine, Fayette, and Madison Counties

The first public involvement activity for the US 27 to I-75 Corridor Scoping Study was held on November 20, 2007 in Nicholasville, Kentucky. The Kentucky Transportation Cabinet (KYTC), Bluegrass Area Development District (BGADD), PB Americas, Inc. (PB) and their sub consultants Third Rock Consulting (TRC), H. Powell and Company, Inc. (HPAC), and HDR, Inc. had staff present to answer any questions from the public. The purpose of the meeting was to introduce the study to the public, present the existing conditions information (traffic, geometrics, and environmental), and gather feedback regarding study issues and goals and potential corridors to be evaluated.

A total of 244 citizens signed-in at the meeting. The meeting was held in an open house format with no formal presentation. Informational boards were arranged around the room and included the following information:

- Study background information including the study purpose, study area, and the study schedule / process.
- Existing conditions maps including the existing truck network, 2007 traffic volumes, 2007 levels of service, and a crash rate analysis.
- Environmental maps depicting the human and natural environment as well as a cultural/historic map detailing the historic and potentially historic sites within the study area.
- Study area maps for use in drawing potential corridors.

Handouts and survey forms were also available and included the following information:

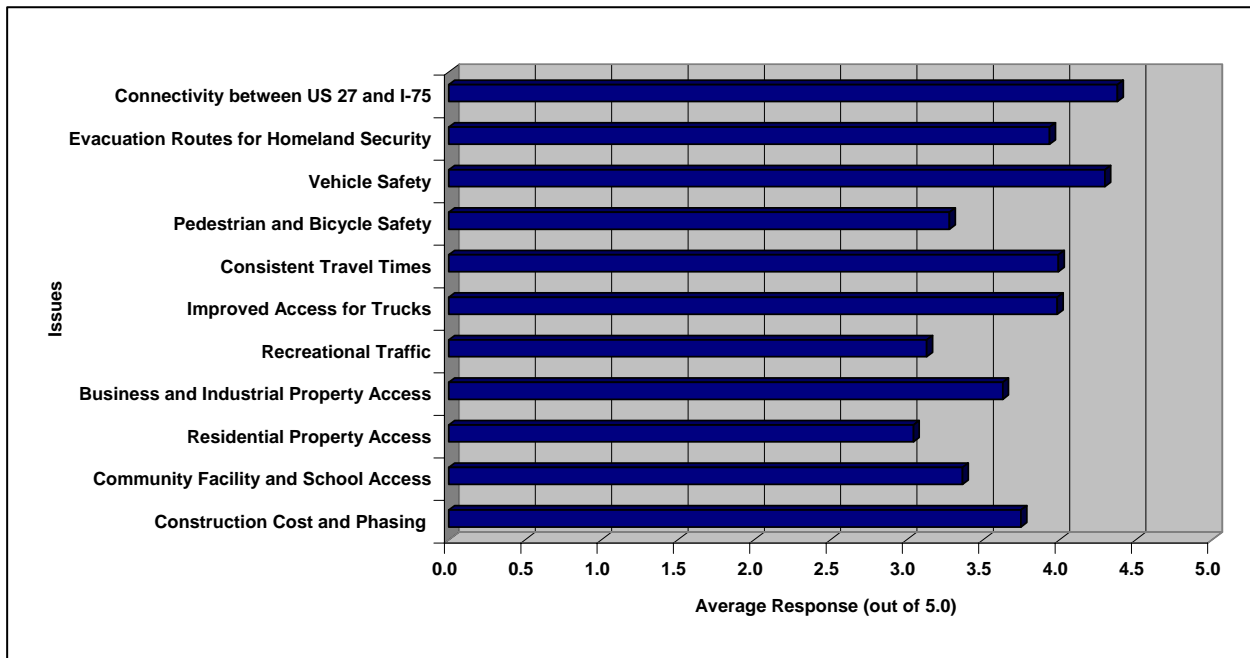
- A fact sheet explaining the study purpose, process, and schedule as well as how the public can give feedback on the project.
- A survey form with questions about study issues and goals and the need for a new connector between US 27 and I-75.

Summaries of the public comments received are presented on the following pages.

Summary of Responses

Comment forms were available at the public meeting and could be returned either at the meeting or sent via mail or fax following the meeting. The total number of forms returned at the meeting was 107. An additional 37 were returned via mail/fax/internet.

1) How important to you are the following highway issues for this study? (Circle the appropriate number)



Notes:

- One respondent wrote in the following: I-75 is not safe; I-75 - no time consistent; I'm for slow scenic routes.
- Another respondent wrote next to Pedestrian and Bicycle Safety: on a 4 lane highway?
- Another respondent wrote next to Vehicle Safety: No better or worse than current.
- Another respondent wrote next to Pedestrian and Bicycle Safety: Not on connector.

Other respondents wrote the following: Environmental Impact on Native Species; Location; Future Growth; Preserving KY River Environment and Habitat; Take as much Traffic as Possible off of the Existing Roads; Should Extend to US 68; Consider Impact to 169 West Traffic (Nich – Versailles); Limited Access; Business and Industry Need Truck Routes to I-75; Another Bridge; Historical and Environmental Impact VS Homeland Safety Issues; Light Rail / Public Transportation; Bike Path; Bicycle Access Incorporated; Affect on Natural Landscape; Maintain Scenic View; Need Dam on River

with Bridge on Top of it; Environmental Impacts; Landscape Preservation, Farmland Preservation, Preservation of Crossroad Business in Agricultural Land; Regional Planning; Visual Conservation, 1) Landscaping for function and beauty, 2) Non obtrusive lighting and concrete barriers, railings; Keep quiet for neighborhoods

2) Please discuss any other highway related issues you would like to have considered in this study.

Connectivity:

- Make sure the placement of I-75 to 27 location does not hamper further expansion to I-64 west.
- We need a full outer belt from 75 south to 64 west but you probably want this project safely past the point of no return before a battle over anything beyond tonight's proposal starts.
- Nicholasville Eastern Bypass with connector to I-75.
- It simply needs studied – we need alternate high traffic routes to I-75.
- This connector would help traffic from all directions especially if we can avoid Lexington.
- Traffic between Nicholasville and Lexington and access to interstate.
- Direct connection to I-75 – very important.
- An eventual connector to I-64. Limited access to the connector with I-75 and I-64 with no at grade crossings or at least purchase the property to add overpasses in the future.
- The connector to I-75 with consideration of later connecting to I-64.

Vehicle Safety:

- The effect on 27 traffic – would be improvement in # of vehicles, i.e. less accidents.
- As with the existing bypass in Jessamine County, the amount of intersections this will create, there have been fatalities at all the existing ones we have in place.
- Please make sure this road is as straight and wide and with ample berms on the sides.
- The increased traffic volume and amount of traffic accidents due to increased traffic flow.
- This should not be a stop and go road, if businesses want to build nearby there should be a frontage road so as not to affect the main traffic flow.
- A) Limited access is very important; don't want another Man-O-War Road. B) Duplicate river crossing for homeland security (travel NS on 75).
- Painted lines – center and each side on all roadways.
- I would like to see green space between the lanes instead of black top. Trees and grass like Paris Pike – this would also provide safety as well as beauty.
- Large enough shoulders to allow for break downs or safe traffic stops by law enforcement.
- Impact of traffic volume and safety to the 169/33 corridor (see attached).

Consistent Travel Times:

- Travel time.
- We would like to see a study of ways to reduce the transit time from Nicholasville to Lexington with a limited access highway / connector.
- Please make this a limited access highway – it would greatly help traffic flow and time element. I believe people use Jacks Creek to Richmond Road because there are no stoplights.
- The new road should take the shortest course other than missing historical sites and established homes.

Economic Development:

- Long term economic impacts.
- How would this project impact US 68? Will the connector access this Highway 68? Keep free of commercial development like US 27 has now.
- My concern is residential and business development along this road. This has been proven to be a disaster along New Circle, Man-O-War, and Nicholasville Roads!
- This will help the business of Jessamine County, and should relieve some traffic off 27 in the "red" spots.
- I choose my home area because there was no bridge over the river hoping to avoid too much development!

Traffic Congestion:

- Expansion of 27 with limited access and service roads.
- The increased traffic volume and amount of traffic accidents due to increased traffic flow.
- Improve traffic flow at Man-O-War and US 27 – Nicholasville Road. Enforce right lane for heavy truck traffic.
- Prefer a high speed, limited access road with no traffic lights – do not reproduce Man-O-War.
- We need more lanes to help traffic flow.
- Not a Man-O-War like corridor with lots of stop lights – consistent traffic flow.
- This will help the business of Jessamine County, and should relieve some traffic off 27 in the "red" spots.
- Impact of traffic volume and safety to the 169/33 corridor (see attached).
- This connector must be a limited access to be effective in its goal.
- Traffic between Nicholasville and Lexington and access to interstate.
- This connector would help traffic from all directions especially if we can avoid Lexington.
- Relief on primary arterials between Jessamine (Garrard, Lincoln, Anderson, Woodford) and Fayette – US 27, 68, 60.
- Access Management and a limited number of interchanges (if any).
- Limited traffic entrance and exit ramps --- green space and beautification incorporated --- bicycle/pedestrian use incorporated.
- Please make this a limited access highway – it would greatly help traffic flow and time element. I believe people use Jacks Creek to Richmond Road because there are no stoplights.
- Relieve traffic from US 27 north of Nicholasville.
- The effect on 27 traffic – would be improvement in # of vehicles, i.e. less accidents.
- Congestion on US 27 between Nicholasville and Lexington.
- Do it right the 1st time with a lot of traffic in mind.
- Need to vastly improve truck and commuter traffic on 27.
- Traffic flow issues – how will the new connector effect all the central KY counties?

- The amount of commuter traffic that US 27 will gain from Lexington and interstates using a connector to access southern Fayette County and North Jessamine.
- Simply the lessening of traffic between Lexington and all points south, especially for those who want to access the interstate.
- Due to the amount of traffic already accessing Lexington from the south VIA US 27, it seems illogical to offer another potential way for access coming from the south to get onto this road. Would it not make more sense to use the money to make US 27 and the new Eastern Bypass of Nicholasville controlled access all the way into Lexington. Why not focus on the real traffic issue at hand; there is not a way to get in and out of downtown Lexington with ease. I do not believe there are enough people in Jessamine County trying to go south to warrant this use of money. If there must be another route south out of Lex. Why not follow Bates Creek all the way out to the Interstate.
- Access ramps to the highway with no lights.
- Designed like an interstate with only entrance and exit ramps. No stop lights.
- An eventual connector to I-64. Limited access to the connector with I-75 and I-64 with no at grade crossings or at least purchase the property to add overpasses in the future.

Environmental:

- I hope such an artery does not destroy the natural beauty of the surrounding environment.
- Proximity of connector to prime agricultural soils, environmentally sensitive areas, and historic sites – and the efforts made to mitigate negative impacts created by the project.
- I feel it is best to choose a connector route that avoids having to build a new bridge across the Kentucky River both for cost considerations and environmental impact.
- Environmental impact on the Hickman Creek area.
- I don't think we should disturb historical areas; there are other routes to take.
- As I live less than a mile from the new interchange, the increase in vehicle noise has been tremendous. The removal of trees and increase in the traffic volume has detracted from the quiet neighborhood I moved into.
- Use one of the bridges as a dual purpose dam to create a lake/pool for a primary water source and a secondary recreation area.

Multimodal:

- Please consider bike lanes or a paved bike route that parallels the new roads. Separation of bikes and cars on major roads would be nice.
- The opportunity for walking and bicycling paths; limited shopping development along the road.
- Would like to see all new highway construction with bike lanes or roadside paths.
- Please consider bicyclists as well as pedestrians anytime you work on a road.
- We would like to see a multi-use trail or lane built alongside the roadway to accommodate bikers and other recreational activities.
- Bike path for alternate means of transportation.

Improved Access for Truck Traffic:

- Improve traffic flow at Man-O-War and US 27 – Nicholasville Road. Enforce right lane for heavy truck traffic.
- Need to vastly improve truck and commuter traffic on 27.
- Need to have alternative crossing on KY River in case I-75 bridge goes down.
- Repair / improve existing roads – money much better spent.

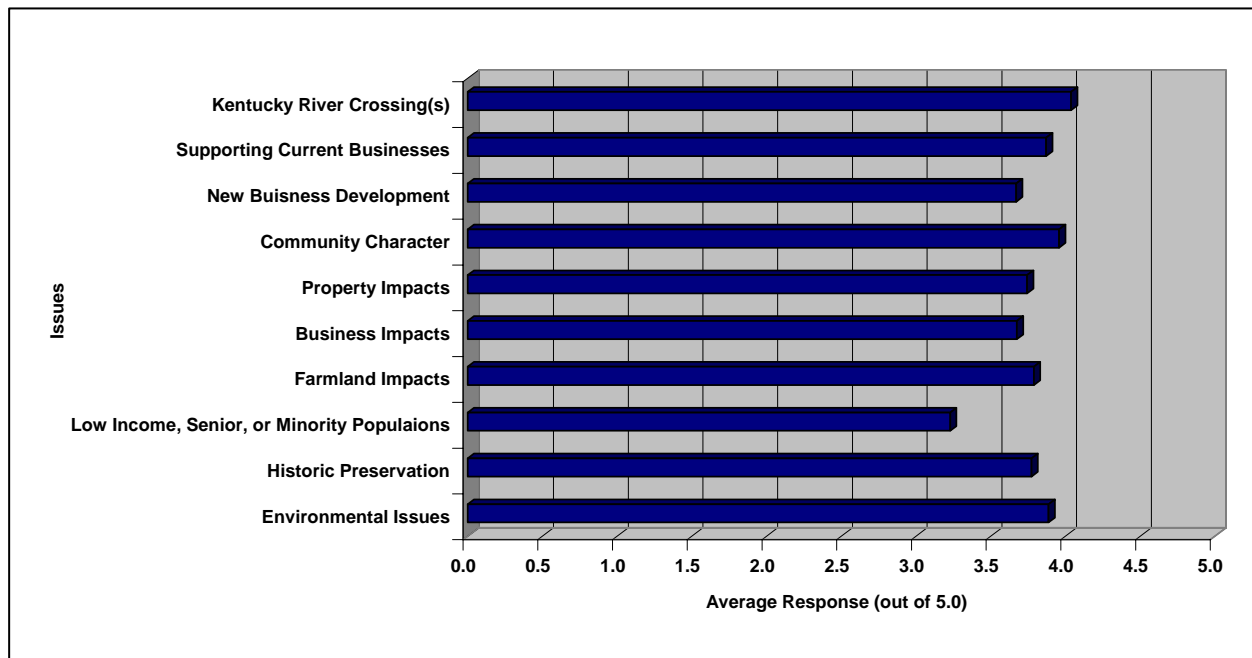
Homeland Security:

- A) Limited access is very important; don't want another Man-O-War Road. B) Duplicate river crossing for homeland security (travel NS on 75).

Other:

- Better lane usage for all highways.
- None
- Since Nicholasville will grow, the bypass of Hwy 27 should be considered as well.
- Any new road should match the aesthetic standards of Paris Pike.
- How will it effect the water quality from waste run off.
- None
- Nicholasville Eastern Bypass needs to be built "yesterday".
- Final design east bypass / construction – spin I-75 connector off northern section bypass – head east to Athens or connect to Madison County Whitehall exit.
- There is more emphasis on protecting southern Fayette County than northern Jessamine.
- Interior roads and conditions that exist in Jessamine County
- South side of county.
- Limited access study on 27N Groggins Ferry to Fayette line.
- Western terminus should consider likelihood of eastern bypass being constructed.
- No issues based on current proposal.
- Consideration of the US 27 Eastern Bypass.
- I am concerned with creating creative and comprehensive commercial and neighborhoods with plenty of greenspace intact all around – a 30/70 or 20/80 split with the majority being greenspace.
- Limited access to US 27 north of Nicholasville.

3) How important to you are the following community and environmental issues for this study? (Circle the appropriate number)



Notes:

- One respondent wrote in the following: Very important that it NOT cross the KY river.
- One respondent wrote in the following: Too great an expense (river crossing) could tank the project.
- One respondent wrote in the following: Kentucky River Crossing(s) – (don't)
- One respondent wrote in the following: Kentucky River Crossing(s) – Need Another Crossing

Other respondents wrote the following: Water Supply; Greenspace / Park Preservation; Bicycle access incorporated; hiking, biking, walking trail adjoining the new road; Safety; Money Waster; Conservation for People, Replace Dead Landscape

4) Please list any environmental or community features in the study area which we should be aware of and/or have not identified.

- The Riney-B corridor at Valley View along 169 needs to be avoided. Please do not build along 169.
- Stay focused on preserving any and all historical areas that may be possibly impacted.
- Karst caves in southern Jessamine County, endangered wildlife (bats) in southern Jessamine County.
- None
- Route thru Fayette County should not be done – enough roads there.
- Try to preserve the beauty of and showcase the landscape of east Jessamine County.
- Water quality during construction.
- The Old Richmond Road Corridor residents have fought against this road coming onto their property twice in the past 18 or so years (with success). The issue and expansion of Fayette County's urban service boundary are the two main issues our coalition opposes. Please do not consider Jacks Creek, Crawley, Spears, Walnut Hill, Evans Mill, Delong, Damar Roads as areas to place this connector road.
- If the road is built, keep it as a bypass only.
- The recent Fayette-Jessamine bike-ped plan may identify corridors to avoid – consider impact on desired greenspace.
- The preservation of the natural beauty of the river Palisades needs to be top priority. If it is destroyed, it cannot be restored.
- Save the Kentucky horse farms. Florida is still lurking in the background.
- Keep community feel; not overspend to satisfy all special groups.
- There are a lot of mill areas that need to be considered.
- None
- Evacuation route from Richmond and area if nerve gas is released and Clay Ferry Bridge is down.
- There are two camps – Woodsmen of the World and Camp Shawano (Wilderness RDGS Council) that are on Neuman Road and the land is bordered by Tates Creek – almost down to Valley View Ferry.
- US 27 needs 3 lanes in each direction!
- Don't think that crossing the river is an option due to environment and cost of the bridge.
- Plan to not cross the river, this could prove to be great for Jessamine and Madison Counties.
- We would love to add a bike trail along the route. There are few safe places to ride bicycles.
- Destruction of watersheds and rural ways of life in southern Fayette County.
- Preservation of the current beautiful land/farmscapes along this route; opportunities to develop the historically significant areas.

- It is always hard when you take land from farms and build roads on it. Unfortunately it is often necessary. Whatever happens, it seems imperative that if there is another road constructed south or east out of Jessamine County it must be Limited Access.
- This area is incredibly beautiful, and will be damaged forever with a connector road.
- I think we should seek to preserve the distinctive rural character of the surrounding environment.
- Many recreation areas close by are under-appreciated, such as the KY palisades at Highbridge, Herrington lake, Riney-B old rail line, arts, crafts, and antiques.
- Should be a divided highway with grassy burms, trees – no gravel.
- Environment – make the highway follow the river where appropriate so we can enjoy the beauty.
- There is a proposed 4 lane road from Nicholasville Bypass to Spears. Could extend due east to I-75.
- Iroquois Hunt country is in the study area in eastern Fayette County. This is a historic, cultural, and environmental resource worthy of protection.
- Innumerable small farms, scenic byways not marked.
- Do not ruin the KY River Palisades with a new road and bridge crossing!
- Straight roads for long periods are boring and dangerous. Over doing or having of (?) lighting invades visual privacy.
- Sometimes the environmental issues are too loud and not as urgent as some people would make them – this connector would far more benefit the common man.
- The increase in the noise from traffic has greatly increased in the Adam's Place neighborhood, not to mention the houses and Caleast. Awareness for bike and the safe usage of bikes on these roads is also a concern. Increased traffic and speeding as always a concern.

5) Please discuss any other issues you would like to have considered in this study.

Connectivity:

- Connection through Woodford County. Why should Jessamine be the only consideration for this beneficial development, regardless of horse farms.
- Will this project effect the Eastern Bypass Project and possible future connector to US 68?
- Madison County needs another way out due to Army Depot and terrorist threats.
- Connect Richmond, KY to Nicholasville.
- Consideration should be given to extending this road from Nicholasville to I-64 in Woodford County.
- Connectivity directly to Richmond.
- The possibility of extending it to also serve US 68.
- The traffic between Nicholasville and Lexington needs to be reduced; access to I-75 from south side of Jessamine near bypass and connect with I-75 at Richmond connector. This will assist with safety concerns and equalize traffic flow.

Vehicle Safety:

- Safety!
- The noise impacts and traffic impacts for the local roads has greatly increased. Safety factors at Caleast and 52 need to be evaluated, and consideration for the safe usage of bicycles.
- The traffic between Nicholasville and Lexington needs to be reduced; access to I-75 from south side of Jessamine near bypass and connect with I-75 at Richmond connector. This will assist with safety concerns and equalize traffic flow.
- Reduce number of accidents / fatalities from too narrow roads and trees!

Traffic Congestion:

- Most economical and relieve traffic in Fayette County.
- Limited access entire length of the road.
- Traffic volume
- Make connector limited access / controlled access interchanges only at major highway crossing; consider toll charge to fund project.
- Need full access control.
- Prefer limited access.
- The traffic between Nicholasville and Lexington needs to be reduced; access to I-75 from south side of Jessamine near bypass and connect with I-75 at Richmond connector. This will assist with safety concerns and equalize traffic flow.
- See above #2. Also, would like to ensure that the new bypass for Nicholasville is limited access with on/off ramps only – no traffic lights.
- Reduce traffic on 68 – 27 Nicholasville and Lexington.

- Limit development of business along road. Slows traffic.
- Restrict access to the highway and no development.
- I still think your money is going to be better spent solving the larger problem of access to downtown Lexington, it seems that this would take a lot of the pressure off of the roads already there.

Economic Development:

- Ways to limit development along corridor.
- This connector is the most important for Jessamine and Garrard County growth in a decade.
- Promote growth and commerce in southern Jessamine County with Richmond to Danville.
- Limit development of business along road. Slows traffic.
- Restrict access to the highway and no development.

Homeland Security:

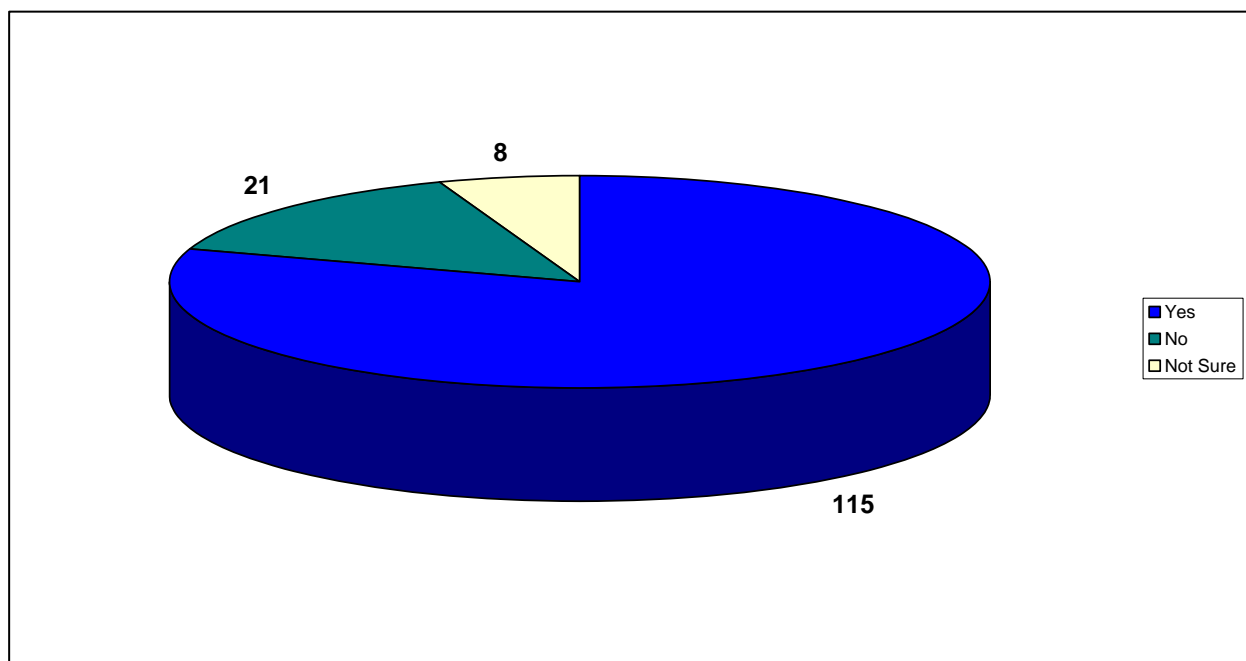
- Madison County needs another way out due to Army Depot and terrorist threats.

Other:

- Please leave enough shoulder and/or create a bicycle lane for cyclists.
- Please see my oral comments sheet by court reporter.
- Please include alternative transportation (bike/ped) in the project.
- Jessamine County Comprehensive Plan
- Incorporation of this project into a Master Regional Plan.
- Clear improved signage along roadway, wide shoulders and some “pull-offs” to allow tourists to rest and to capture the beauty of the landscapes.
- Please be sensitive.
- Excellent time to start an adjoining trail for other forms of transportation and exercise. This could be huge tourism wise for the area. I am ashamed and disappointed that we are way behind our neighboring states in these kind of trails, in fact we have so few of these trails we rank worse than 45th of 50 states.
- If possible, this connector – if deemed necessary to build – should be located in areas that are not close to prime agricultural operations or possess prime agricultural soils.
- I live in this area because I enjoy the country environment. I believe too many farms would be impacted. Farmland is already becoming too expensive for new farmers to afford.
- Condemn farm owners land to make this happen.
- Needs of Jessamine County.
- Building of a dam along KY River for water use and recreation.

- Timeline versus population growth – i.e. the access is necessary now and later.
- None
- Preservation of existing landscapes / farms which are becoming rare and increasingly valuable as a tourism item.
- Regional planning is needed for the entire Bluegrass area, not just the needs and wants of Jessamine County.
- 1) Landscape, landscape, landscape with as many indigenous trees to Kentucky (red bud, tulip poplar) but have are the majority of foliage – evergreen – and not the ugly ones. 2) Haliel Boxwood allowed to grow naturally staggered and in groups are pretty. 3) Along roadsides plan indigenous day lilies (orange). 4) Financial concerns – contact garden clubs and women's fun clubs to help take (?) care.
- The possibility of a dam across the KY River would provide tourism and recreation on the lake as well as a good water supply for the region.
- Why not use either northern Garrard or southern Fayette?
- I believe the southern border of the study north up to Chrisman Mill area should be studied – river access for a bridge should be considered in that area.
- I am concerned about the 5 mile radius effect that a highway has on adjacent land. I am especially concerned about Raven Run Nature Sanctuary and the Girl Scout Camp.
- Note, this is not a comprehensive list: 1) Fayette County's Purchase of Development Rights Program; 2) Conservation Easements; 3) Historic Register Properties; 4) Rural Settlements; 5) Small and Large Equine Operations including Champagne Run & Iroquois Hunt Club; 6) several vineyards; 7) three existing retail / ag endeavors (Botanica, Kelley Farms, Jean Farris Winery and Bistro); 8) destruction of the Preservation Area; and 11) Raven Run Nature Sanctuary.
- This is the time we must act. Property values continue to increase.
- None, just do it fairly and appropriately.
- None
- Destination study – I do not feel a need study can be done without tracking where the traffic on US 27 is going.
- The aesthetics of the road and bridge must be considered. We do not need another cheap-as-possible project.
- Damming KY River upstream at Dix River.
- Positive impact on housing market in Jessamine County with access to major highway; positive impact on land values (public and private).

6) In your opinion, is a new highway needed to connect US 27 to I-75 (check one)



7) Why?

The following are the responses from the people who checked “Yes”

Connectivity:

- We need to get to I-75 without going through Fayette County. We need it for Homeland Security.
- To ease the traffic on US 27 and provide a quicker access to I-75.
- Ease of access to other communities in the surrounding area.
- Well, as they say, you can't get there from here. Going north to Lexington is the only viable option when going to Jessamine County.
- There is no way for Wilmore and Nicholasville to reach the interstate except winding back roads or busy Lexington streets.
- No good access to I-75 without going back to Lexington or going several miles south.
- Jessamine County needs a corridor of access to I-75 without the congestion and hazards of existing routes.
- Access to interstate for county north of Lexington and south Lexington.
- Alternative access to I-75.
- We need better connections of our roads with more access roads to I-75 which a connector from 27 will provide.

- Connecting Hwy 75 from the south of Nicholasville will enhance the region – 1) access, 2) beauty, 3) security, 4) tourism. (South of Nicholasville – not north)
- Presently from Jessamine County have to go Man-O-War to Richmond Road in Lexington to get to I-75 (unless you know all the back roads – I tend to get lost trying to remember that way!).
- For the reasons that initiated the study as well as providing a connection of Nicholasville to Richmond. Replace ferry with bridge.
- To serve Jessamine County / northern Fayette County and all counties south, giving them ease with a direct route to interstate.
- Access to highway for travel, vacation, business, convenience, progress.
- The lack of reasonable access of Jessamine County to I-75 is overdue.
- Prevent traffic jams on US 27 – access to Toyota.
- There is no easy way to get to 75 from Nicholasville. If we want future economic and business development we need to be connected to 75.
- Traffic movement, connectivity between major highways.
- Improve traffic flow on US 27 – connect Jessamine, Garrard to I-75.
- We must provide access to I-75 from Jessamine County and western portions of Fayette. It is imperative that we have an alternate route if something ever happened to the Clays Ferry Bridge.
- 1) Alternate routes to south and east of Lexington. 2) Economic impact needed for Jessamine County. 3) We need more ways to “get there from here” (especially for trucks).
- This would play a part in redirecting traffic that would otherwise flow into Lexington and hence, alleviate some traffic woes.
- A safer and quicker way to connect to I-75 from Jessamine County. Would not have to drive through Lexington or south on US 27.
- Southern access to Lexington to pull traffic out of Nicholasville south.
- Need access to I-75 without going into the Lexington / Fayette County.
- 1) Traffic Control; 2) Easier for Jessamine Residents to Access I-75; 3) Development of East Jessamine County.
- It takes a long time to reach this area of Kentucky and makes it difficult to travel there on a regular basis. The connector road would bring faster travel which would allow businesses to open up or for people living in that area to more easily commute to businesses in other areas.
- Improved access and safety.
- Lack of east-west and county to county access in Jessamine and Madison County. Richmond and Nicholasville need direct access to each other to enable vitality in the southern (relative to Lexington) area of Bluegrass.
- To better service business and industry as well as commuters.
- Direct access to 75 instead of traveling thru Lexington's Man-O-War. Economic development for Jessamine County.
- Traffic from Garrard, Lincoln, Mercer, and Boyle Counties traveling to Lexington goes through Nicholasville.

- To provide more direct access to I-75 from a cluster of Central KY counties that does not presently exist; and to assist on alleviating existing and future traffic problems on US 27, and to some extent, US 68.
- Access for Jessamine County to I-75; improved safety.
- I think it needs to be the first phase of an outer loop around Lexington connecting I-75 to US 27 to US 60 (airport / Keeneland) to I-64.

Vehicle Safety:

- Economy, safety, time, and gas savings.
- Jessamine County needs a corridor of access to I-75 without the congestion and hazards of existing routes.
- Ease of access for community and business interests. Improved safety on 27.
- Equalize traffic flow for safety concerns and provide an additional bridge, perhaps you can obtain Homeland Security funding to assist with development.
- With the increased development of this area, this connection will provide much needed relief and safety.
- At present, the way many people take to I-75 goes by our house at the corner of Logana and Union Mill to Jacks Creek and Richmond Road to exit 99 or to Athens. These roads are curvy and not well banked and are dangerous. A new highway would be much safer especially if it has 4 lane and limited access.
- A safer and quicker way to connect to I-75 from Jessamine County. Would not have to drive through Lexington or south on US 27.
- The present routes are dangerous because they are curvy and narrow at best. A safer route can be driven already by going north (Lexington) and south (Nicholasville and Harrodsburg) but it would be shorter and more convenient to go east and west.
- All of the above, travel time, safety, development, and the creation of another water source for central KY.
- Improved access and safety.
- Improve traffic safety, help move products, help local economy. May bring in more businesses.
- Convenience, safety, economic development.
- Access for Jessamine County to I-75; improved safety.
- For faster and safer travel to 75 and reduce traffic on 27.

Consistent Travel Times:

- Economy, safety, time, and gas savings.
- Save travel time – improve truck access – improve community access to I-75 – reduce congestion on US 27 and Man-O-War (and maybe on KY 4).
- My travel to southbound I-75 is very limited – we need to reduce the traffic travel time to 75.
- All the issues above make it clear that this connection is important. Evacuation routes, improved truck routes, and consistent travel times are crucial.
- Traffic in Lexington and from Nicholasville to Lexington continues to increase causing increasing time for traffic from Nicholasville and counties south of here to reach I-75 / I-64. This connector is about 5 – 10 years past due.

- All of the above, travel time, safety, development, and the creation of another water source for central KY.
- It takes a long time to reach this area of Kentucky and makes it difficult to travel there on a regular basis. The connector road would bring faster travel which would allow businesses to open up or for people living in that area to more easily commute to businesses in other areas.
- The present routes are dangerous because they are curvy and narrow at best. A safer route can be driven already by going north (Lexington) and south (Nicholasville and Harrodsburg) but it would be shorter and more convenient to go east and west.
- For faster and safer travel to 75 and reduce traffic on 27.

Economic Development:

- Business community access to I-75 to continue to promote economic development.
- South Jessamine / Garrard need better access to interstate from a business standpoint. This could remove a large number of semis from traveling through Lexington just to get to the interstate. I would guess a few hundred per week.
- 1) Alternate routes to south and east of Lexington. 2) Economic impact needed for Jessamine County. 3) We need more ways to "get there from here" (especially for trucks).
- Ease of access for community and business interests. Improved safety on 27.
- The traffic off US 27 close to Lexington and Man-O-War; develop south Jessamine County.
- Traffic flow and industrial development.
- There is no easy way to get to 75 from Nicholasville. If we want future economic and business development we need to be connected to 75.
- Access to highway for travel, vacation, business, convenience, progress.
- Development and ease of traffic flow.
- To make Nicholasville and surrounding communities more attractive to industry and also for residency.
- Only for those hopping south east and for commerce.
- Economic development, improve congestion.
- Ease traffic congestion; create a more desirable area to live, boost economic growth and property values.
- Economy, safety, time, and gas savings.
- A futuristic approach to traffic and business opportunity rather than waiting until it is too late to accomplish.
- Need to vastly improve truck and commuter traffic on 27! By the time it is finished traffic will be at standstill! Jessamine needs the growth.
- 1) Traffic Control; 2) Easier for Jessamine Residents to Access I-75; 3) Development of East Jessamine County.
- It takes a long time to reach this area of Kentucky and makes it difficult to travel there on a regular basis. The connector road would bring faster travel which would allow businesses to open up or for people living in that area to more easily commute to businesses in other areas.

- Business, homeland security, economic development.
- Growth of this region.
- Direct access to 75 instead of traveling thru Lexington's Man-O-War. Economic development for Jessamine County.
- Traffic congestion, Clays Ferry alternative, economic development.
- It will help on our downtown traffic and bring in new industry.
- Improve traffic safety, help move products, help local economy. May bring in more businesses.
- Convenience, safety, economic development.
- Jessamine County is cut off from major interstate system and I feel that an interstate connector would increase economic development.
- Growth and expansion of business (commercial and industrial) in Jessamine County is needed to maintain growth in Nicholasville.
- Convenience and will improve commerce.
- Lack of east-west and county to county access in Jessamine and Madison County. Richmond and Nicholasville need direct access to each other to enable vitality in the southern (relative to Lexington) area of Bluegrass.
- Access to I-75, I-64 is vital to continue the economic development of Nicholasville. US 27 has become congested to the point that a new highway is desperately needed to divert traffic.

Traffic Congestion:

- The amount of traffic it could save traveling 27 to Lexington thru to I-85 should justify this road.
- For faster and safer travel to 75 and reduce traffic on 27.
- Traffic from Garrard, Lincoln, Mercer, and Boyle Counties traveling to Lexington goes through Nicholasville.
- To provide more direct access to I-75 from a cluster of Central KY counties that does not presently exist; and to assist on alleviating existing and future traffic problems on US 27, and to some extent, US 68.
- Access to I-75, I-64 is vital to continue the economic development of Nicholasville. US 27 has become congested to the point that a new highway is desperately needed to divert traffic.
- Evacuation routes in addition to the current routes over the KY River at Clays Ferry, Valley View and at Boonesborough; Possibly reducing some of the traffic off I-75 between Madison County and Fayette County.
- To facilitate regional traffic congestion. Also to provide an alternative river crossing.
- Traffic congestion, Clays Ferry alternative, economic development.
- To assist truck / tourist traffic – helping reduce thru traffic off of already congested roadways.
- To ease the traffic on US 27 and provide a quicker access to I-75.
- To get traffic off of 27 north.
- To lessen congestion on US 27.

- A futuristic approach to traffic and business opportunity rather than waiting until it is too late to accomplish.
- Save travel time – improve truck access – improve community access to I-75 – reduce congestion on US 27 and Man-O-War (and maybe on KY 4).
- My district is growing rapidly at the Boonsboro and Clays Ferry exits. This would give my people another way to escape some of the traffic as well as make business travel between the counties better. A great number of trucks could bypass Lexington with this road.
- 27 is over loaded.
- Relieve the terrible traffic congestion.
- Need to vastly improve truck and commuter traffic on 27! By the time it is finished traffic will be at standstill! Jessamine needs the growth.
- Traffic movement, connectivity between major highways.
- 1) Traffic Control; 2) Easier for Jessamine Residents to Access I-75; 3) Development of East Jessamine County.
- It will help on our downtown traffic and bring in new industry.
- Jessamine County needs a corridor of access to I-75 without the congestion and hazards of existing routes.
- Amount of traffic volume.
- Limit traffic congestion.
- US 27 traffic is total gridlock going into south Lexington.
- Development and ease of traffic flow.
- Improve traffic flow on US 27 – connect Jessamine, Garrard to I-75.
- Reduce US 27 and Lexington traffic; industrial access.
- Traffic congestion.
- To help with north and south flow of traffic through Nicholasville.
- Traffic in Lexington and from Nicholasville to Lexington continues to increase causing increasing time for traffic from Nicholasville and counties south of here to reach I-75 / I-64. This connector is about 5 – 10 years past due.
- With the increased development of this area, this connection will provide much needed relief and safety.
- This would play a part in redirecting traffic that would otherwise flow into Lexington and hence, alleviate some traffic woes.
- Increased traffic in Lexington make I-75 access quite slow.
- New Circle and Man-O-War are both full and the population is still growing.
- Reduce congestion accessing I-75 via Lexington, and other back roads leading to I-75, i.e. Jacks Creek to Hwy 25.
- A safer and quicker way to connect to I-75 from Jessamine County. Would not have to drive through Lexington or south on US 27.

- Economic development, improve congestion.
- Southern access to Lexington to pull traffic out of Nicholasville south.
- Ease traffic congestion; create a more desirable area to live, boost economic growth and property values.
- US 27 and Nicholasville suffer from sever gridlock.
- Traffic flow and industrial development.
- The traffic off US 27 close to Lexington and Man-O-War; develop south Jessamine County.
- Prevent traffic jams on US 27 – access to Toyota.

Improved Access for Truck Traffic:

- Evacuation route would be overload in the event of emergency with roads the way they are presently. Also importing and exporting products are very important.
- Save travel time – improve truck access – improve community access to I-75 – reduce congestion on US 27 and Man-O-War (and maybe on KY 4).
- To assist truck / tourist traffic – helping reduce thru traffic off of already congested roadways.
- My district is growing rapidly at the Boonsboro and Clays Ferry exits. This would give my people another way to escape some of the traffic as well as make business travel between the counties better. A great number of trucks could bypass Lexington with this road.
- Need to vastly improve truck and commuter traffic on 27! By the time it is finished traffic will be at standstill! Jessamine needs the growth.
- Reduce US 27 and Lexington traffic; industrial access.
- All the issues above make it clear that this connection is important. Evacuation routes, improved truck routes, and consistent travel times are crucial.
- South Jessamine / Garrard need better access to interstate from a business standpoint. This could remove a large number of semis from traveling through Lexington just to get to the interstate. I would guess a few hundred per week.
- 1) Alternate routes to south and east of Lexington. 2) Economic impact needed for Jessamine County. 3) We need more ways to “get there from here” (especially for trucks).

Homeland Security:

- Business, homeland security, economic development.
- We need to get to I-75 without going through Fayette County. We need it for Homeland Security.
- The thought of something happening to the Clays Ferry Bridge – we definitely need an alternate route.
- National security.
- Alternate river crossing.
- To facilitate regional traffic congestion. Also to provide an alternative river crossing.
- Traffic congestion, Clays Ferry alternative, economic development.

- Evacuation route would be overload in the event of emergency with roads the way they are presently. Also importing and exporting products are very important.
- Wrecks on I-75 – there is no way to get across river to the west.
- We really need another bridge across the river.
- Evacuation routes in addition to the current routes over the KY River at Clays Ferry, Valley View and at Boonesborough; Possibly reducing some of the traffic off I-75 between Madison County and Fayette County.
- Connecting Hwy 75 from the south of Nicholasville will enhance the region – 1) access, 2) beauty, 3) security, 4) tourism. (South of Nicholasville – not north)
- All the issues above make it clear that this connection is important. Evacuation routes, improved truck routes, and consistent travel times are crucial.
- Equalize traffic flow for safety concerns and provide an additional bridge, perhaps you can obtain Homeland Security funding to assist with development.
- We must provide access to I-75 from Jessamine County and western portions of Fayette. It is imperative that we have an alternate route if something ever happened to the Clays Ferry Bridge.
- Increased evacuation routes from Richmond area very important. Opportunity to incorporate a much needed bicycle/pedestrian greenway with the creation of a new road. Richmond needs a bypass covering the western side of the city. The county roads on the western side of Madison County are very curvy and narrow with no shoulders. Bicycle/pedestrian safety needs to become a priority.

Other:

- If the Bluegrass Region is going to continue to think and plan regionally and have regional cooperation this is a necessity. This project will help Fayette County as well as Jessamine, Garrard, etc.
- A study is needed and is beginning – we don't yet know all the details to know the whys and wherefores.
- For future growth / planning.
- Because it is overdue.
- Jessamine, Garrard, Boyle
- The existing system of roads to and from the interstate and Nicholasville is very sub-standard. Any improved access would do wonders to the viability of the community.

The following are the responses from the people who checked “No”

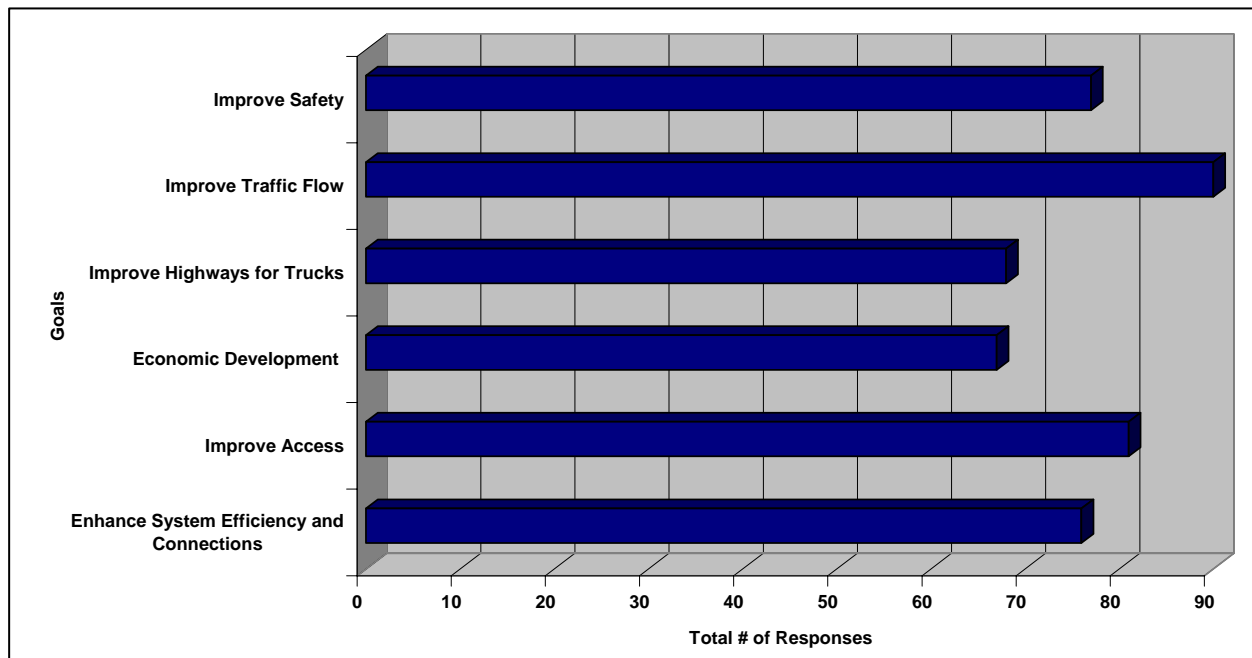
- I oppose the concept of a connector road from I-75 to US 27 for the following reasons:
 - At present and into the future Jessamine County is guaranteed steady and predictable growth from the development potential that it has. This connector will not enhance that opportunity and will discourage it to a large degree.
 - Jessamine County is severely lacking in local transportation infrastructure to safely support the current traffic and growth that it has. All county roads are in need of widening plus the addition of shoulder space to make passing safer and in a lot of cases actually possible. Many one lane bridges still exist making for dangerous conditions for the greatly increased volume of traffic that is not familiar with these local roads. This connector will not address this need and will only make it far worse into the future due to the increased traffic flow that will be funneled into the county.
 - Due to its' location, Jessamine county has the opportunity to continue to attract “clean” industries such as the medical industry that is growing and flourishing at present. The kind of industry that a connector will possibly attract will not be of the same benefit to the county, plus the sustainability of those industries over the long term is very doubtful considering the nation trend to locate major concerns “out of country”. There are apparently large portions of land that are already available along our present interstate system that are underutilized. It does not make sense that industry will suddenly want to locate here once we have this new connector.
 - There is apparent concern that some of our present industry will leave if this connector is not built. I don't follow this concern. The connector was not here when they located here. They are currently meeting their contractual obligations to their customers and any company of a worthy status will continue to find ways to do so. By the time this connector is built, a company with this concern will have already moved on anyway.
 - The integrity and the core values that make people want to move here and live here will be greatly diminished with the addition of this connector into the confines of our small borders. Once again, with the abundant opportunity for growth and development that exists here today and into the future, it seems ridiculous to do anything that will impede that potential.
- Will add to traffic problems, alter character of county, will not guarantee quality business growth for county.
- Right now the concern is for safety, security, etc. Actually, this would be a vehicle for development ala New Circle Road. The history of both Fayette and Jessamine development has been one of taking the generated revenue now, let someone else worry about the repercussions down the road.
- Nicholasville would lose the small community advantages. Most areas in surrounding counties have similar distances to get to I-75.
- The rate of growth in Jessamine County has been in the highest category for the state for the last 10 years running (without a connector). The explosive rate of growth accompanying a connector will effectively cripple the Lexington base and infrastructure here. The increased traffic will bring US 27 from Nicholasville to Lexington to a standstill. The character of traffic on US 27 will also change to large truck traffic and away from cars increasing the driving hazards.
- We need to limit conversion of Bluegrass to pavement. We have a truly unique landscape here and we need to treat it as our most valuable resource. Our current roads have established growth corridors that are not yet fully developed. We don't need another one yet. Maybe in twenty years, but not yet.

- It can be done by fixing the mess of roads in Fayette County.
- It appears the major problem is the traffic and commuting between Nicholasville and southern Lexington – getting to the Fayette Mall area and on into the UK and downtown area. To me, that is the issue that needs addressing. What percentage of people in Nicholasville / Jessamine County is actually trying to get to I-75? It seems like it would be a minimal percentage as compared to those just trying to travel to and from Nicholasville and Lexington dealing with 27. Perhaps widening and having service roads seems like a better project to target.
- Existing route is adequate.
- The highway is NOT needed because it would have a negative impact on Jessamine County by developing and opening up for development too much land. It would have a detrimental impact on our quality of life and would overtax our schools and other services.
- It could impact the farmlands and residential areas.
- Jessamine County's uncontrolled growth, lack of adequate comprehensive land use planning, unenlightened public office holders, and local chambers of commerce are Jessamine County problems. Contiguous counties should not be asked to provide support, land, decreased quality of life, environmental degradation, loss of farm land, damage to existing horse and agricultural business for Jessamine County's self-made problems. One only need look at US 27 from the Fayette County line south to verify emphatically why this new highway is not justified.
- Simply put, I think it will put more traffic on an already over-pressured US 27 from Nicholasville all the way north to Campus.
- If we don't find some alternatives to peak oil use, such highways will be moot in several decades.
- Who wants this? And Why? Do they have their own issues or the public – permanent good at heart. Lexington mass may have been needed and good idea at one time. Empty ours.
- Existing roads that are scheduled for widening (US 27) can be used to reach I-75 from Jessamine County.
- I live in Madison County and do not travel west for much of anything, and do not know many people that come from that way. All I see a new highway doing is destroying farmland and creating noise.

The following are the responses from the people who did not check either.

- Not sure, am not thoroughly convinced.
- I am a resident of Fayette County and only occasionally have a need to get further south when the traffic is a problem. While I realize roads are necessary evils, larger ones bring more congestion and eventual heartache unless no development is permitted – witness the Nicholasville bypass. We also need to be aware that people would also like to be pedestrians and bicyclists as a form of transportation. Don't forget us!
- Only if the connector will relieve the burden of traffic connecting Nicholasville to Lexington.
- I am not convinced that a connector is needed between US 27 and I-75. This is a regional issue and all counties in the region – just not the study area – need to be consulted as to the economic impacts created by the proposed connector and if this transportation project should have top billing in a list of transportation priorities for the region.

8) If you think a new highway is needed, what are the MOST IMPORTANT goals for the new highway? (check all that apply)



Notes:

- One respondent wrote in the following: Speeders – enforce law first.

Other respondents wrote the following: Homeland Security Issues; Security; Water Source; Least Disruptive to Existing Homes / Businesses; Don't Know that One is, But if it is, Least Cost and Least Environmental Damage; Easier Travel from Nicholasville to Richmond; All of the Above; If built, must enhance the environment of the impacted area.

9) Please provide any additional comments you have regarding the study.

- If a connector road is what is being proposed, then let's have a connector road only. Restricted access imposed on this road would allow it to serve in the capacity as proposed. To allow further development along its route would create a whole new set of problems. With restrictions, traffic congestion could ease, access for trucks improve, security concerns be solved, and Jessamine would not have to bear the brunt of more of Fayette's lack of wisdom in its development. Jessamine has its own character. It is not Fayette. It seems as if folks move to Jessamine, appreciate its simple ways of life, and then want to mold it into the type of community they had just fled from. My gut feeling is that the route has already been chosen the deal has been struck. This request for input is just an attempt at a "feel good" exercise for the residents but more importantly for those dealmakers who feel guilty.
- I would prefer route to bypass Fayette County completely as the impact would seem greatest in southern Fayette County and greatest opposition would be from that area. The route following the old Riney B Railroad (from Irvine to Frankfort) would be the most direct route and right-of-way issues may be the least in that area. Would prefer this project to enhance the East Bypass around Nicholasville and not cause delay in that project.
- Anything that would ease traffic (trucks – commercial) on US 27.
- The connection should be a fully control access facility. The corridor should begin on US 27 north of Nicholasville and connect to I-75 north of the river with a new interchange. The only connections to the new route would be at US 27, Tates Creek Road and I-75.
- My main concern is that this is not, or ever, constructed along US 169 (Union Mill Road). I have drawn on the map my route suggestion – south of Logana, tying into Easter Bypass and Valley View.
- Appreciate the opportunity to respond.
- Please send some copies of the study area map to share with neighbors who could not attend.
- The Valley View Ferry should be saved due to its historical value as well as the community of Valley View. We now are carrying 300 to 500 vehicles a day and it will only increase in time. We need a bridge! We need another access for this working traffic to eliminate Lexington if they so choose. – Roger Barger, Chairman Valley View Ferry, Magistrate District 2, Madison Court. Note: I need a map like the ones on display (that were drawn on) only smaller, but not as small as the one on the front of this cover!
- Jessamine County's major income is farm related. More farmland lost would not help. Young or new farmers will have a harder time finding land and affording it with more farmland being divided or lost.
- We need the help and attention of the federal highway department. This is a corridor that needs the support of our MPO. Asbury College and Asbury Theological Seminary would benefit from an I-75 connector.
- Time is of the essence. Jessamine County is growing at a pace that ranks it high in Kentucky for growth. Please consider a cost-effective timeline weighing the county's growth and the resultant need for the I-75 connector in this decision.
- The time for action is now – the objection of a few can't continue to outweigh the need of the majority.
- Can't wait – need now.
- Needed now!

- The longer we wait the more expensive and more difficult this will be.
- Dam could also be a significant source for hydro-electric power (inexpensive green energy).
- I would like to see this project coordinated with our water supply issues. The Kentucky River belongs to central Kentucky. We of central Kentucky should claim it and use it for ourselves. Water will soon be as precious as oil!
- My most important concern is not extending a corridor over to US 68 and the west portion of Jessamine County. Those of us who live in this area have no interest in seeing our area developed like the US 27 corridor. Nicholasville wants this road, not Jessamine County. A northern route would encourage greater development density closer to Lexington, which would preserve more Bluegrass. However, this does nothing to help traffic get from Nicholasville to I-75 south. A southern route would be harder to extend towards Versailles, which I do not want. Please just stay away from Valley View.
- I think that if a connector is needed as decided by the majority of Jessamine County residents it should be as close to Fayette County as possible as this is the highest traffic and shortest route (lowest cost). No bridge is needed over the KY River as the ones in place are adequate.
- Please, no stoplights or non-highway access. Reasons: safety, efficient travel times. I'm less concerned about the cost of a bridge than taking a less than ideal route to avoid building one. An extra bridge might be very important one day, and you'll be our heroes if we build one. A southern route makes the most sense. Those living near Lexington don't feel the inconvenience as much and property nearer Lexington will be more expensive.
- I fully support his feasibility study and sincerely hope the connector comes to fruition. Its obviously much needed and the positives far outweigh the negatives. As stated on the flipside – please give consideration to cyclists and recreational users as well.
- Will the road be limited access or not? If limited, where would connectors be?
- When the proposed Eastern Bypass was first announced, my elderly parents were dismayed to learn that the north junction interchange was going to be in their front yard. They spent their last years concerned about losing their home. My mother died in March 2002 and my father in March 2003. It is now November 2007, and not a single acre of right-of-way has been purchased. Someone in Frankfort needs to decide whether or not they are going to build these roads and just quit teasing people.
- The I-75 connector needs to connect with the proposed Eastern Bypass. A route from Nicholasville should go to Madison County via a new Kentucky River bridge. This bridge would be worth its weight in gold should something happen to the Clay's Ferry Bridge. There should also be a corridor from the Jessamine County end of the bridge back to I-75 in Fayette County, so the new bridge could be a direct alternative route to bypass Clay's Ferry.
- I don't want this road to be built to draw more sprawl and more traffic to this corridor. If built, it should be very limited access and be built only if landowners through which it would travel are accepting of it through their farmland.
- I think it is long overdue.
- The area is getting to a point that US 27 can not handle the present traffic!!
- I think the connector should be south of the KY River on US 27. Benefits – 1) Less expensive than building another bridge similar to Clays Ferry. 2) Would allow economic development in Garrard and Jessamine. 3) Should study possibility of new dam on KY River to supply all of central KY with water and perhaps a state park in conjunction with the Camp Nelson Park.

- A southern connector may be better in that it could avoid more developed areas especially in southern Fayette and northern Jessamine. Please be careful to avoid parks and wilderness preserves. I desire a high-speed road with minimal slow downs to connect to I-75. It would also be preferred to have a beautiful one, such as the divided roads like Paris Pike or US 60 between Versailles and Frankfort.
- We need something to improve traffic flow and congestion.
- Ideally this should be a limited access road. Traffic movement should be the main design criteria.
- No matter what you decide to do or not do, you will offend someone. The road network that would be the most fair would be the most impossible to build in a democracy. The best that's actually possible is to find something that 51% of the voters are willing to cram down the throats of the other 49%. This road needs to be close enough to take through traffic out of built up areas, but still far enough out in the country that opponents will be spread relatively thin. If there is any doubt about what side is really the majority, hold a referendum.
- My understanding is you are considering two connectors; this one and one to Garrard County. Much better to have a single road avoiding a Kentucky River crossing and meeting 27 just south of the river. This would accommodate traffic both to Nicholasville and Lancaster at much lower cost and less damage to the environment.
- This connector should accomplish 3 goals: 1) Connect US 27 to 75; 2) Connect US 27 to Richmond; 3) Provide an additional bridge across the KY River. Also, I would prefer a New Circle high speed road with limited access to a Man-O-War Road any day of the week.
- There is already an adequate access to I-75 from Nicholasville by traveling 169 – Spears Road, Jacks Creek, Old Richmond Road to I-75. I don't think it takes any longer to get to I-75 from Nicholasville than areas of Fayette County.
- Why not connect the interstate farther south into Garrard County just south of the river to the US 27 bridge.
- Follow 169 to old railroad, go straight to river, put in bridge, follow Tate's Creek to I-75, with 4 lane road and limited access.
- Central KY has the best farmland in the country and it needs to be preserved as much as possible. Turning the entire area into shopping centers, businesses and housing is not in the best interest of the people long term. We already have smog problems in the summer. Additional traffic will make it worse. There is not enough criteria given to make sound input on this issue.
- Divert traffic away from Fayette County.
- Get as much participation from knowledgeable citizens of the areas being considered. Now is the time to get this done before more areas are developed and there are less areas to go through.
- Would prefer route along 169 in Jessamine County and eliminate the ferry. At a minimum choose a route that will upgrade an existing route 169, Chrisman Mill.
- I agree with this project and feel it is needed.
- This road should be a limited access road. Nothing like our present Man-O-War where you have a red light and have to stop at every intersection. It should be designed to move traffic safely and efficiently. All businesses should be on side roads with one big interchange (not red lights) to service them. A large connector road (169, Catnip Hill) should be improved if it cannot be extended to US 68.

- The route needs to connect Nicholasville and Richmond directly. A 'southern' route that is south of Bates Creek would do this. The route should assume a strong flow of traffic from the 169 feed on the west side. A good connector will increase traffic flow on 169 from the MLC Parkway and I-64 via US 60-33-169. The target physical design should be similar to US 27 south of Nicholasville. Not interstate but divided and constant flow (no lights). The regional design should be similar to US 460 connecting Versailles, Nicholasville, and Richmond.
- This road needs to be very limited access with an entrance on the Eastern Bypass and on I-75 with an on/off ramp at Bates Creek Pike – I do not believe we need a river crossing due to cost and added regulations required from the Corp and other federal agencies (Wild Rivers Act).
- While I recognize that most people in Jessamine County likely would or need a connector to I-75 – I also feel that it should be their land that is used to accomplish that. Fayette County has enough highways through and to it helping all the commuters get to work there. How about public transportation and a hook up with I-75 to the south. Rather than recommend a route – I especially do not want anything to destroy Spears – and the adjacent camps – as well as going anywhere near Raven Run Nature Sanctuary and Floraciff Sanctuary. All treasures that we need to protect and preserve – same goes for the Palisades – which should have been protected long ago.
- The past roads were built with a short view of the future (Man-O-War). Let's build for the future 20 – 30 years out.
- Glad you're doing it!!!
- Thank you for asking for input!!
- I pray for the families of those who have lost loved ones on the back roads between I-75 and 27 – there are too many crosses on trees on these byways. I also pray this will occur in my lifetime (and that I also will not find one of those trees!).
- Improve highway safety for Jessamine County residents.
- Things to consider:
 - Limited access, but plan for business and residential growth by incorporating "parallel side road for business locations etc.
 - Rout should be off of Nicholasville southern by-pass or new eastern by-pass to go to the Richmond area @ 75, also should be planned for future connection to BG parkway, should cross Kentucky River so that we can divert traffic away from Clays Ferry if needed.
 - Should work with Lexington airport board about moving airport to this area.
- The shopping center at Hamburg Place, at the I-75, Man-O-War intersection draws a lot of traffic. Customers and workers in and at that shopping center from Garrard, Lincoln, Mercer and Boyle Counties and others to the south must travel through Jessamine County along US 27 to Man-O-War. The Fayette Mall also draws traffic. An easier alternative is very much needed.
- I believe in order to be effective; this connector must be sufficiently south of New Circle and Man-O-War to make it a practical alternative, but not so far south that it is an inefficient option for most Jessamine Counties. I believe the likely best point of access is just north of Raven Run. I believe this is an important undertaking but is second in precedence to the construction of the long overdue Eastern Jessamine / Nicholasville Bypass project.
- If DOT and others proceed with this superfluous road plan, you will be met with the mother of all opposition from influential, wealth, and politically connected members of our community. This may be considered as a warning to cease this foolishness.

- I think the Department of Transportation should expedite this project to the highest level. As Central KY grows, the connector road will be a critical link in future planning. This is not a project that can be put off for another 10 years.
- Thanks for this opportunity.
- Thanks for considering other forms of transportation along this proposed route.
- It should go from the bypass interchange north of Nicholasville to an interstate exchange just north of the 2 parks on the eastern end yet south of the city housing developments.
 1. No river crossing.
 2. No park destruction.
 3. Minimum housing destruction.
 4. No commercial destruction.
 5. Opens both housing and commercial land.
 6. Minimum farmland consumed.
 7. Keeps traffic out of Nicholasville.
 8. Eventually easy cross to 68.
 9. Reduces traffic on Man-O-War and Circle 4.
- The highway way should connect south of Nicholasville and connect and the north or south interchange of Richmond. If any major county roads are crossed, then you should be able to enter / leave the highway at those points. This would give more accessibility to the local areas affected by the highway.
- Would cut travel time to I-75 from Jessamine County, thus cutting gasoline usage; Would cut traffic through Fayette County to I-75; Would allow commuting to work in Richmond and attending ECU convenient; Improved truck traffic would help business and industry along with save costs on fuel and time, might encourage new industry growth; Would like the route of connector highway to run from south of Nicholasville (from US 27) to one of the Richmond exits; Another bridge across the KY river is a necessity; Want to see highway design of 4 lane design with grass median and attractive plantings; No stop lights! No pedestrian or bike access!; We need this connector highway ASAP.
- The connector will also reduce fuel consumption and air pollution in this area. It will reduce traffic congestion and improve safety, saving lives. It will help counties south of Nicholasville improve economically, as well as Nicholasville.
- I know that in the end the easiest route with the least amount of cost will probably be the chosen one. I hope against hope that what is surely to be a busy highway will not lower my property values or cause the noise level to increase. Actually – we are hoping the road will go somewhere else and the amount of traffic will lessen and we can sleep better at night.
- Possible highway path: from Nicholasville to Richmond.
- I feel the I-75 connector is long overdue and the sooner we get moving on it, the better for all concerned.
- The connector should start south of the US 27 bridge over the Kentucky River.
- Old study was done 10 years ago for proposed route. Is this another big waste of taxpayer money or will it be built? Be sure and publish website when it is up.

- I have sincere concerns about a potential connector going through eastern Fayette County – an area with important and vital agricultural operations – both equine and others, with extremely sensitive environments, with crucial historic sites and areas worthy of protection, and with established residential areas whose quality of life may be negatively impacted by a highway connector in the area. While I understand Jessamine County's interest in securing the connector for economic "development" purposes – the region must soberly ask itself to what actual economic, environmental, and cultural endgame will it lead?
- 1) Please send me a listing of the project team members. 2) Please let me know who will be voting or working toward a conclusion and where / when. 3) Please notify me permanently of the meetings. 4) Would a presentation to the project team be possible?
- Why is the bridge at US 27 and the KY River not being considered for this study? US 27 is being 4-laned from Nicholasville to Somerset. Highways 52 and 150 are also being upgraded for easier access to I-75. Why not use these roads that are already in place or planned for upgrades? Don't destroy more of the Bluegrass so people can save maybe 10 – 15 minutes from a commute to I-75!
- I have one major concern and that involves the location selected for the US 27 to I-75 connector. I live in Equestrian Estates. W. Brannon Road is a collector thru our neighborhood that has become an inappropriate connector. My concern is it will be used even more if the new road is in the north part of the county (near Brannon Road and US 27). We already have large trucks (dump and concrete not working in our subdivision) cutting thru and also semi-trucks (18 wheelers) – one even has spent the night like our neighborhood is a truck stop!!! I think it is very important that an appropriate connector for northwest Jessamine County be built in a nonresidential area where traffic could travel at 55 mph. Plans for this type road were on the Jessamine County Comprehensive Plan – what happened to it? It started near Delaney Ferry, ran south of Southland Christian and eventually connected into Brannon Road near the RR tracks. This would be a much more appropriate road for all the speeding cars and trucks to use rather than going thru residential areas like W. Brannon Road. Thanks.
- (Not rated here with importance) 1) Keep "necessary" signage to minimum. 2) Keep county feel and townships with least amount of lighting necessary. 3) Careful thing to be done to get the cable, telephone, and electrical lines, etc. out of sight – our towns and country areas are lighted within necessary "visual" business – however, I am thankful for these inventions – I am looking forward to this being solved someday but effectively and technically effective. 4) Landscape within a community of wealthy middle class and poor benefits all. Roads should in working neighborhoods not in creating sprawl. Please no sprawl.
- Nicholasville as we all know is a bedroom community to Lexington with the majority of our workforce traveling north. The counties south of us also contribute to this massive flow of traffic. I feel to relieve a great deal of this pressure the I-75 connector would be very beneficial. We have such limited road infrastructure in this area that locating the connector in Jessamine County would also move some of the traffic south from Fayette County. I would hope that the scenic beauty would be included between the lanes as well as the sides of the road. I also think we need the road for homeland security to have another route from the Clays Ferry Bridge. If there was anyway to include bike paths and walking trails it would be a significant bonus.

Public Workshop #2 Monday, June 16, 2008

US 27 to I-75 Corridor Scoping Study Jessamine, Fayette, and Madison Counties

The second public involvement activity for the US 27 to I-75 Corridor Scoping Study was held on June 16, 2008 in Richmond, Kentucky. The Kentucky Transportation Cabinet (KYTC), Bluegrass Area Development District (BGADD), PB Americas, Inc. (PB) and their sub consultants Third Rock Consulting (TRC), H. Powell and Company, Inc. (HPAC), and HDR, Inc. (the Project Development Team) had staff present to answer questions from the public. The purpose of the meeting was to present to the public the work completed thus far including project purpose and need, identification / development of potential corridors, and the evaluation process. Through an iterative evaluation process, the number of potential corridors was narrowed down to six prior to this meeting. These six final corridors (along with the no-build option) were shown to the public to request feedback as to which should be the preferred alternative. Additional input was also requested as to the number of lanes, treatment of access, bicycle / pedestrian considerations, and tolling as a potential funding source.

A total of 77 citizens signed-in at the meeting. The meeting was held in an open house format with no formal presentation. Informational boards were arranged around the room to illustrate the planning process. They included the following information:

- Welcome / Orientation
- Station 1: Study Background
- Station 2: Purpose and Need
- Station 3: Corridor Development and Evaluation History
- Station 4: Level 3 Corridors
- Station 5: Typical Sections
- Station 6: Funding Options

A Frequently Asked Questions (FAQs) handouts and survey forms were also available and included the following information:

- A fact sheet explaining the study purpose, process, and schedule as well as how the public can give feedback on the project.
- A survey form with specific questions about study issues and goals, the preferred alternative, number of lanes, treatment of access, bicycle and pedestrian considerations, and tolling.

To encourage attendees to visit each of the project stations and fill out their comment forms, three (3) \$50 gas cards were given away. To be eligible to win, attendees had to visit each of the six project stations, receive and place a sticker on the appropriate square on the comment form, fill out the comment form, and return it prior to leaving. At the end of the evening once all comment forms were collected and verified for qualification, three were randomly drawn as winners. The winners were: William C. Bennett, Bill Thurman, and Mendi Goble.

Summaries of the public comments received are presented on the following pages.

Summary of Responses

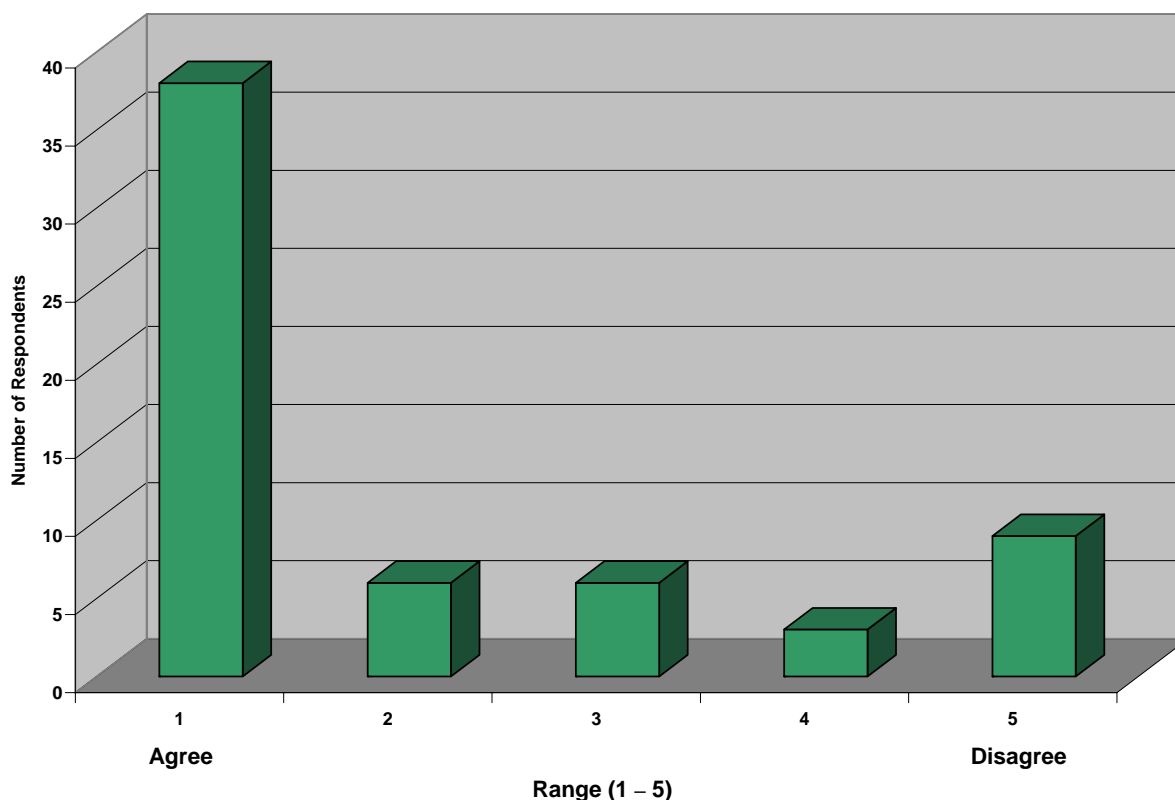
Comment forms were available at the public meeting and could be returned either at the meeting or sent via mail (postage paid) or fax following the meeting. The total number of forms returned at the meeting was 58. An additional 6 were returned via mail/fax/internet.

Based on responses received from the comment forms, the following are some key points / themes:

- Generally, most respondents agreed with the project purpose, need, and goals and objectives.
- The highest number of respondents (19 out of 60) selected 5-2 as the preferred corridor.
- For those respondents that were in favor of a new roadway, the majority preferred for it to be 4-lane, with few access points at free-flowing over / underpasses with a multi-use path built next to the roadway.
- The majority of respondents would support or would maybe support tolling as an option to fund this roadway.
- If the only way to pay for this roadway was through tolling, the maximum toll that the majority of people indicated they would be willing to pay was \$1.00.

A review of responses to each question is shown in the graphics on the following pages.

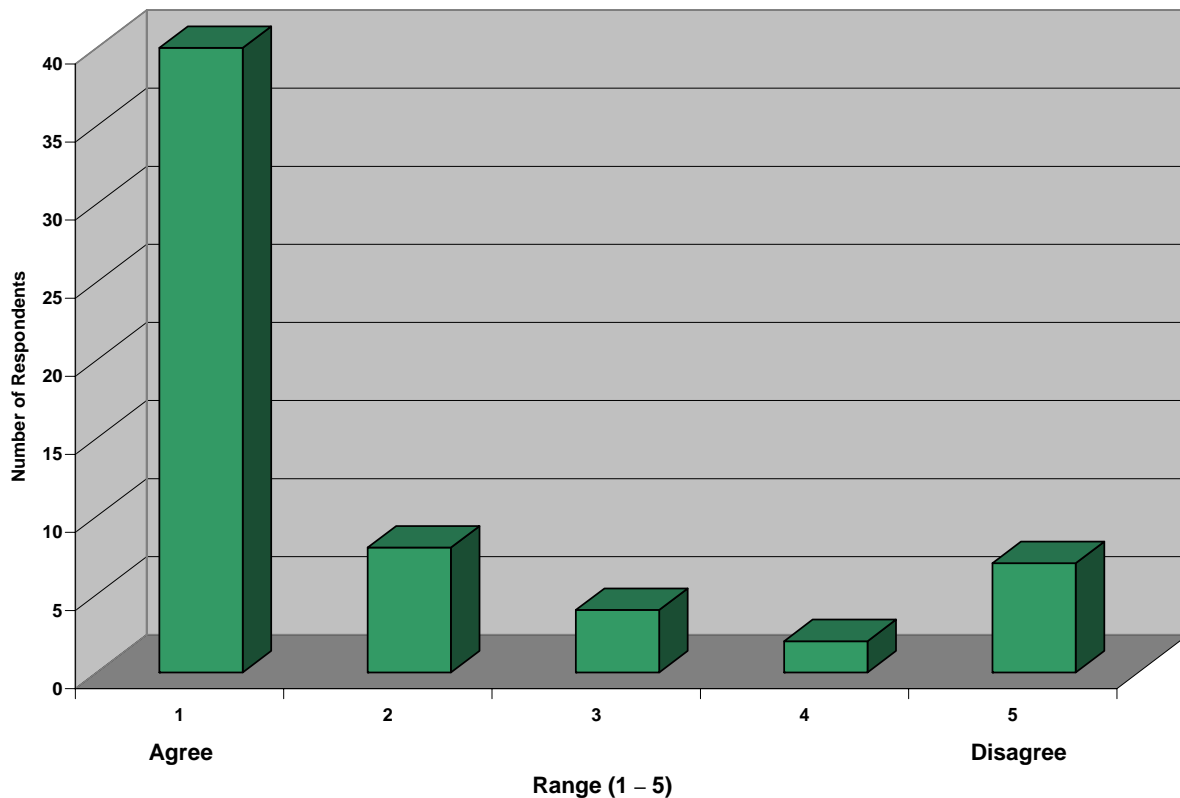
1) Do you agree with the project purpose of “To determine the need and explore methods to improve safety, connectivity, and regional access within Jessamine, Fayette, and/or Madison Counties between US 27 and I-75? (Circle one)



If not, what would you like to see changed?

- A done deal.
- Kentucky cannot fiscally involve the citizens of this state to use tax \$ to increase the use of oil, trucks while the US is in such deficit - enough already.
- Would like to see it closer to Newby.
- Would like to see from southern end of Nicholasville bypass to follow Bates Creek to I-75.
- Seems like process is driven by a presumed need. Would like to see a more detailed assessment of need.
- Would have liked to see impact to / issues of highways that flow into / from the possible corridor alternatives.
- The choice of corridors should be influenced by other transportation needs / plans within the studied area.
- The width of the right-of-way.
- Width of right-of-way.
- The idea that such a corridor is needed or that can be afforded has not been proven with this study. Go south over 27, above KY River Palisades, historic areas.
- The areas through which the proposed roadway would go are too precious and should be preserved and protected, not decimated.
- Other counties and the larger purpose of “connectivity” need to be addressed. For example, I-64 is not included in the scope of study. I don’t understand the purpose.

2) Do you agree with the project needs of improved connectivity, vehicle safety, reduced traffic congestion, travel time reliability/savings, economic development, improved access for truck traffic, and Homeland Security?



Do you think anything needs to be added or removed?

- Done deal
- I think it needs to be with no access for developers to take over and destroy beautiful farmlands and historic resources.
- Remove economic development and prioritize needs.
- Not sure I fully understand how travel time reliability / savings were calculated.
- Re-think safety
- Existing planned / programmed transportation needs must tie to corridor selected.
- No
- This road will not be useful to me but will lead to destruction of a lot of pristine rural territory.
- On the east side there should be a 3.5 connection point (between Alt. 3 and 4).
- No
- Move the road away from KY River Palisades, think of tourism.
- Go further south to connect. The Palisades and the KY River are too precious to even consider building a road that would be so harmful.
- I think the needs are being invented "after" the corridor was in place for some other purpose.

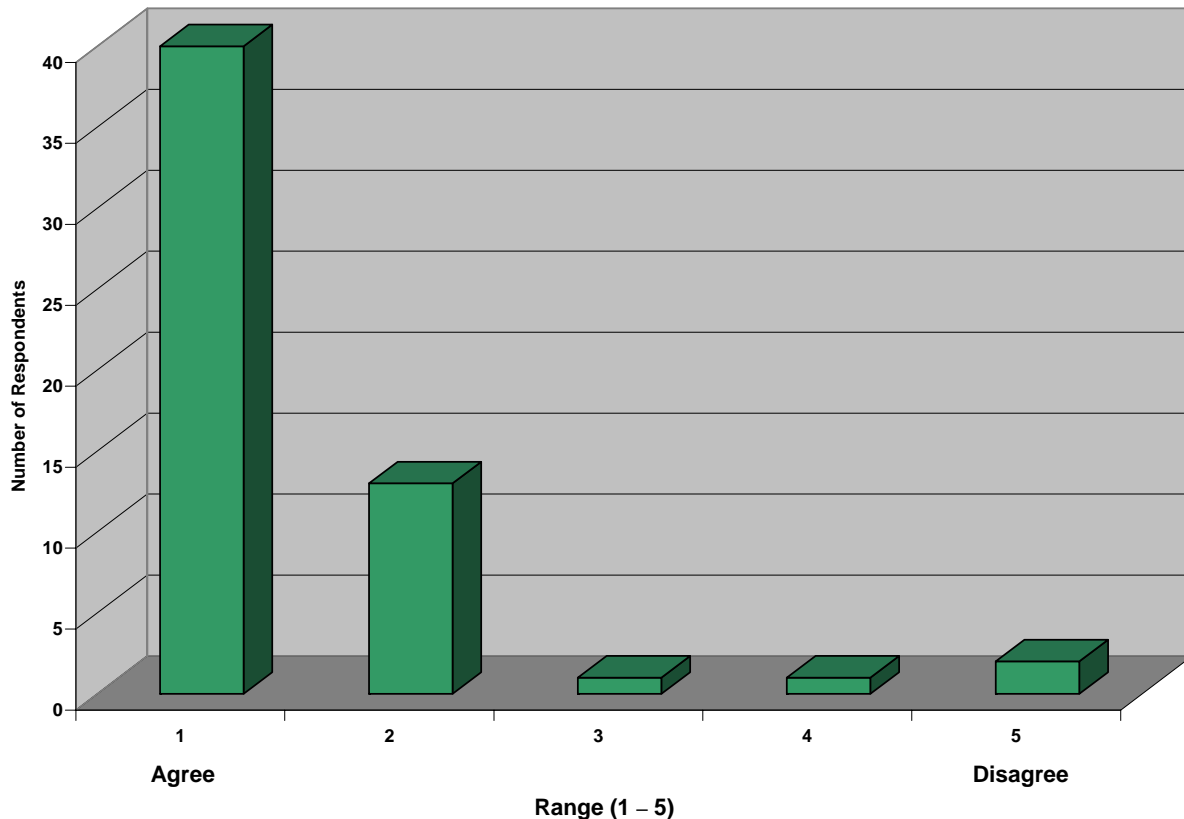
3) Do you agree with the project goals and objectives to:

-Provide solutions to meet the purpose of the project while avoiding/minimizing impacts to farmland, historic resources, the Palisades/Valley View/White Hall Shrine, horse farms, threatened/rare/endangered species, environmental justice communities, as well as other environmental features;

-Consider pedestrian and bicycle facilities in conjunction with alternative improvement options;

-Consider cost-effective solutions to address specific deficiencies; and

-Consider noise, water, and air quality concerns, as well as light pollution.

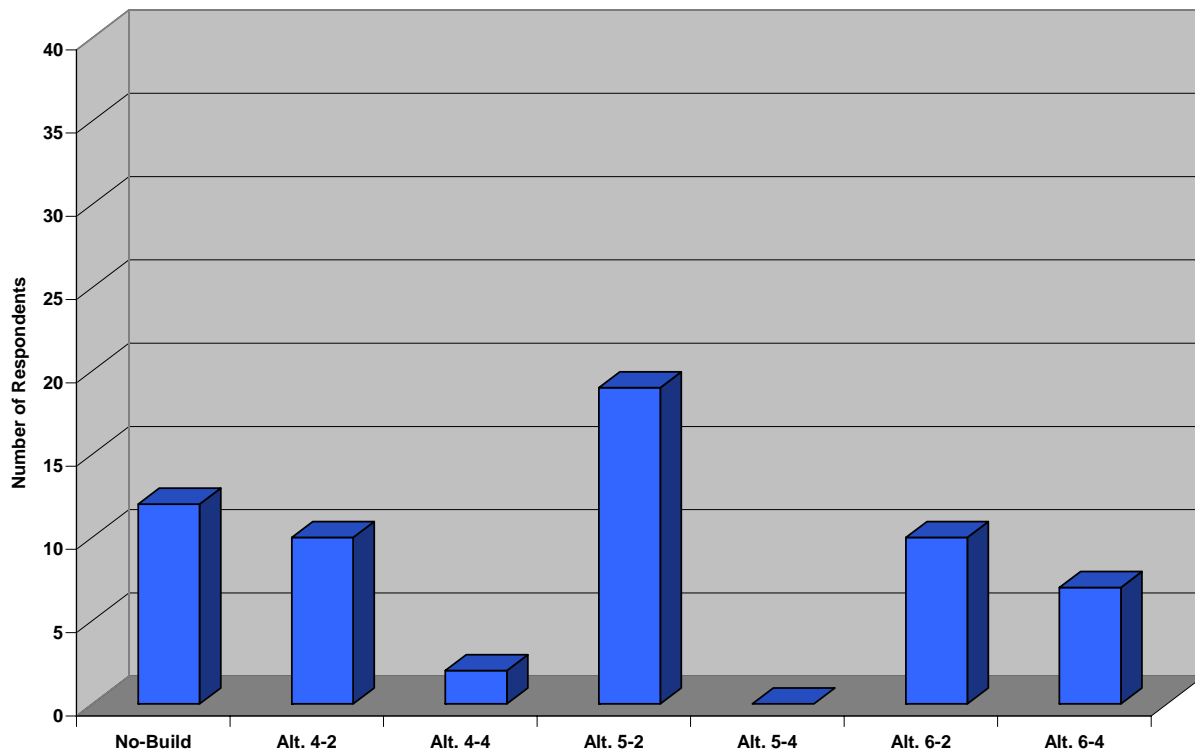


Do you think anything needs to be added or removed?

- Done deal - waste of money
- I am not an expert - please get qualified professionals to do any preliminary surveys, testings, social justice reviewers, etc.
- Truly, I would prefer no new road, but for safety and Homeland Security concerns, want the one with least impact environmentally. The one with the least impact to farmland and historic sites, and the Palisades.
- Really like pedestrian and bicycle facilities.
- Cost / benefit analysis
- Should also take into consideration and be planned as a limited access road - interstate like corridor.
- No
- If built - include bike and ped facilities. Other goals can not be met - this road will be destructive to other goals.

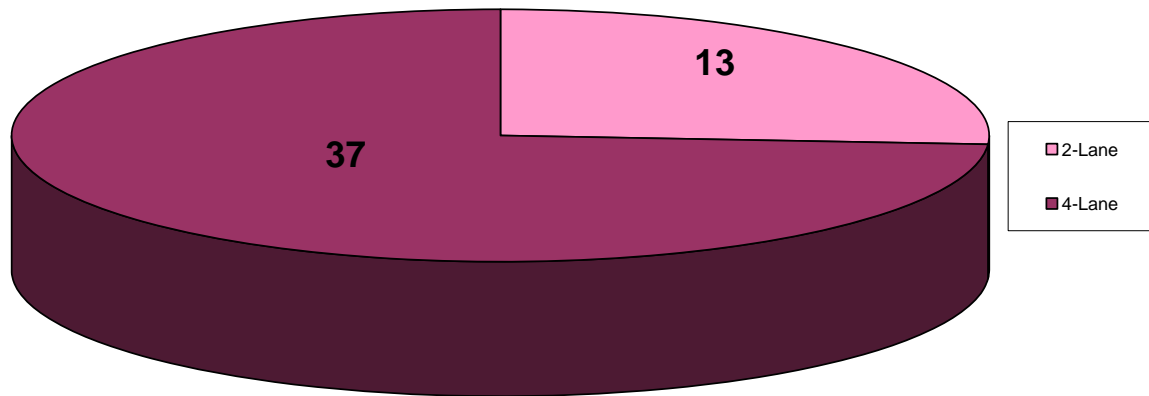
- If you are going to flaunt this on the Palisades / Valley, please do it right. If you are going to include the Palisades in these do so with overlooks so tourists can take pictures. They will pay for the road especially during the fall.
- Do we need such a road? There are too many special areas, gas is high, alternative needed to cars, economic situation bad, better if denser cities.
- Objectives are appropriate to a roadway further away from the Bluegrass environs: 2 lanes with limited access, under / over passes with a multi-use path that is a toll road.
- I think the pedestrian / bicycle facilities should be removed. This route should stay focused on congestion, safety, and commerce.

4) Which alternative do you prefer? (Check one)

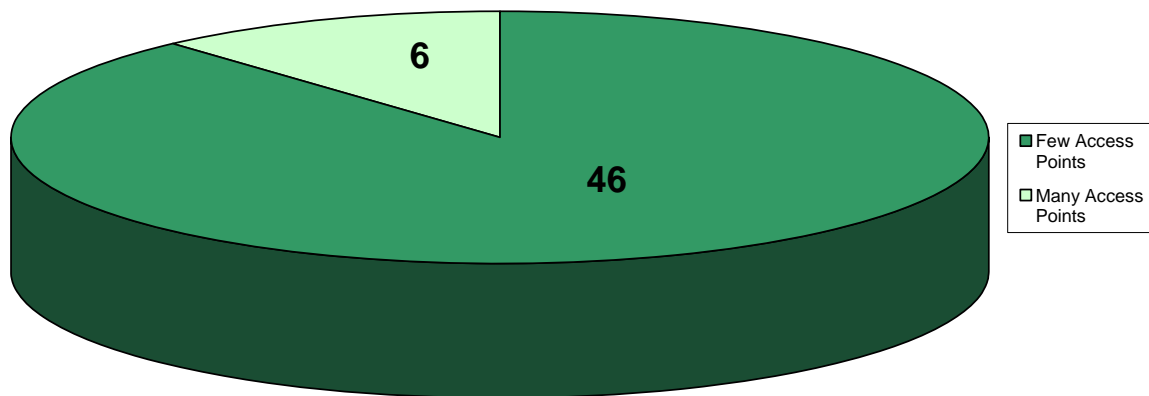


THE FOLLOWING QUESTIONS WERE ASKED OF THOSE WHO SELECTED ANY ALTERNATIVE EXCEPT THE NO-BUILD.

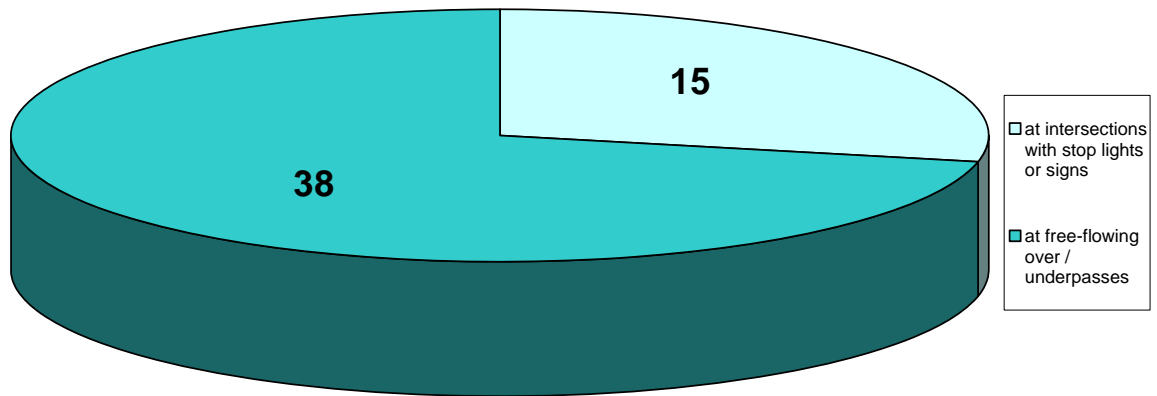
5) Do you prefer the roadway to be 2-lanes or 4-lanes?



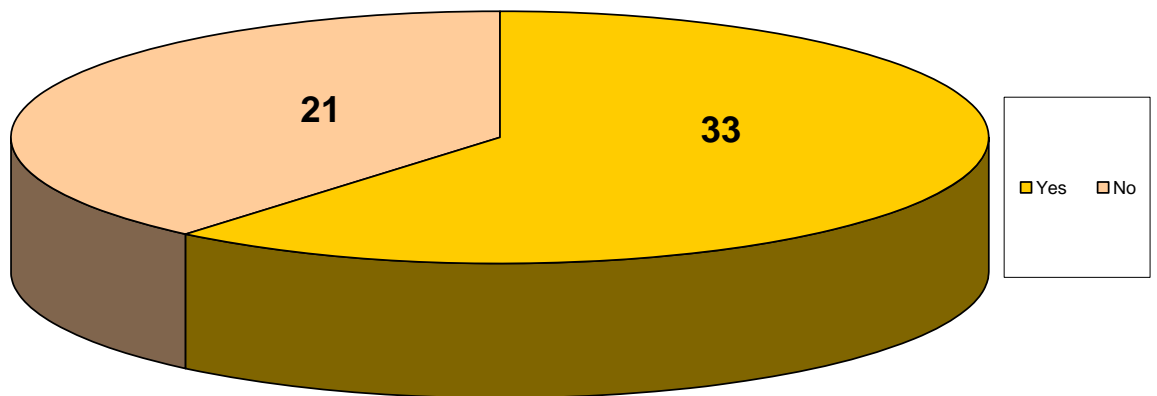
6) What type of access do you prefer for the roadway?



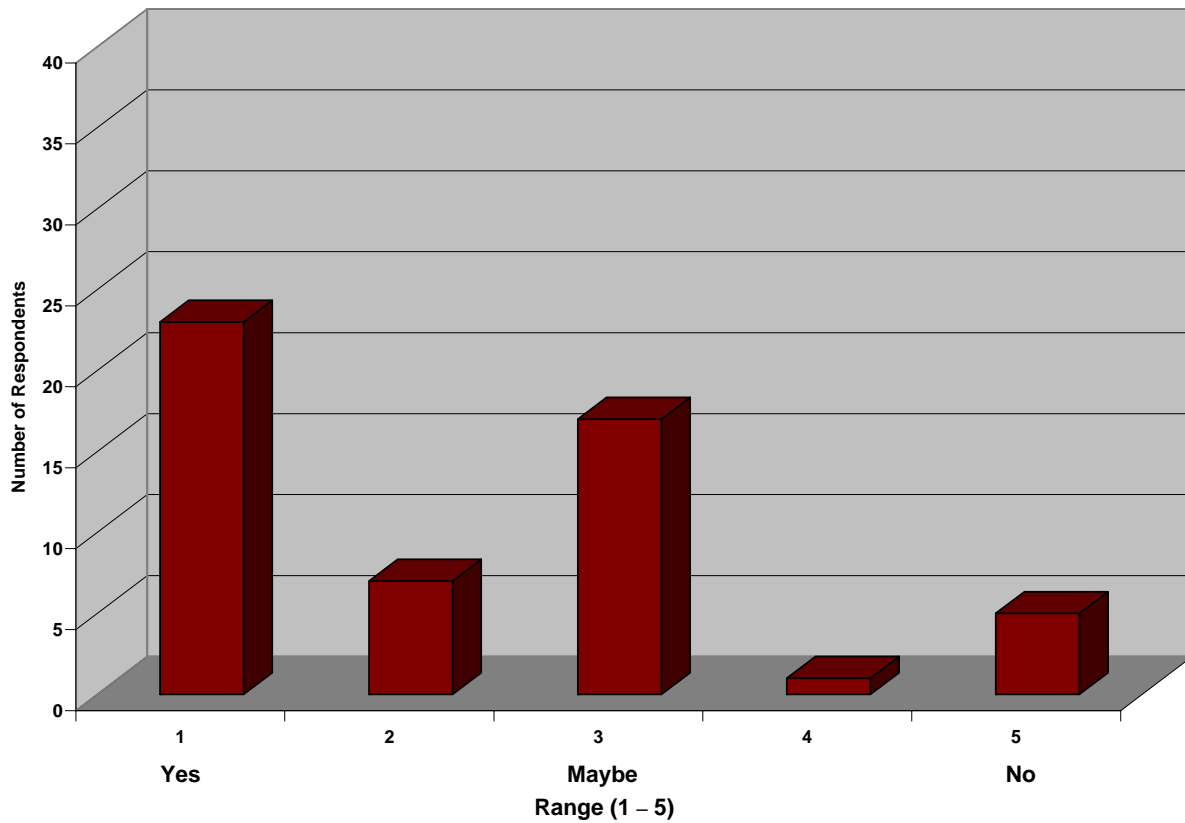
7) How would you like to see major roadways cross the new corridor?



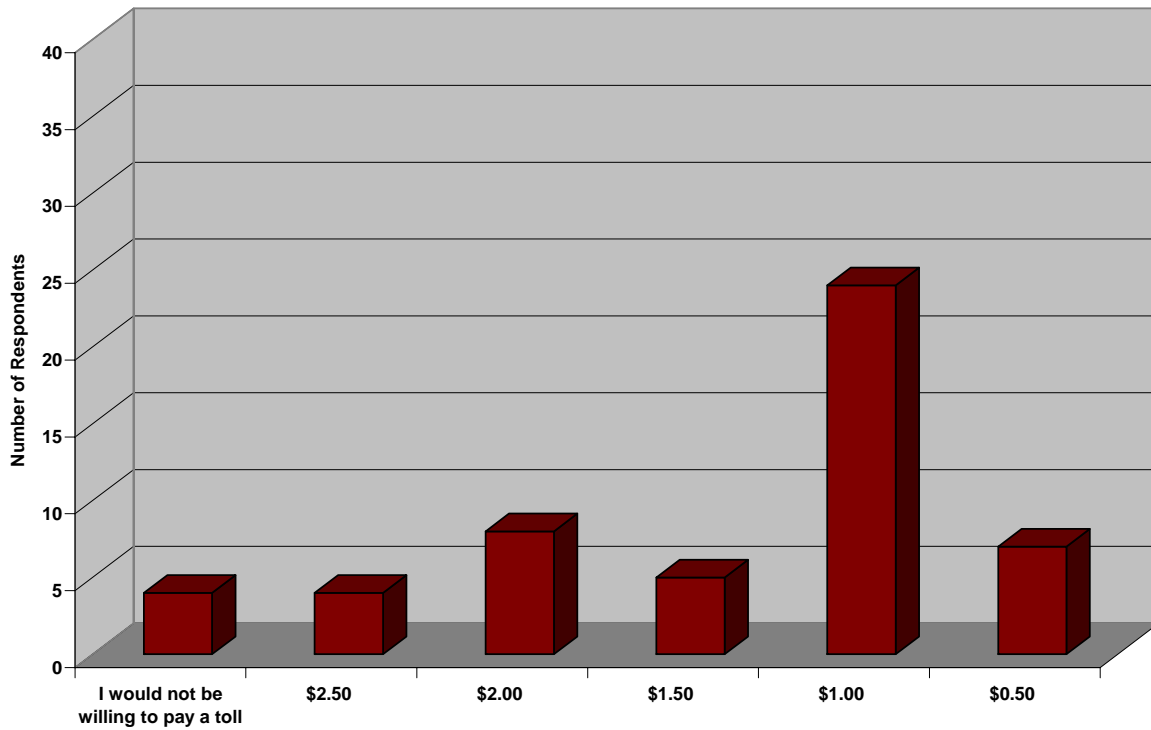
8) Would you like to see a multi-use path built next to the roadway?



9) Would you support tolling this road as an option to help fund it?



10) If tolling was the only way to pay for this roadway, what is the maximum toll you would be willing to pay (in each direction) to use the roadway?



PROJECT: US 27 to I-75 Corridor Scoping Study

MEETING: Project Development Team (PDT) Meeting # 1

DATE & TIME: July 12, 2007 – 9:30 AM

LOCATION: Kentucky Transportation Cabinet District 7 –
Conference Room
Lexington, Kentucky

ATTENDEES:

NAME	AGENCY/COMPANY	Telephone	Email
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Shawn Dikes	PB	502-479-9312	dikes@pbworld.com

MEETING SUMMARY:

The purpose of this first meeting was for the Project Development Team (PDT) to discuss pertinent issues relating to the initial phases of the US 27 to I-75 Corridor Scoping Study.

After self introductions, the meeting began with Stuart Goodpaster, the Kentucky Transportation Cabinet (KYTC) Project Manager, welcoming everyone to the meeting and making some introductory remarks. Stuart stated that this is a high priority corridor under SAFETEA-LU. The money for the study was earmarked by Congress. The first attempt at a similar study faced much opposition (a study completed in 2000 by BLA of which a copy was provided to PB). As a result of that study, US 52 was deemed to be more feasible as an improvement. Those improvements are currently underway. Stuart then turned the meeting over to Shawn Dikes of PB, the Project Manager for the consultant team.

Shawn began by describing the make-up of the team which is led by PB. The team also includes HDR for public involvement and corridor development and analysis, Third Rock Consultants for aquatic and terrestrial ecosystems analysis, Helen Powell for historic evaluation and a sub consultant for archeological work. The geotechnical review work is being done in-house by the KYTC.

As this is a potentially controversial project, it was reiterated by PB that the study would be conducted in an open / honest manner, being as objective as possible. It is expected that the study will take approximately 12 – 15 months to complete.

Following the brief study introduction, Shawn provided several handout materials including an agenda for the meeting, project contacts list, a project scope with study area map and a Frequently Asked Questions (FAQs) sheet.

Shawn then discussed each of the items on the agenda including:

1. Study Purpose
2. Major Issues
3. Study Area
4. Tasks
5. Project Work Group
6. Immediate Steps

Study Purpose

The purpose of the study is to determine the transportation problem(s) / need(s) in the study area, determine what (if any) alternative corridors are feasible, and test whether or not they solve the identified transportation problems. A No-Build (Do Nothing) option will be used throughout the process to fully compare the effects of any Build option(s).

Shawn remarked that the PB-led consultant team will engage in an open and transparent process for the study. Stakeholders and others in the process need to contribute information and learn from the Project Development Team (PDT) and others. If the team does its job right, the stakeholders and citizens should be able to see how decisions were made. They may not agree with the recommendations(s), but they should not have issues with how the project was completed.

This is a planning level study. It will analyze corridors, probably 1,000 to 2,000 feet wide. The study will not produce detailed drawings or plans. This is also not a NEPA study. While some sort of environmental document may be required later for further project development, the project will not go to that level of detail. All aspects of the project will however be NEPA compliant or compatible, so implementations of the future phases of the project can be expedited more easily and quickly.

Major Issues

Aside from the obvious transportation issues (poor levels of service, safety, trucks / freight, lack of system connectivity, etc.) that will be determined and explored with the Existing Conditions Assessment Section and in the identification of the project's Goals and Objectives, other project issues will be important. Those issues include:

- Land use and economic development – these consequences and secondary factors for the project must be recognized and analyzed accordingly. A new transportation facility will influence and change land use pattern and decisions in the region.
- Geotechnical issues – faults, soils, and geophysical features of the area are real and will influence corridor locations and affect capital costs. There are 2 major faults in the region. These faults need to be on the constraints map and any corridors proposed should be perpendicular to the fault lines.
- River crossing – need to identify suitable place(s) for a river crossing, if one is warranted. This will affect tie in points for the corridor and affect termini.
- Environmental Justice (EJ) communities – need to work to identify them and to reach out to them to maximize participation at public meetings. Because of the large study area, impacts for a particular corridor probably will be difficult to determine. The EJ analysis will be done on the last set of only the most feasible corridors.
- Facility type – It will be important to decide the type of facility under discussion, either a limited access facility of some other type of facility. Likewise, the location of project termini – a southern one and a northern one, will be important to identify. As noted, the location of any river crossing also will be important if one is required.
- Funding Sources – Address potential funding sources for future phases of the project, including alternative sources such as a toll road.

Study Area

A study area map was circulated and there was discussion about it. The map was initially developed for two purposes (1) to serve as a basis to collect the initial environmental and related data, and (2) as a basis for determining the full realm of possible corridors.

The shape of the map is from the project description in the KYTC's Six Year Highway Plan and the KYTC Bulletin. It includes the counties of Fayette, Madison and Jessamine and goes just to the east of I-75 and just to the east of US 68. It includes small pieces of other counties such as Garrard. Based on discussions at this meeting, it may be necessary to exclude Garrard County from the project study area as the new KY 52 interchange project is expected to draw people from Boyle and Garrard County, thereby reducing the need of an I-75 connector in this area.

Bruce Duncan remarked that we may want to shrink the study area to guide the development of the corridors. While that is certainly possible, and might be worthwhile, it was noted that the study needs to be careful not to pre-determine the location of any corridors. The PDT can give guidance to the public and other stakeholders during the development of corridors so that only those that are most feasible and prudent are developed.

The east Nicholasville Bypass should be drawn in with a dashed line on the study area map.

At the public meeting where the public will be asked to draw potential corridors on a map, the map along with the exercise at hand will need to be explained – i.e. guidance needs to be provided about interchange spacing on I-75, project termini points, river crossings, etc.

Shawn explained that the study area map could change depending on where the most feasible corridors are located. Also, there may be several "maps", including one for the environmental affects or impacts area, one for defining corridors, and one for understanding traffic flows. As long as they are explained, it is okay to have multiple maps.

Going forward from this meeting it was decided that the initial map along with the above mentioned modification for the east Nicholasville Bypass will be taken to the meetings with elected officials to get their opinion of what the boundaries should be. The purpose of the map is to provide the area in which a corridor could be located connecting US 27 to I-75 with the understanding that the actual impact area from this project would be much larger than the study area shown. As a result, a supplemental impact area could be shown which includes Man O' War Boulevard and New Circle Road in Fayette County.

Tasks

Shawn went over the project scope at a high level of detail. Basically, the study will follow a typical planning process:

1. Determine existing conditions / problems in the area
2. Determine goals and objectives
3. Propose and analyze alternative corridors, using the No-Build option as a baseline for comparison
4. Recommend one of more corridors for further development

Shawn pointed out that in the beginning stages of corridor development, virtually all possible options (corridors) are on the table and only a few pieces of information (qualitative) are likely to be known about them. As the screening progresses, the corridors that don't solve identified problems, or that have fatal flaws or too many negative impacts will not be carried forward for further consideration. At the end, only a handful of corridors will remain with substantial quantitative and qualitative information known about them.

Other important tasks include the environmental overview and map development. The map will help guide the development of the corridors as the map will depict environmental features that should be avoided. Traffic modeling is also important for this task and will give an order of magnitude of the amount of traffic that will use the facility. Therefore, choosing the appropriate modeling platform will be important. The KYTC has also asked that some sort of user fee(s) or tolling analysis be part of the evaluation.

Public involvement will be very important for this study. Key aspects of the public involvement component include individual meetings with elected officials from Fayette, Jessamine, and Madison Counties, along with meetings with state elected officials; including State Rep. Bob Damron and State Senator Tom Buford. Other tasks include the development of a Project Work Group (PWG), an advisory project body that will help the PDT make decisions, and interaction with the public. The format for public meetings will likely be an open-house style of meeting, where participants get some information / education materials up front from handouts or a power point slide show, they then will visit stations / boards and will conclude by giving feedback about a specific project element or decision. It is important to have easily understood project materials and to make information available on the KYTC project website. Links can be made available to the Lexington Fayette Urban County Government (LFUCG) and / or Bluegrass Area Development District (BGADD) sites from the KYTC's site and vice versa.

Advertising for the public meetings through the websites and through traditional newspaper ads will be needed. The PDT should also consider the use of portable message signs in the corridor for advertising as well.

Project Work Group

A discussion of the membership of the Project Work Group (PWG) ensued. The PWG is an advisory group, in addition to the PDT, that helps make certain technical recommendations as the project progresses. Ideally, it is a mixture of stakeholders representing various groups and points of view.

There is an optimal number of PWG members, and it is likely around 20 to 25. The PDT wants the PWG to be sure that they know that they are an advisory body. They provide important input into decision making, but they are just one of many stakeholder groups. It is important to get PWG members who are willing to participate and who will attend all the meetings regularly. The PDT will also attend and we discussed the need for PDT members to be neutral about all aspects of the project. (We know PDT members represent various viewpoints, but the role of members of the PDT is to assist the Cabinet in project decision making.) Appropriate meeting locations and times will be determined. Those present then collectively discussed membership on the PWG to include:

1. Jessamine County Judge / Executive – Neal Cassity
2. Madison County Judge / Executive – Kent Clark
3. Lexington Mayor – Jim Newberry
4. Nicholasville Mayor – Russ Meyer
5. Richmond Mayor – Connie Lawson
6. Wilmore Mayor – Harold Rainwater
7. Richmond Planning – Ron Marionneaux
8. Jim Duncan – Long Range Planning Manager LFUCG
9. Greg Bohnett – Director of Nicholasville Planning
10. Peter Batey – Chairman of the Jessamine County Planning Commission
11. Dal Harper – Bluegrass ADD
12. Steve Austin – Bluegrass Tomorrow
13. Robert Quick – Commerce Lexington
14. Nancy Stone – Jessamine County Transportation Task Force
15. David Whitworth – FHWA
16. County Extension Agent(s) and/or
17. KY Farm Association

Other potential members could be representatives from: the Environmental Protection Agency / KY Sierra Club, KY Division for Air Quality, the State Historic Preservation Office (SHPO), Kentucky Department of Fish and Wildlife, Palisades Recreation group, Landowners Group (John Horn), etc. However, it is expected that these agencies / departments will be used as resources rather than being active members of the PWG.

We hope to identify other members for the PWG during interviews with the elected officials.

There was some discussion about the fact that certain members of the PWG may monopolize the discussion and not engage in a productive discussion with the group. PB has faced this in the past and has provided members with some ground rules to abide by. Another idea is to break the PWG into smaller groups, thereby engaging more people in an active discussion. If necessary, a professional facilitator can be provided to moderate the discussion. Also, only full members of the PWG will be given handout materials and allowed to participate. Other guests are able to attend, but their participation will be limited.

Project Purpose

A few minutes were spent discussing the project's purpose. Ideas to include in an eventual purpose were suggested and included:

- Safety
- Capacity
- Connectivity / access
- Travel time savings
- Homeland security (by providing another crossing of the Kentucky River)
- Truck traffic reduction (particularly on Man O' War and New Circle)
- Economic development (however, this would likely be the least important with regards to a project purpose)

These ideas and other items related to goals and objectives and purpose and need of the study will be asked of the elected officials during the interviews and of the PWG and general public during their respective meetings.

Immediate Steps

Immediate next steps are to:

1. Continue work on the existing conditions (traffic, environmental, geotechnical, etc.)
2. Develop a questionnaire and setup individual meetings with the locally elected officials, rather than group meetings.
3. Determine a date / time / location for the first PWG meeting upon completion of the meetings with elected officials.
4. Schedule the first public meeting following the elected officials meetings and the first PWG meeting.
5. Develop a project schedule to guide the 12 to 15 month process.
6. Revise study area map to include East Nicholasville Bypass and to have major faults depicted on the environmental constraints map(s).

Additional meetings with stakeholders / focus groups such as local fire and police departments, EMS, and schools should be considered. Presentations with the local ADD and MPO should be considered as well to discuss traffic, land use, and tourism issues.

PDT members should also think about ways to incorporate multimodal transit, bicycle / pedestrian and ITS solutions into the project.

At the conclusion of the meeting, Shawn asked for any comments on the FAQs sheets or any of the handouts that were distributed. It was noted that on the FAQ sheet the description of who is conducting the study should be revised to state that the study is being conducted at the direction of a congressional mandate. Any additional comments could be submitted via e-mail following the meeting.

PROJECT: US 27 to I-75 Corridor Scoping Study

MEETING: Environmental Characteristics Discussion Meeting

DATE & TIME: October 9, 2007 – 10:30 AM

LOCATION: Kentucky Transportation Cabinet District 7 –
Conference Room
Lexington, Kentucky

ATTENDEES:

NAME	AGENCY/COMPANY	Telephone	Email
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Barbara Michael	PB	502-479-9301	michael@pbworld.com
Shawn Dikes	PB	502-479-9312	dikes@pbworld.com
Lindsay Walker	PB	859-245-3869	walkerli@pbworld.com

MEETING SUMMARY:

The purpose of this meeting was to begin a discussion of environmental data for the US 27 to I-75 Corridor Scoping Study. This includes determining what is available, what to show, and the best format to use for both reporting and meeting purposes.

Cultural/Historic Data

Helen Powell from H. Powell & Co. was at the meeting and briefly presented her findings thus far related to cultural/historic data. Included in the mapping of sites are both sites listed on the National Register for Historic Places (NRHP) as well as previously surveyed sites. Of the previously surveyed sites, the intent of the study is not to predict what might be considered to be of cultural/historic significance but to convey the information of what may be in the study area. In fact, since this was a records search, several sites may not be there.

As for the archeological sites, they will not be mapped or shown to the public as they are not allowed to be published. Initially, the University of Kentucky's Program for Archeological Research was to do the archeological assessment for this study. Due to issues with

contracting, Cultural Resource Analysts (CRA) will be performing the work. They are currently under contract and are proceeding with their portion of the study. The Project Team will use the archeological information as a screening tool in later phases of the project, again taking care not to publish the location(s) of any known site(s).

Overall, it was decided that the public should be shown as much information and detail as possible in order to gain their confidence and allow them to make the best decisions possible when selecting and locating a potential corridor for a new route between I-75 and US 27. It was noted that the GIS mapping from the State Historic Preservation Office (SHPO) may not be completely accurate and the public can help with pointing out any discrepancies.

It was also mentioned at this meeting that there is a potential historic district along Old Richmond Road. It is currently not listed or published, but may become a barrier for any new construction in this area. In order to minimize any adverse impact to this community, it was decided that it may be a good idea to invite someone associated with this district to participate in the Project Work Group meetings as opposed to having a separate presentation for this group of stakeholders.

As for mapping logistics, the following changes were agreed upon for the upcoming Project Work Group meeting as well as the public meeting.

- Make source list more prominent.
- Soften the mapping outside the study area boundary.
- Make the map larger than 24x36 if possible; possibly 36 x 48 or even larger.
- Change the yellow points to a different color to “pop” out at the viewer.
- Combine some of the data items (i.e. on the NRHP and eligible)

A cultural/historic section will be included in the upcoming public meeting in addition to an overall Environmental Constraints map depicting this information. The set of maps at the meeting will include site numbers for easy site reference.

Other Environmental Features

Several other environmental features were discussed along with the cultural/historic assessment for this study. These include the following:

- Fault lines can be removed from the mapping being shown to the public. It is common knowledge among the project team that fault lines should not be crossed at a perpendicular angle. All corridors provided by the public will be examined to determine if this occurs.
- Topography will be an issue; therefore a topographic map will be available at the upcoming meetings.
- Additional UST and HAZMAT site information based on a review of the database needs to be shown.
- The eastern bypass of US 27 should be shown since there is the potential to connect the new route to the existing bypass.
- The karst mapping can be combined into one layer.

Project Work Group / Public Meetings

A discussion of the upcoming Project Work Group (PWG) and public meeting ensued. The PWG meeting will be held on October 30, 2007 at the Bluegrass Area Development District's office at 1:30 PM. Letters inviting different stakeholders to participate on the PWG have been sent, and the district office is waiting for the responses.

A brief discussion about scheduling of the first public meeting also occurred. It was determined that the preferred date for the first public meeting would be November 8, 2007 with a secondary date of November 15, 2007. The date selection is pending the availability of the East Jessamine County High School. The cafeteria was determined to be the best place to hold the first public meeting. The second one will be changed to a different location within the study area to capture as much of the population as possible. Two sessions will be held during the day to accommodate the needs of the public – one from 12:00 (noon) to 3:00 PM, and the second from 5:00 PM to 8:00 PM. The two sessions will allow for a break in the middle of the day and give the Project Team an opportunity to assess how the open house is going thereby improving things for the afternoon/evening session.

A brief presentation will be made at the outset of the meeting, with the opportunity for citizens to visit various stations to learn about the project. Some preliminary stations may include:

- Study Process
- Existing Conditions (Level of Service, Traffic Volumes, and the Crash Analysis)
- Environmental Overview
- Alternate Corridor Screening Process
- Blank Maps to Draw Alternative Corridors
- A Comment Table

A frequently asked questions sheet (FAQ) will also be available as a handout to make sure everyone is well informed about the study.

A court reporter or tape recorder will be available to record any oral comments.

Next Steps

Immediate next steps are to:

1. Revise maps to include the changes discussed at the meeting.
2. Reserve the East Jessamine County High School for the first public meeting.
3. Prepare materials for the Project Work Group Meeting and the public meeting.

PROJECT: US 27 to I-75 Corridor Scoping Study

MEETING: Project Development Team (PDT) Meeting #3

DATE & TIME: January 16, 2008 – 10:00 AM

LOCATION: Kentucky Transportation Cabinet District 7 –
Design Conference Room
Lexington, Kentucky

ATTENDEES:

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Eric Marks	KYTC D-7	859-229-9622	eric.marks@ky.gov
Charles Schaub	KYTC CO Planning	502-564-7183	charles.schaub@ky.gov
Bruce Duncan	Bluegrass ADD	859-269-8021	bduncan@bgadd.org
Helen Powell	H Powell & Company	859-233-9416	hpowellandco@aol.com
Rebecca Colvin	Third Rock Consultants	859-977-2000	rcolvin@thirdrockconsultants.com
Ben Edelen	HDR / Quest	859-223-3755	ben.edelen@hdrinc.com
Amos Hubbard	PB	859-245-3875	hubbarda@pbworld.com
Scott Walker	PB	859-245-3873	walkersc@pbworld.com
Barbara Michael	PB	502-479-9301	michael@pbworld.com
Shawn Dikes	PB	502-479-9312	dikes@pbworld.com

MEETING SUMMARY:

The purpose of this third meeting was for the Project Development Team (PDT) to discuss the current project status.

The meeting began with Stuart Goodpaster, the Kentucky Transportation Cabinet (KYTC) Project Manager, welcoming everyone to the meeting and making some introductory remarks. After self introductions of the PDT, Stuart noted that as of this meeting, work had been completed on environmental issues, crash issues, preliminary traffic and capacity analysis, and preliminary modeling. With respect to the first Project Work Group (PWG) meeting, Stuart indicated that the PWG is a cooperative group that has provided insights on both sides of the project issues.

Next, Stuart discussed the November 20th Public Meeting. He indicated that this was a very successful meeting with nearly 240 attendees. The project website has been added to the District 7 website. The public comment form will be removed shortly from the site as sufficient time has elapsed for public comment.

Other key information provided by Stuart includes:

- The agency coordination letters for the project have been sent to the appropriate agencies. To date, information regarding soil types has been provided for all three counties. This data has been sent to HDR / Quest and Ben Edelen will ensure that this data is considered for mapping purposes.
- Stuart gave a presentation on the project at the Regional Planning Council.
- Stuart was contacted by a member of the Fayette Alliance expressing concern regarding the potential roadway and its impact on farmland. Knox Vannagelle will be added to the PWG. A PWG notebook has already been given to her.
- Bob Nunley in District 7 Design was in attendance in order to stay involved through the study process in the event that the project moves forward into design phases.

Stuart turned the meeting over to Shawn Dikes of PB, the Project Manager for the consultant team. The PDT then discussed each of the items on the agenda including:

1. Project Update
2. Outstanding Environmental Issues
3. What We Learned / Heard at the Project Work Group (PWG) and Public Meetings
4. Modeling Insights
5. Deciphering the Corridors
6. Next PWG and Public Meeting
7. Other Items

Project Update

Shawn noted that Stuart had covered everything that had occurred to date.

Outstanding Environmental Issues

Helen Powell and Rebecca Colvin indicated that the environmental mapping generated a high amount of activity and interest at the public meeting. Key issues included:

- The Riney B Railroad line was noted as a concern for many attendees due to its potential location as a possible river crossing. The railroad is noted in the book "Ghost Railroads of Kentucky." It was also noted that this location has narrow right-of-way. Some attendees noted its "Rails to Trails" potential. Using this location as a potential crossing would create opposition by those that support "Rails to Trails." The PDT determined that the exact location of the railroad should be avoided; however, there may be potential to use the location as an asset for a possible alignment as a multi-use trail for this or another project.
- Bruce Duncan noted that some attendees suggested that a new river crossing be built on top of a new lock / dam on the Kentucky River. It was suggested that existing dams be added to the mapping for this project. Bruce noted that he could send a GIS map with this information to HDR / Quest. A new dam would create major environmental impacts within the study area. Ben Edelen noted that this

expense would be great in that a temporary bridge would be required for a Maintenance of Traffic perspective.

- Helen noted that other features such as cemeteries, mills, ruins, and other features were noted during the meeting. These will be added to the mapping. It was also noted that all features on the environmental mapping have not been ground verified. Therefore, a disclaimer may need to be added to the mapping.
- George Dean, chairman of the Ferry Authority, was noted as a local historian with a great knowledge of the study area and the operation of the Ferry and points of interest along the Kentucky River. A brochure that he created was provided to the PDT.
- With respect to the existing Valley View ferry, a question was asked as to whether removing the ferry would be a negative. It was noted that most people see the ferry as a positive attribute of the study area. Also, if the ferry were removed, some folks would need access points that a new connector may not be able to provide. Finally, it was suggested that the toll from a new route could be used to off-set operating costs of the ferry.
- Rebecca indicated that nothing substantive was noted at the meeting relative to Third Rock's areas of environmental overview. Interest was limited on issues such as USTs or other common environmental features.
- Existing Boy Scout and Girl Scout camps were identified in the study area.
- The PDR areas need to be included on the project mapping

What We Learned / Heard at the Project Work Group and Public Meetings

The next discussion items included discussion from the Public Meeting. A summary of comments from the public meeting survey was provided to the PDT. Key results were discussed. Discussion items regarding the public meeting included:

- Some people signed in at the meeting but did not fill in a survey.
- The general consensus at the meeting was that the public was in support of a new route; however, this could change once corridors are put on the map.
- The public comment form was translated into Spanish. To date, there were no forms returned in Spanish.
- Blue public meeting notebooks will be prepared for this public meeting. The meeting summaries will be included in an appendix of the Final Report.

Other discussion during this agenda item included:

- James Ballinger asked to what degree decisions / recommendations will be made in the Final Report. It was noted the report will result in one to three potential corridors along with a statement as to the amount of access that should be included.
- Bruce Duncan indicated that new legislation could require that tolls be considered for any new roads being built to interstate standards.
- With respect to bicycle accessibility on a new route, the new route would likely not have bike facilities on it. Instead, off-road multi-use facilities could be considered. In addition, Ben Edelen suggested that as part of a new route, existing routes could be upgraded as part of the construction.
- James Ballinger suggested that if a bicycle river crossing is needed, the Riney B Railroad crossing could be considered.

Next, the Project Purpose and Need was discussed. A handout of the draft Purpose and Need was presented to the PDT. The PDT was asked to provide comments. An electronic version of the document will be send along with meeting minutes of this meeting.

With respect to the first Project Work Group (PWG) meeting, the following items were discussed:

- Paul Toussaint did a great job providing an objective, third party summary of the PWG meeting.
- Most of the PWG showed up at the public meeting.
- An email with the public meeting summary will be send to the PWG; however, the individual comments will be removed.

Modeling Insights

It was decided to next discuss the travel demand modeling tasks completed to date. Shawn Dikes noted a meeting that was held in the September or October that involved some members of the Project Development Team in addition to member of the KYTC Division of Planning. It was decided that the Kentucky Statewide Model (KYSTM) would be the appropriate model to use for this project. This was due to the fact that the entire study area was included in the model and that the model would be sensitive enough to changes in location for any potential corridor.

Scott Walker led the discussion regarding the preliminary model output. He noted that the model runs were conducted as an initial test of the sensitivity of the model. The preliminary results were provided to the PDT. Summaries includes initial volumes on four different alignments in addition to the impact on roadways in the study area including US 27, I-75, and Man O'War Boulevard. Ben Edelen suggested adding New Circle Road to the analysis if the model is sensitive enough to this specific route.

The next steps of the modeling process will involve a more in-depth analysis of the model, including an evaluation of the calibration of the model within the study area. Next, a set of alternatives will be tested in the model and the appropriate results summarized. Results will include traffic volumes, Vehicle-Miles of Travel (VMT) changes, Vehicle-Hours of Travel (VHT) changes, and travel time savings (if any).

Deciphering the Corridors

After a short break, a total of 60 to 70 corridors previously drawn by the public at the November public meeting was displayed and discussed. A map of these corridors was shown in the conference room. Important discussions items / decisions made regarding this initial or "fatal flaw screening" included:

- It was noted that lines drawn outside the three county study area boundary were previously eliminated from consideration.
- In addition, the alignments in the southernmost study area toward Richmond were eliminated as there isn't much traffic / transportation utility for them.
- There was a question regarding how many people actually drew the 60 to 70 corridors. It was noted that approximately 30 to 40 people were responsible. Nearly 20 to 30 people reviewed the maps but had no additional comments or they felt that their ideas for a new corridor were already drawn by other attendees.

- A decision was made not to cross the river more than once, which removed a couple of corridors.
- Corridors through 'listed' properties were removed.
- The northernmost corridors were removed due to known developments, including PDR sites
- It was noted that up to five or six alternates would be modeled in the KYSTM.
- Diagonal routes were eliminated due to the length, which would drive up the costs and decrease travel times.
- Common intersection points were noted. These were area were shaded on the wall map. Corridors drawn by the PDT included all these points.
- It was noted that the original corridors drawn by the public as well as the corridors drawn at this PDT Meeting would be shown to the PWG. However, only the 'screened' corridors would be taken to the next public meeting.

Next Project Work Group Meeting / Public Meeting

The next PWG meeting will be held in mid-to-late February. Bruce Duncan agreed to host the meeting at the Bluegrass ADD. (The meeting was later confirmed for 1:30 on February 25th). The meeting will consist of the following topics:

- Project Purpose and Need discussion
- Public Meeting #1 Summary
- Review of Corridors
- Initial travel demand model results
- Corridor evaluation criteria

Shawn Dikes then noted that there can be up to three (3) additional public meetings for the project, for a total of four (4). The number of meetings was previously expressed as only being two (2) in past discussions, which was erroneous. This leaves flexibility in the Public Information campaign with regard to the number of meetings, locations and topics discussed. It was decided that the next public meeting will be scheduled for the week of March 17th or March 24th and would include a review of the 'screened' corridors. A thirty day advanced notice is preferable for advertising the meeting.

Other Items

Other notes taken from the meeting include:

- A third public meeting will be held to display the final corridor(s) for this project.
- The PDT noted that the final public meeting could become a 5th PWG meeting.
- A group active with Judge Cassity in Nicholasville has been hired to assist and lobby for the project. The group has hired Preston Osbourne to lead this group.

The meeting concluding at 12:15 PM.

PROJECT: US 27 to I-75 Corridor Scoping Study

MEETING: Project Development Team (PDT) Meeting #4

DATE & TIME: April 4, 2008 – 9:00 AM

LOCATION: Kentucky Transportation Cabinet District 7 –
Conference Room
Lexington, Kentucky

ATTENDEES:

NAME	AGENCY/COMPANY	Telephone	Email
Stuart Goodpaster	KYTC D-7 Planning	859-246-2355	stuart.goodpaster@ky.gov
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Lisa Stratton	Third Rock Consultants	859-977-2000	lstratton@thirdrockconsultants.com
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Amos Hubbard	PB	859-245-3875	hubbarda@pbworld.com
Shawn Dikes	PB	502-479-9312	dikes@pbworld.com
Scott Walker	PB	859-245-3873	walkersc@pbworld.com
Lindsay Walker	PB	859-245-3869	walkerli@pbworld.com

MEETING SUMMARY:

The purpose of this fourth meeting Project Development Team (PDT) meeting was to discuss the current project status and prepare for the April 8, 2008 Project Work Group (PWG) meeting.

The meeting began with Stuart Goodpaster, the Kentucky Transportation Cabinet (KYTC) Project Manager, welcoming everyone to the meeting and making some introductory remarks. After self introductions of the PDT, Stuart noted that since the last meeting, a Project Work Group (PWG) Meeting had been held. The meeting included a discussion of project purpose and need as well as potential alternative corridors. A decision to remove any corridors from further study at the time was not made as it was decided there was not enough information to make an appropriate selection of which corridor(s) to eliminate. Therefore, following the meeting, detailed evaluation matrices were developed for each alternate. It is expected that based on these matrices, at the Tuesday, April 8, 2008 meeting, the PWG will be able to reduce the number of corridors under consideration from the current 18 corridors, to a smaller set that can be evaluated and possibly refined.

Some general comments related to the presentation of the matrix include the following:

- Need to add corridor numbers to map for reference. A new corridor numbering system may also be beneficial utilizing a two number system. The western terminus could be assigned a number which would correspond to an eastern terminus, also numbered. For example, the first corridor would be 1-1.
- Try to condense the sheets into only a couple instead of eight. Could create a description legend and then consolidate the new space with information presented currently on a separate sheet.
- It was also determined that some evaluation criteria can be removed as they either do not show a differentiation between alternative corridors, are impacts that could be mitigated, or are impacts that would not inhibit the future development of a corridor. This list includes the # of interchanges, Threatened, Rare and Endangered Species (Habitat Areas), Wildlife Management / Conversation Areas, Habitat and Natural Areas Crossed, Quarries / Mines, Park or Recreation Facility Impacts, and # of Underground Storage Tanks (USTs). All of these categories that were taken off of the matrix will be listed on an additional sheet for the PWG and discussed in the report text to show that potential impacts in these areas were considered, but not considered difference makers in the total evaluation.
- It was decided to not show the column on the matrix for the number and location of interchanges since these were selected primarily for traffic modeling purposes and may not be the optimum or most desirable location for interchanges along each corridor.
- With regard to the Historic Sites and Archeological Sites categories, the word "Known" should be included in the title block as there may be additional sites uncovered during field surveys in subsequent stages of the project. Also, it was suggested to add a note that mitigation costs are not included in the 2008 cost estimates and that the estimates are in 2008 constant dollars at this point.
- To help the PWG determine the magnitude of impacts for each corridor, it was decided that the matrix would be color-coded with green representing the lower ranges and red representing higher ranges; generally for each category. The coloring is used to point out differences among the corridors and to not necessary determine a weighting or value. Not all evaluation categories will be color-coded as it is difficult to assess the impacts in this manner since some corridors "score" similarly in a particular category. This includes the wetlands category.

Most of the upcoming PWG meeting will focus on the evaluation matrix. Ideally, the PWG will be able to select 4 – 5 of the most promising corridors based on this matrix, plus the No Build option. If so, this will allow the PDT to move forward and start thinking about other features of a potential corridor. It is generally understood that there is a tradeoff between access and mobility, so it will need to be determined what the general look of the corridor would be (i.e. bypass, parkway, full-access, etc.). The No-Build option is still a viable option which includes the existing and committed projects in the state highway plans.

Additional feedback regarding the project purpose and need will also be requested as the PWG has had time to consider them since the last PWG meeting. Some general thoughts from the PDT regarding these is that the goals should include preserving as much farmland and historic resources as possible.

It was noted at the meeting that some of the Jessamine County residents in favor of this connector are getting very frustrated with the Fayette County residents that are against a new connector. It is possible that they may go directly to the Governor to get the road built and have it located where they think it should go. This is a concern that the PDT should continue to

monitor during this project but must work independently of to ensure credibility if there are future project development action pas this current study.

Next Steps

Following the upcoming PWG meeting on April 8, 2008, it was suggested that another PWG meeting be held prior to going to the public with a revised set of corridors so that the PWG would have the opportunity to review any modifications before the corridors are shown to the public. Based on feedback from the PWG at the upcoming meeting, the most promising corridors (ideally no more than 4 – 5) will be selected and each will be studied in further detail prior to the next PWG and presentation to the public. This will include analysis such as more detailed cost estimates (potentially ROW and mitigation estimates), traffic impacts, environmental impacts, and community impacts. Project phasing will also be evaluated in the later stages of this project. It was suggested that if the connector will terminate in the east at the existing KY 3055 / KY 627 interchange that upgrades to the interchange may be the ideal first phase of the project.

Depending on how many corridors are selected for further analysis, the next PWG meeting may be held in early May with the public meeting in late May. It would be desirable to have the public meeting before the end of the school year if a meeting was held at a school within the study area. There is the possibility of having one meeting in Richmond and one in Jessamine County. The exact locations will be decided at a later date.

Going forward from the PWG meeting, (unless there is time to discuss during the meeting), it was suggested that the PWG be assigned “homework”. At this point in the project they should begin to consider the following: facility type, interchange number and location, toll options, eastern / western project termini, and bridge crossings.

Finally, it was discussed that PB will need a time extension due to the scheduling of meetings to complete the project. This will be submitted to the KYTC Central Office Planning Division.

PROJECT: US 27 to I-75 Corridor Scoping Study

MEETING: Model Discussion

DATE & TIME: April 18, 2008 – 1:30 PM

LOCATION: Kentucky Transportation Cabinet District 7 –
Conference Room
Lexington, Kentucky

ATTENDEES:

NAME	AGENCY/COMPANY	Telephone	Email
Randy Turner	KYTC D-7 Planning	859-246-2355	randy.turner@ky.gov
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Anne Warnick	PB	859-245-3877	Warnick@pbworld.com
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MEETING SUMMARY:

The purpose of this meeting was to discuss the use of travel demand models, including the Kentucky Statewide Model (KYSTM), for the US 27 to I-75 Corridor Scoping Study.

At the beginning of the meeting, Scott Thomson provided a summary about the performance of the KYSTM in the study area. He said that the average daily traffic (ADT) assignments from the model were within 1.2% of the ADTs of all of the count stations for the three counties in the study area (Fayette, Jessamine and Madison counties). He also found that in the model, traffic was being under-assigned in downtown Nicholasville and over-assigned on US 27 closer to Man O' War Boulevard and New Circle Road. The model is also over-assigning on I-75 and New Circle Road.

After a brief discussion regarding this summary, Scott Walker began PB's presentation with regards to its use of the model in this study. Scott began with a brief background on the project, as well as the role of the KYSTM in the project. Next he discussed discrepancies between model and count station ADTs. It was noted that the model over-assigned on US 27 near Man O' War Boulevard, and under-assigned on Man O' War Boulevard between US 25 and I-75. The model was fairly accurate along I-75.

Next the model results for the 18 corridors from the Level 2 analysis were shown. Scott Thomson suggested that it might be a good idea to round the ADTs to the nearest thousand so

an inaccurate level of preciseness is not portrayed. It was also noted that one of the corridors that went through Fayette and Jessamine counties was run using the KYSTM as well as the Lexington MPO model. It was noted that the ADTs for the corridor were along the same order of magnitude, giving a confidence in the output from the KYSTM.

Next, Scott Walker discussed the issue of forecasting the corridor ADTs to future years. Key points made with regard to forecasting include:

- It was noted that the KYSTM does not forecast to the future year, and that traditional historical growth methods do not take into account capacity constraints.
- For this project, if traffic continues to grow at its historic rate, the forecasted traffic will far exceed the capacities of many roads in the study area.
- Scott Thomson agreed that the exponential approach of growing traffic, especially to the year 2040 is inappropriate in this case.
- Scott Thomson mentioned that the Central Office Division of Planning has developed a growth rate for every count station using a method that is a hybrid of exponential and linear methods that could possibly be used.

Next, there was a discussion of future traffic trends and the possibility of growth rates slowing in the future. The role of travel demand models to be used for this project to forecast growth was also discussed. The Lexington Area MPO model does forecast to the year 2030; however, the remaining 6 corridors to be studied go through Madison County which is not part of the model.

The KYSTM has an outlying year of 2030, but it does not accurately forecast to that year. It was decided that to determine an appropriate growth rate for this project, a combination of three data sources would be used: 1) the hybrid growth rate developed by the KYTC Central Office, 2) the growth that the Lexington MPO model forecasts, and 3) the growth that the KYSTM model forecasts. Each will be plotted on a graph and equations for best curve fit to those three points will be developed. The curve can then be used to forecast to the year 2040. This method was agreed upon because it is based purely on independent model output and information from the Central Office, and involves little post-processing. While the future year forecasts are important to help determine whether a new roadway is justified, they will also be important for toll analysis.

Using the KYSTM for a possible toll analysis was also discussed. Because the model does not take into consideration dollars, a time to money relationship for tolls must be established. In order for the model to account for tolls, a time penalty may be used that would account for people choosing not to use a road because it is tolled. As the toll increases, the time penalty will increase; however, the exact dollar to minute ratio is unknown and is something that must be carefully determined. It was also suggested that at the next public meeting, the public should be asked a question about whether or not they would be willing to pay a toll to use the roadway, and if so, how much they would pay.

The meeting ended at approximately 3:15 PM.

PROJECT: US 27 to I-75 Corridor Scoping Study

MEETING: Project Development Team (PDT) Meeting #5

DATE & TIME: May 30, 2008 – 9:00 AM

LOCATION: Kentucky Transportation Cabinet District 7 –
Conference Room
Lexington, Kentucky

ATTENDEES:

NAME	AGENCY/COMPANY	Telephone	Email
Stuart Goodpaster	KYTC D-7 Planning	859-246-2355	stuart.goodpaster@ky.gov
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Helen Powell	H Powell & Company	859-233-9416	hpowellandco@aol.com
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Christa Turner	PB	502-456-2126	turner@pbworld.com

MEETING SUMMARY:

The purpose of this fifth meeting of the Project Development Team (PDT) meeting was to discuss the current project status and prepare for the June 16, 2008 Public Meeting.

The meeting began with Stuart Goodpaster, the Kentucky Transportation Cabinet (KYTC) Project Manager, welcoming everyone to the meeting and making some introductory remarks. After self introductions of the PDT, Stuart noted that since the last meeting, a Project Work Group (PWG) Meeting had been held. PWG Meeting attendees were asked to narrow down the potential corridor alternatives and ended up reducing the number of alternative corridors from eighteen to six. The next step is to present these six, plus the No-Build Option to the public. Stuart then turned the meeting over to Shawn Dikes, the PB Project Manager, to provide an update of work completed since the last PDT meeting and information relative to preparing for the upcoming Public Meeting.

The first item of discussion was related to the project purpose and need. Up to this point in the project, the purpose and need of the project indicates that there is no connectivity between US 27 and I-75. This is in fact not true as there is Man O' War Boulevard, New Circle Road and several other local routes. The issue is that there are no good connections between US 27 and I-75. Therefore, to make this clear, the purpose and need will be updated to reflect that connectivity needs to be improved between US 27 and I-75.

Next, the presentation of the traffic forecast information to the PWG was discussed. At the last PWG meeting held on May 5, 2008, the presentation of the traffic forecasts may have been overwhelming to those not familiar with this particular technical project aspect. At the meeting, the material was presented such that there was no confusion as to how PB arrived at the volumes of traffic that would potentially use each corridor, but in doing so may have provided too much detail such that the layperson may have been confused or misunderstood the information. It was agreed that it seemed like the right way of presenting the material at the time, but for future reference, less detail would be preferred. For the upcoming public meeting, only traffic volumes will be presented – no background information. If anybody is curious about the process used to determine the numbers they can ask a project representative.

As mentioned previously, at the last PWG meeting, twelve corridors were removed from further consideration. It was discussed at this PDT meeting how to explain to the public how these corridors were eliminated along with the extreme northern and southern corridors. As the project is only supposed to evaluate access and connectivity between US 27 and I-75, regional connectivity will not be emphasized as an evaluation criterion. Instead, focus will be on the traffic / transportation utility of the corridors, on-going projects (such as the Duncannon interchange project) that would improve operations through the study area, and project costs. A Frequently Asked Questions (FAQ) sheet will be developed for the public meeting to provide a specific answer to questions such as "Why are there no extreme northern or southern corridors considered at this stage?"

Finally, the format / materials for the upcoming Public Meeting were discussed.

As there has been a substantial amount of work completed on the project since the last Public Meeting held in November 2007, it was previously decided that it would be desirable to have a giveaway to ensure that attendees visit all of the project stations and encourage them to fill out their comment forms at the meeting. Three fifty dollar gas cards from Speedway were decided to be the giveaway.

Some discussion ensued about the best way to conduct the giveaway and gather feedback from the public. It was suggested that attendees place stickers directly on the boards, voting for which corridor they liked the best. Another suggestion was to use stickers on the comment forms, with attendees collecting one sticker per station. Once all stickers were collected, the comment form would need to be completed and turned in to be eligible. While several people at the meeting were interested in the first method, it was determined that for this meeting it would be more desirable to maintain comment forms for documentation purposes.

For the meeting, the orientation board will be developed to include information about the gas card giveaways. The first station will be dedicated to the study background and will include information about the study area and schedule. The second station is the purpose and need station. The project purpose and need will be revised as discussed earlier at this meeting. The next station is dedicated to alternative development and evaluation. The three-level graphic

showing the evaluation procedure will be included as a board as will boards listing the evaluation criteria for the Level 1 and 2 analyses.

H. Powell and Company is still working on defining the border of White Hall. Helen has the national register boundary, but is still unsure about the area around the site as Madison County has had plans to develop a park in the vicinity. For this public meeting it was determined to be sufficient to show the national register boundary only on the Level 3 figures as this is the only definite boundary known.

As for the Palisades, Third Rock has been working on defining the boundary for this and the exact boundaries are still somewhat unclear. Rebecca Colvin (Third Rock) will work with Eric Ivanovich (HDR / Quest) to show these on the Level 3 maps. It was also decided that it would be advantageous for HDR / Quest to bring a laptop and have it available to zoom in on any particular corridor map for further clarification if requested at the public meeting.

The Level 3 Corridors form the fourth station. On each alternative corridor map, benefits, drawbacks, and other issues will be listed to provide the most pertinent information to assist the public in making a decision.

It was decided at the meeting that two additional stations were necessary, including one depicting typical sections and another dedicated to funding / tolling options.

The last item of discussion was the survey form. The public will have thirty days to return the comment form if they choose to take it with them, thereby making the deadline for responses July 16th, 2008. Generally those in attendance were in agreement with the layout and content of the form. One suggestion was made to move the tolling questions towards the end of the form as they seemed out of place. It was also suggested that photos of example roadways / intersections be included as boards to provide a visual look at various access types. This may provide clarification for these questions on the comment form and enable attendees to make an informed decision. Stuart will check into the feasibility of getting the Cabinet's postage paid stamp on the comment forms such that additional pre-paid envelopes are not necessary.

With plans in place for the upcoming meeting, the PDT meeting adjourned at approximately 10:30 AM.

Meeting Minutes

PROJECT: US 27 to I-75 Corridor Scoping Study

MEETING: Project Development Team (PDT) Meeting #6

DATE & TIME: August 18, 2008 – 10:00 AM

LOCATION: Kentucky Transportation Cabinet District 7 –
Conference Room
Lexington, Kentucky

ATTENDEES:

NAME	AGENCY/COMPANY	Telephone	Email
Stuart Goodpaster	KYTC D-7 Planning	859-246-2355	stuart.goodpaster@ky.gov
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MEETING SUMMARY:

The purpose of the sixth meeting of the Project Development Team (PDT) meeting was to discuss the June 16, 2008 Public Meeting, the build vs. no-build options, prepare for the next Project Work Group (PWG) meeting, and discuss the report preparation and the eventual wrap up of the project.

The meeting began with Stuart Goodpaster, the Kentucky Transportation Cabinet (KYTC) Project Manager, welcoming everyone to the meeting and making some introductory remarks. After self introductions of the PDT, Stuart began with an envelope with one of the gas cards that was raffled during the last public meeting. The intended recipient could not be found and the card was returned by the USPS. A different survey was selected from the blue public meeting notebooks and the gas card will be sent to the new winner. Next, Shawn Dikes gave an overview of the second public meeting. Handouts were given that summarized the results of the public comment forms received. Based on the public comment forms, it was concluded that most respondents agreed with the project purpose, need, and goals and objectives. Corridor 5-

2 received the most votes as a preferred corridor. The respondents who were in favor of a new roadway preferred a four lane facility, with limited access, free-flow over/underpasses and a multi-use path next to the roadway. The majority of respondents would support or would maybe support tolling as a funding option. If tolling were necessary to fund this project, the majority of people indicated they would be willing to pay a toll of approximately \$1.00.

Next, several project issues were discussed, including which corridor the PDT prefers, how many lanes the facility should be, how the proposed eastern bypass should be handled, the Whitehall Historic Site, and the Riney B Railroad.

Stuart Goodpaster indicated that he would like to go to the next PWG meeting with a recommendation from the PDT of only one (1) build alternative in addition to the no-build alternative for discussion. Based on public feedback it is clear that an alternative that ends at location 2 on I-75, the Boonesboro Road exit, is desirable. The PDT also agreed that a western terminus as far south as location 6 would lose a lot of utility. Alternatives 4-2 and 5-2 were quickly decided upon as the preferred corridors. Discussion of the benefits and drawbacks of each of these corridors were discussed, and the following points noted.

- Alternative 5-2 crosses the faults in the area more perpendicular (better) than 4-2.
- Alternative 5-2 has no Environmental Justice impacts, and fewer impacts to floodplains and historic sites than 4-2.
- Alternative 4-2 ties into an existing road.
- If the eastern bypass does not get built, less additional road would have to be built to tie 4-2 into US 27.

The last point regarding the proposed eastern bypass brought up the issue of how the eastern bypass should be addressed in this project. The eastern bypass is still controversial, therefore it was suggested that this project not be tied to it. However, both western termini, points 4 and 5, end at the eastern bypass. It was suggested that this project not be contingent upon completion of the eastern bypass, however, it should be noted in the report that the cost estimates were performed assuming that the corridors would end at the bypass, and if a bypass were not built, the cost would rise to build the extra section of roadway to tie the corridor(s) into US 27. It is currently expected that the eastern bypass at the western terminus and the Boonesboro Road interchange at the western terminus will both be constructed before a new connector is built. If this is the case then both of those projects should be designed and constructed in a way that will accommodate a future tie in with the new corridor.

The potential park near the Whitehall Historic Shrine was also discussed. Madison County has not made it clear if a park is to be built around Whitehall and if so, where it will be. If any land has been purchased it will be available in public records, therefore the records should be checked to try and determine the location of the park and if it will affect a proposed corridor. Eric Ivanovich asked if the park was mentioned in the Madison County Comprehensive Plan. Neither Anne Warnick nor Shawn Dikes remembered seeing anything about it, but said they would recheck the document. *(Subsequent checking revealed some information including a map of the proposed park which will be detailed on project mapping and in the analysis.)* Depending on the location of the park, extra environmental analysis may need to be performed. Shawn Dikes mentioned that if this project is carried forward it will most likely have to go through the NEPA process and an EIS or EA would be necessary, and that some of the work we have already done may need to be performed in more detail.

The location of the Riney B Railroad was also discussed as it seemed important to many people at the last public meeting. It is still somewhat unclear as to what the exact location of the railroad is, but Eric Ivanovich will bring a map showing its location to the next PWG meeting. Corridors 4-2 and 5-2 are near or encompass the railroad just west and north of the Kentucky River, and it was suggested that the project team explore the possibility of converting the existing rail bed could to a rails to trails program.

Another issue discussed during the meeting was whether the roadway should be a two or four lane facility. David Martin asked if the traffic numbers could justify a four-lane facility. Based on the traffic analysis performed, for most corridors, a two-lane roadway will operate at or below LOS E before 2020. It was explained that the poor LOS comes not from the traffic volumes themselves, but from the inability to pass slower moving vehicles on two-lane roadways. It is likely, given the terrain in the area that there will be few passing zones because of the limited passing sight distance. This also brings up safety concerns of drivers choosing to pass at unsafe times because of the lack of safe passing opportunities. Bruce Duncan mentioned that it would be harder to justify tolling a two-lane facility. While most of the PDT agreed that a four lane facility is most logical, Ben Edelen brought up the point that the current administration is scrutinizing highway design very closely, and are currently trimming many proposed four lane roadways down to two lanes. If there is not a design hourly volume of 1,500 vehicles per lane, it may be more difficult to justifying a four lane roadway. The PDT should not say exclusively that a four lane roadway is needed. It should be recommended at this phase, however as the project progresses a two-lane roadway can be evaluated for safety, percent passing zones, etc., and could be designed if deemed appropriate.

Stuart also mentioned that he, Shawn, Ben and Barbara Michael, PB's principal in charge, would like to speak to some of the decision makers in the central office about the future of this project before the next PWG.

The date for the next PWG meeting was then tentatively scheduled for September 15, 2008 at 1:30 PM at the Bluegrass ADD. The PDT decided that they would present alternative 5-2 and the no-build as the remaining options, however if the PWG wanted to bring alternative 4-2 back to the table for discussion it would still be an option. Whether or not to recommend a build or no-build alternative will also be discussed, as will the number of lanes of the facility. It was noted that the PWG will be used to provide guidance, but that the PDT ultimately reserves the right to make the final recommendation.

Before the meeting wrapped up, the report preparation was briefly discussed. PB will send Stuart, Randy, David and Bruce copies of the draft document as it stands at this point. A copy of the Environmental Justice report will also be sent to Bruce and David.

The meeting adjourned at 11:30 am.

PROJECT: US 27 to I-75 Corridor Scoping Study

MEETING: Project Development Team (PDT) Meeting #7

DATE & TIME: September 22, 2008 – 1:30 PM

LOCATION: Kentucky Transportation Cabinet District 7 –
Conference Room
Lexington, Kentucky

ATTENDEES:

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MEETING SUMMARY:

The purpose of this meeting with the Project Development Team was to discuss the recommendation for the US 27 to I-75 Corridor Scoping Study, how to present the findings, and the next steps for completing the study.

Stuart Goodpaster, the Kentucky Transportation Cabinet (KYTC) Project Manager, thanked everyone for their attendance and participation on the project. He then turned the meeting over to Shawn Dikes, the PB Project Manager, to discuss the project recommendation.

As presented at the Project Work Group (PWG) meeting held the previous week on September 15, 2008, the following are the project recommendations agreed upon by the PWG members:

- Build Alternative Corridor 5-2
- A “Super 2” 2-lane highway which includes passing lanes and wide shoulders
- Limited access
- A multi-use path to be considered in conjunction with this project so long as it does not preclude the project from progressing
- Right-of-way purchased for an eventual 4-lane highway

Those in attendance from the PDT agreed with these recommendations and further clarified that tolling options should be included in the recommendation as a funding mechanism. Under this

scenario, a limited access facility makes sense, and interchanges should only be included at major highway crossings / intersections. This includes both ends of the project (US 27 and I-75) and likely two other interchanges in between.

The multi-use path is to be included in the overall recommendation with the stipulation that it should not prevent the rest of the project from moving forward. Additional study will be required for the path, including consideration of logical termini points. It may also be possible to deviate from the new highway corridor and use portions of the Rhiney B abandoned railroad bed, including a river crossing on the old alignment. These decisions are to be made in a future design phase of the project.

Once this study is finalized and published, it is desirable to encourage the preservation of the right-of-way given the on-going development pressures in the area. However, as the project is not in the current Six Year Highway Plan, it would be difficult to preserve the area. Even if the project was listed in the Six Year Highway Plan, the right-of-way could only be preserved for two years at a maximum. At this point, the next best step is to try and get it listed on the next Six Year Highway Plan.

The costs of the preferred alternative are only for a 2-lane roadway currently, which will be revised for the final recommendation to include the "Super 2" concept (includes the cost of the passing lanes). The costs also assume that the Eastern Nicholasville Bypass is in place prior to the construction of this connector. There is concern that even though the Eastern Nicholasville Bypass project is listed in the current Six Year Highway Plan, it is possible the project may not be completed. If this is the case, the new connector would have to extend to US 27, incurring additional costs. These additional costs will be portrayed as a footnote to the revised recommended cost estimates.

With uncertainty in the status of the Eastern Nicholasville Bypass, there was some speculation as to what the highest priority project is for Jessamine County. It was noted that both projects are viewed very differently, with the bypass expecting to receive state / federal funding and the connector being funded through tolling, public – private partnership, or another creative financing option.

Project phasing will be presented in the final report to provide a segmented construction approach if required due to funding. It was decided that the most logical project sections are:

- US 27 to KY 1981
- KY 1981 to Bates Creek Road
- Bates Creek Road to I-75

The prioritization for these segments is from west to east. Design could be completed for all segments at the same time with the phasing schedule implemented during construction.

The final discussion at the meeting revolved around schedule for completion of the project. KYTC and Bruce Duncan with the Bluegrass ADD will review the Draft copies of the report they were given at the PWG meeting, providing comments in the next couple of weeks. During that time, PB will work on writing the last chapter of the report on the project recommendation and update the associated cost estimates. A revised draft version will then be made available to the PWG for review. Stuart will send an email to the PWG to determine who would like to review the document and what form they would prefer (electronic or hard copy) and whether or not they want the full report or just the recommendations section. PB will send all hard copies of the

draft report for the PWG to KYTC for distribution and collection. Upon receipt of the comments from the PWG, PB will finalize the report, documenting where changes were made for reference.

The meeting then adjourned at 2:45 PM.