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## APPENDIX F:

### Meeting Minutes

# Owensboro Outer Loop Study

## Team Meeting – Future Land Use and Traffic Demand Discussion

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<b>Date</b>	August 27, 2020	<b>Attendees</b>	
<b>Time</b>	10:00 AM (ET)	Stephen DeWitte	KYTC CO Planning
<b>Location</b>	Virtual – Microsoft Teams	Elizabeth Niemann	KYTC CO Planning
<b>Facilitator</b>	Lindsay Walker, HMB Project Manager	Nick Hall	KYTC District 2
		Jayalakshmi Balaji	KYTC CO Planning
		Scott Thomson	KYTC CO Planning
		Barry House	KYTC MPO Liaison
		Tom Lovett	GRADD
		Brian Howard	OMPC
		Mark Brasher	Daviess County Director of Public Works
		Kevin Collignon	City Engineer – Owensboro
		Mark Butler	Stantec
		Graham Winchester	Stantec
		Lindsay Walker	HMB
		Brad Johnson	HMB
		Jarrold Johnson	HMB

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### Agenda

#### Introduction and Roles

Lindsay Walker, Project Manager for HMB Professional Engineers, Inc. introduced herself and then introduced the roles of other organizations on the call. This includes the Owensboro Metropolitan Planning Organization (MPO) with whom KYTC is partnering with on this study, KYTC Central Office Planning and District 2 Planning, and Stantec who is working on a separate contract to update the Owensboro Travel Demand Model.

After introductions, Lindsay noted that the purpose of the meeting today was to present information initially collected by HMB, request any additional information the participating agencies have to share, and solicit information on county-level growth for adjustments to data input to the travel demand model.

She did note that a representative for Daviess County Schools should be included in the discussion but was unavailable for the meeting today due to the timing of the new school year

starting. Input will be requested on any new schools recently opened or planned through email from a school representative.

### Study Background

Lindsay displayed an ArcGIS StoryMap that is an outline for future Project Team Presentations and includes a graphical / interactive display of the study area. She also provided a brief overview of the study purpose.

### Committed and Identified Projects

KYTC and the MPO have provided HMB with a list of Identified Projects (CHAFs). These have been compiled into a spreadsheet and identified through mapping which was presented. It was noted that there are a great number of identified projects in the study area. Scott Thomson noted that follow-up discussion would be beneficial to determine which project should be included in the future Existing plus Committed (E+C) scenario. This will be compared with a No Build with current conditions. A table can be prepared that shows all projects in the study area and which are included / not included in the future Existing plus Committed (E+C) scenario. HMB will provide the CHAF database and line file for use in this discussion amongst the Project Team.

Additional projects from the current Highway Plan (FY 2020 – 2026) have also been identified within the study area and included on the spreadsheet and map.

### Available Studies

A list of studies / comprehensive plans / master plans was compiled by HMB and presented to the attendees. Tom Lovett noted that a new Metropolitan Transportation Plan (MTP) has been developed and should be approved in September. He will send this updated MTP to HMB.

### GIS Data

HMB has compiled readily accessible GIS files from KYTC. Additional GIS files including current and future land use and zoning have been requested from the MPO and OMPC. Through coordination with OMPC and the City of Owensboro, these additional files will be sent to HMB and shared with Stantec for this study and model development.

### Current Land Use / Future Land Use

Mark Butler, the Project Manager for the Owensboro Travel Demand Model Update, presented a series of slides that detailed current information from the model regarding population household and employment changes. The remainder of the discussion focused on the goals of the model update and information regarding growth patterns in Daviess County. Items to note include:

- The current model years are 2010 and 2040; these are to be updated to 2018 and 2045.
- The information presented focuses on Daviess County; however, the model is a regional model and includes the surrounding counties.
- Stantec recently worked on an update of the Evansville MPO model which included Henderson County. This information and process will be applied to the Owensboro model update.

- Data from the Statewide Travel Demand Model (KYSTM) will be reviewed in conjunction with the Owensboro Travel Demand Model to ensure similar trends between the two models.
- Current model output and projections illustrated on the household density map shows the southern and some of the western part of Daviess County as having increasing housing development. This was later discussed that the data shown may be high as there currently is no sewer infrastructure and subsequently no large subdivision growth planned for these areas.
- The overall increase in employment is 12,000 jobs for the entire county, which was noted as a high value given population projections. It was noted that Owensboro is an employment center and likely is drawing additional resources from other counties.
- Growth in and around the KY 54 corridor was noted as being reasonable from the MPO.
- An additional 4,400 jobs around the airport was noted as overly optimistic by the MPO.
- The downtown core showed a relatively stable / decrease in employment which seemed counterintuitive given the revitalization and vibrancy of the riverfront area. It is possible a new hotel / apartment complex will be constructed. It was noted that this area should be flat or have a modest level of employment.
- In general, growth is occurring to the north / east side.
- Residential growth is driven by infrastructure such as connection to sanitary sewer. A map of sewer lines will be provided by the OMPC to help determine which areas may have future growth. This information is currently provided in the Comprehensive Plan for Owensboro, Whitesville, Daviess County.
- In relation to the Hospital relocating services, the question was raised as to the land use / services left in the previous medical complex. Most of the structure was torn down and is now green space but the remaining structure is dedicated to medical offices.
- Attendees were asked to identify any major known large-scale developments planned. Three were identified: Swedish Match industrial site; Owensboro Middle School and Grace Christian High School. All three have traffic impact studies HMB has recently completed or currently working on. Information on these studies including location, estimated attendance, site square footage will be provided to Stantec for use in evaluating assumptions / projections in those traffic analysis zones (TAZ).

### Wrap Up

The meeting concluded with discussion of schedules and assignments. A new version of the Owensboro Travel Demand model structure should be completed in a few weeks. Finalization of the model will be dependent on information provided by attendees of this meeting and from discussion on projects to be included in the E+C network.

Upcoming tasks associated with the Owensboro Outer Loop study include continuing to collect existing conditions information, evaluate the traffic operations and safety analysis for study area roadways, and present this information to the Project Team in October for the first full Project Team Meeting.

Follow-up from this meeting includes:

- HMB to send Stantec's presentation figures to MPO and OMPC along with shapefiles from them to mark up / make comments on current trends and identify any large-scale developments.
- HMB to send E+C list of projects to KYTC and Stantec to begin discussion of which projects to include in E+C scenario.
- HMB to request input from Daviess County School System on any new potential future schools.
- HMB to provide locations and assumptions of major developments including the Swedish Match Expansion, Owensboro Middle School, and Grace Christian High School.
- OMPC to provide current and future lane use shapefiles along with planned sewer infrastructure development.

The meeting ended at 11:08 AM (ET).

# Owensboro Outer Loop Study

## FINAL Meeting Minutes

### Project Team Meeting No. 1

<b>Date</b>	Wednesday, November 18, 2020	<b>Attendees</b>	
<b>Time</b>	2:00 PM (Eastern Time)	Stephen DeWitte	KYTC CO Planning
		Elizabeth Niemann	KYTC CO Planning
<b>Location</b>	Virtual – Microsoft Teams	Matt Lawson	KYTC CO Planning
		Jay Balaji	KYTC CO Planning
		Daniel Walker	KYTC Bicycle / Ped Coordinator
		Nick Hall	KYTC District 2
<b>Facilitator</b>	Lindsay Walker, HMB Project Manager	Larry Krueger	KYTC District 2
		Keirsten Jagers	KYTC District 2
		Barry House	KYTC MPO Liaison
		Tom Lovett	Owensboro MPO / GRADD
		Lindsay Walker	HMB
		Brad Johnson	HMB
		Jarrold Johnson	HMB
		Michael Leathers	HMB
		John Meyer	HMB
		John Callihan	AECOM
		Kevin Dant	AECOM

To facilitate the meeting, an ArcGIS Story Map was presented which can be seen at the following link: <https://arcg.is/1uKjOq0> A meeting agenda was also provided to attendees and is attached to these minutes.

## Agenda

### ✓ Introduction

As the consultant project manager, Lindsay Walker with HMB Professional Engineers, Inc. welcomed everyone to the meeting. She facilitated introductions for participants on the call. It was noted that the original invitation for the meeting was sent to core Project Team management and asked for attendees to forward to other staff at KYTC Central Office, KYTC District 2 and the Owensboro MPO / GRADD. Some subject matter participants and staff were not on the initial list. To ensure future communications for Project Team Meetings and study activities go to the full list of interested persons, attendees were asked to provide input on who should be added to the list. This includes:

- Ken Sperry – Acting Location Engineer for KYTC District 2
- Patrick Perry – KYTC CO Roadway Design
- Tim Foreman – KYTC CO Environmental
- Steve Ross – KYTC CO Planning
- Sadie Middleton – KYTC CO MPO Coordination

Lindsay also covered meeting housekeeping items such as how to ask a question and noted that the meeting would be recorded.

A simple logo was developed by the consultant team and included in the ArcGIS StoryMap used to present material at this meeting. Input was requested on the logo and can be sent to Lindsay at [lwalker@hmbpe.com](mailto:lwalker@hmbpe.com) following the meeting.

### ✓ Study Background

Information was presented on the history of the study, the study objective, tasks, and schedule. Also, statistical information for Daviess County and Owensboro was presented including population growth, age, and other socioeconomic statistics found on the Kentucky Cabinet for Economic Development website: <http://selectkentucky.com/>. Some statistics noted during the meeting include:

- Aging population (65+)
- Steady population numbers in the City of Owensboro with growing numbers in population in the county.
- The second highest amount of money people spend their income on is transportation.
- The average commute to work in Owensboro is 15 minutes. In Daviess County it is 18 minutes. A question was asked regarding the origin of this data. The Owensboro MPO / GRADD has helped with input to this data and believes the source is the American Community Survey program conducted by the U.S. Census Bureau.

### ✓ Roadway Information

The presentation included existing roadway information regarding functional classifications, speed limits, geometrics, pavement conditions, structures, bicycle, and pedestrian facilities, and identified and committed projects. Discussion items included:

- KYTC District 2 will review pavement management schedule and will provide a list of projects and years using preventative maintenance funds. This could help with determining if there are parallel upcoming pavement projects along potential existing routes that might be considered for upgrades for enhanced connectivity.

- The Owensboro MPO / GRADD is still looking for a bicycle / pedestrian advocate that may be included as a stakeholder for the study.
- The data shown as part of the presentation is existing facilities or currently labeled trails. The Owensboro-Daviess County MPO Bicycle / Pedestrian Master Plan (June 2018) has been reviewed. The consultant will identify any planned projects and include them as an additional layer for informational purposes in their mapping. One project noted during the meeting was the extension of the Greenbelt. The KYTC bicycle / pedestrian coordinator asked if there would be considerations for inclusions of these modes. HMB responded that all potential improvements will consider bicycle / pedestrian inclusion where it is feasible.
- The distinction between “Committed” and “Identified” projects was discussed. “Committed” projects are ones in the Highway Plan. It is unlikely any additional projects beyond those in the Highway Plan would be completed by the future year and should not be considered relative to planning for new or upgraded connections as part of this study. Even though a project might be sponsored in the CHAF database, it should not be considered committed. Identified projects are projects either sponsored or unsponsored in the CHAF database as well as projects found in city / county / MPO planning documents or studies. It was recommended to instead call sponsored CHAFs “Prioritized Identified Projects”.
- The only project in the current 2020 Highway Plan that would impact capacity is improvements to KY 54 (Item No. 2-8300.00. An additional one noted by KYTC is Item No. 2-8854.00, improvements to KY 3142.
- An additional local project was mentioned by KYTC District 2. The Fairview Drive extension will be a local road but will provide connectivity on the eastern portion of the study area. It could feasibly be taken over by KYTC in the future but there are no current plans to do so. HMB is currently working on several traffic studies that are impacted by this connection. They will coordinate with KYTC CO Planning and Stantec (who is working on the Owensboro MPO Travel Demand Model update) to include the connection as appropriate.
- From a regional perspective, it was noted that the Audubon Parkway has had an interstate conversion study completed as well as additional I-69 connectivity is planned. Further discussion will occur between HMB, KYTC, and Stantec to determine the appropriate Existing plus Committed Future Year Travel Demand Model Network to use for this study.
- Regarding connectivity and a new interchange with the Audubon Parkway, KYTC noted that due to the existing distance between current interchanges, the spacing may be prohibitive for a new interchange. HMB will investigate but it was noted that the current distance measured during the meeting was 4.5 to 5 miles.

✓ **Traffic**

Existing (2020) traffic volumes and levels of service were presented. An update on the traffic model was also provided based on notes provided to the consultant team from Stantec. These include:

- Model script and procedures have been updated to run in latest versions of TransCAD 7 and 8.
- Stantec has completed an update of 2018 and 2045 socioeconomic data and roadway network (including capacity enhancing “Existing and Committed Projects”).



- Stantec is ready to add final list of future network projects.
- Currently Stantec is completing model calibration and validation of the 2018 base year based on 2017 – 2019 counts.

✓ **Safety**

Crash records for the entire study area were obtained for a three-year span from September 2017 through August 2020. These were displayed as a heat map (showing densities of crash locations) and by manner of collision clusters (showing amounts as varying sizes). Additional layers were displayed as provided by KYTC for the Critical Rate Factors (CRF) and Excess Expected Crashes (EEC). KYTC also noted that there is a layer that shows LOSS (Level of Service of Safety) for KAB and CO crashes. It presents the crash data categorized in a similar format to traffic operations displayed by LOSS categories on a scale from 1 to 4 (I to IV). Both types of data have been presented to other local officials / stakeholders and there is no definitive way on which way is better. On the I-65 study, AECOM is currently working on how they are showing and defining the data by LOSS. HMB will consult with AECOM as their partner on this study to determine the best way to show the crash data at the upcoming Local Official / Stakeholder Meeting No. 1. Additional graphics or definitions will be included to explain the analysis procedure that is chosen.

✓ **Environmental**

Available GIS information was presented including community facilities, parks, resources listed on the National Register of Historic Places, and streams / wetlands / floodplains. Additional review and a more in-depth evaluation will be completed as the study progresses and initial potential roadway connections are identified.

✓ **Preliminary Segments**

A working map was presented illustrate the idea of what it looks like to determine connectivity around the Owensboro area. Major routes going into / out of Owensboro that could be connected were identified as well as existing segments that could be utilized to provide some level of potential connectivity between these major routes. Utilizing the ability to layer collected information, potential existing routes that may need upgrades, and opportunities for new connections will be explored as the study progresses. Input from local officials / stakeholders will be valuable in determining these connections.

✓ **Local Official / Stakeholder Meeting No. 1**

The consultant team presented a draft survey and the type of information to collect from local officials / stakeholders at the upcoming meeting on December 10, 2020. The draft tools were shown to the Project Team. This included several questions including multiple choice, ranking, and Likert scale style questions as well as an interactive map. The interactive map allows participants to drag and drop points as well as draw in potential lines for connections. If possible, one feature the consultant team will work on is the ability to “like” points / lines that have been previously put into the map to minimize multiple overlapping comments.

Invitations have been sent electronically to a list of attendees prepared by the Owensboro MPO / GRADD and reviewed by KYTC and the consultant team. Additional Project Team members will be added to the invitee list. As of this meeting, 21 invitees have accepted the meeting out of 40 invitations sent.

✓ **Wrap Up**

Next steps were presented which include:

- A practice meeting for LO/S Meeting No. 1 is to be held December 3, 2020 at 10:00 A.M. (Eastern Time).
- The StoryMap and Survey presented at this Project Team Meeting will be modified and used for LO/S Meeting No. 1. It will be given to the Project Team prior to the practice meeting for review.
- LO/S Meeting No. 1 will be held on December 10, 2020 at 10:00 A.M. (Eastern Time).
- HMB will coordinate with KYTC and Stantec on the Existing plus Committed Future Year Model Network.

The meeting adjourned at approximately 3:45 P.M. (Eastern Time).

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*You are invited to participate in the first  
Local Officials / Stakeholder Meeting*

*for the*

*Owensboro MPO (GRADD) Outer Loop Feasibility Study*

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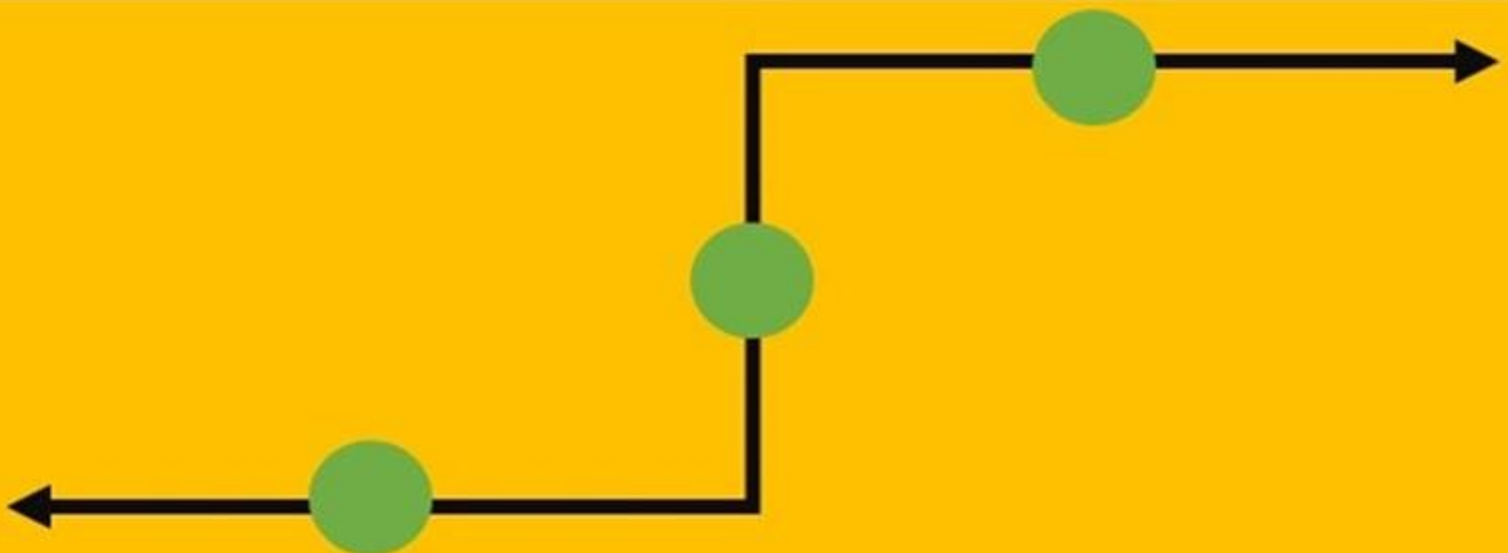
As an identified key local official and / or stakeholder, we would like you to join us for a meeting on **Thursday, December 10, 2020 from 9:00 am to 10:00 am (Central Time)** to learn about this study and provide your input on connectivity around Owensboro in Daviess County, Kentucky.

The Kentucky Transportation Cabinet (KYTC) with assistance from the consulting firm HMB Professional Engineers, Inc. and the Owensboro MPO / Green River Area Development District (GRADD) is conducting a study to evaluate the feasibility of an "outer loop" around Owensboro in Daviess, County, Kentucky. As part of the study, options for connectivity will be identified and evaluated with a cost-benefit analysis completed for the most feasible corridors. A final report will be made available through the KYTC website at the study completion.

We want your feedback – on behalf of your organization – as we consider connectivity needs and options around Owensboro. If you are not the best contact at your organization to attend this virtual meeting, please forward the invitation to the preferred contact. This is the first of two meetings for local officials / stakeholders for this planning study. The format for this meeting will be:

- *40-minute introduction of the study with a presentation of existing conditions and discussion on needs and opportunities for connectivity.*
- *20-minute feedback session with Q&A*

A second meeting will be held in April 2021 to discuss feasible options and prioritization. Please confirm your attendance by submitting your RSVP (accepting this invitation).



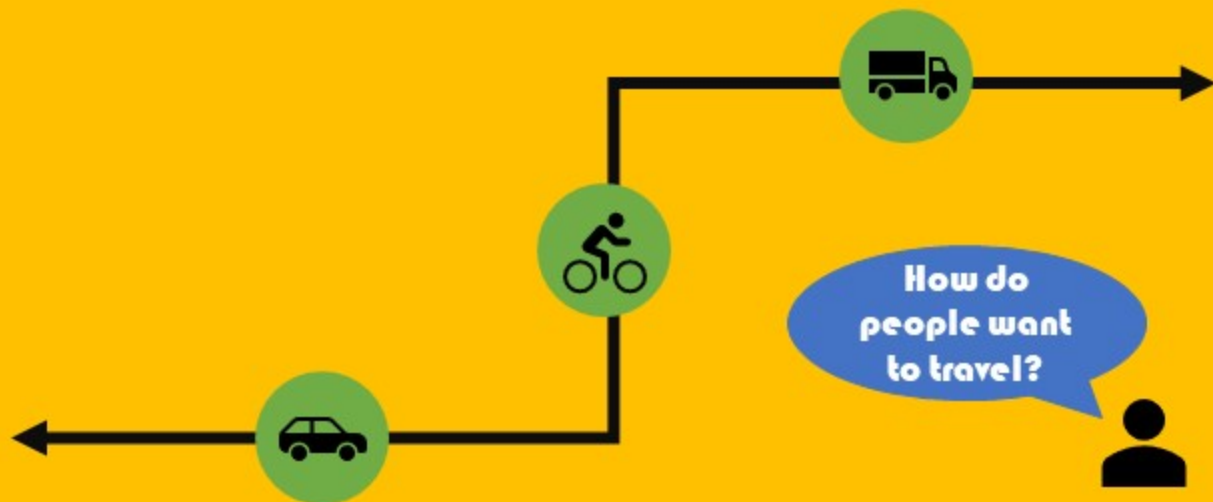
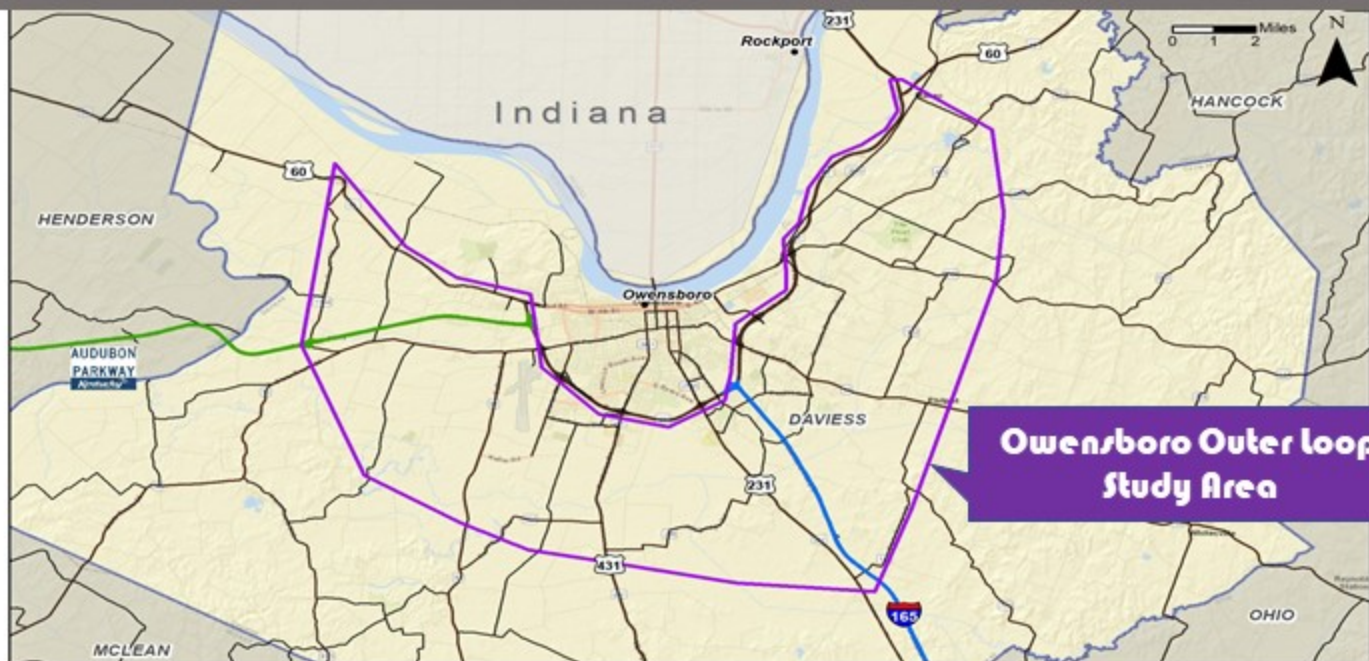
# Owensboro Outer loop Study

## Questions to Think About.....

Where do people want to go?

How can they get there easier?

Why is that easier?



<b>Name</b>	<b>Agency</b>
Al Mattingly	Daviess County Judge/Executive
Tom Watson	Mayor, City of Owensboro
Nate Pagan	Owensboro City Manager
Keith Cain	Daviess County Sheriff
Major Barry Smith	Daviess County Sheriff's Office
Art Ealum	Owensboro Police Chief
Jeremy Smith	Daviess County Fire Chief
James Howard	Owensboro Fire Chief
Andy Ball	EMA Director
Mark Brasher	Daviess County Engineer
Kevin Collignon	Owensboro City Engineer
Brian Howard	Director, Owensboro Metropolitan Planning Commission
Candance Brake	President/CEO Greater Owensboro Chamber of Commerce
Brittaney Johnson	President/CEO GO-EDC
Matt Robbins	Superintendent, Daviess County Schools
Matt Constant	Superintendent, Owensboro Public Schools
Joanna Shake	Executive Director, GRADD
Charlie Castlen	Daviess County Commissioner
Sen. Matt Castlen	8th District Senator
Rep. Suzanne Miles	7th District Representative
Rep. Jonathan Dixon	11th District Representative
Rep. Jim Gooch	12th District Representative
Rep. D.J. Johnson	13th District Representative
Rep. Scott Lewis	14th District Representative
Rep. Rob Wiederstein	11th District Representative
Rep. Jim Glenn	13th District Representative
Brian Wright	Director, Owensboro Riverport Authority
Robert Barnett	Manager, Owensboro-Daviess County Regional Airport
Donnie Mayton	Bicycle / Pedestrian Local Advocate
Amelia Wilson	Rep. Comer Office
Corey Elder	Rep. Comer Office
Jason Hasert	Sen. Paul
Timothy Gilliam	Sen. McConnell
Sara Harley	Daviess County Schools
Damon Fleming	Daviess County Schools



# Owensboro Outer Loop Study

## FINAL Meeting Minutes

### Local Officials / Stakeholders Meeting No. 1

<b>Date</b>	Thursday, December 10, 2020	<b>Attendees</b>	
<b>Time</b>	10:00 AM (Eastern Time)	Stephen DeWitte	KYTC CO Planning
<b>Location</b>	Virtual – Zoom	Elizabeth Niemann	KYTC CO Planning
<b>Facilitator</b>	Lindsay Walker, HMB Project Manager	Matt Lawson	KYTC CO Planning
		Jay Balaji	KYTC CO Planning
		Daniel Walker	KYTC Bicycle / Ped Coordinator
		Deneatra Henderson	KYTC District 2
		Nick Hall	KYTC District 2
		Larry Krueger	KYTC District 2
		Keirsten Jagers	KYTC District 2
		Pamela Broadston	KYTC District 2
		Barry House	KYTC MPO Liaison
		Tom Lovett	Owensboro MPO / GRADD
		Lindsay Walker	HMB
		Brad Johnson	HMB
		Jarrod Johnson	HMB
		Matt Bullens	HMB
		John Callihan	AECOM
		Al Mattingly	Daviess County Judge/Executive
		Tom Watson	Mayor, City of Owensboro
		Andy Ball	EMA Director
		Brian Howard	Director, Owensboro Metropolitan Planning Commission
		Brian Wright	Director, Owensboro Riverport Authority
		Brittaney Johnson	President/CEO GO-EDC
		Candance Brake	President/CEO Greater Owensboro Chamber of Commerce

Attendees (cont.)

Donnie Mayton	Bicycle / Pedestrian Local Advocate
James Howard	Owensboro Fire Chief
Jason Hasert	Sen. Paul's Office
Jeremy Smith	Daviess County Fire Chief
Kevin Collignon	Owensboro City Engineer
Mark Brasher	Daviess County Engineer
Matt Constant	Superintendent, Owensboro Public Schools
Rep. D.J. Johnson	13 <sup>th</sup> District Representative
Sara Harley	Daviess County Schools
Sgt. Mike Page	Owensboro Police Department
Bailey Bennett	Daviess County Schools
Downey Ward	Daviess County Schools
Jason Winkler	Owensboro Police Department
Grady Cooper	Daviess County Schools
David Shutt	
Nroby	

To facilitate the meeting, an ArcGIS Story Map was presented which can be seen at the following link: <https://arcg.is/1uKjOq0>. The meeting was recorded for those either unable to attend or those wanting to view the presentation again.

## Agenda

### ✓ Introduction

As the consultant project manager, Lindsay Walker with HMB Professional Engineers, Inc. welcomed everyone to the meeting. Deneatra Henderson, KYTC District 2 Chief District Engineer, then gave a brief overview and introduction of the study to the attendees. She handed it back over to Lindsay to begin the presentation. Lindsay also covered meeting housekeeping items such as how to ask a question and noted that the meeting would be recorded.

Below is a summary of the questions and answers throughout the meeting.

### ✓ Project Background

Information was presented on the history of the study, the study objective, tasks, and schedule. Also, statistical information for Daviess County and Owensboro was presented including population growth, age, and other socioeconomic statistics found on the Kentucky Cabinet for Economic Development website.

- Question from Charlie Castlen: “Would the outer loop be limited access like our bypass or would there be stop lights at major cross roads?”
  - Answer: We do not know right now. It could be any combination of limited access, partial access, or full access. We will address these options as we move forward with this study.
- Question from Brian Wright: “Will the study also include the rail network throughout Daviess County?”
  - Answer: We are not currently highlighting this but that will be included as that could impact connectivity.

### ✓ Roadway Information

The presentation included existing roadway information regarding functional classifications, speed limits, geometrics, pavement conditions, structures, bicycle, and pedestrian facilities, and identified and committed projects. No questions were asked on this topic.

### ✓ Traffic

Existing (2020) traffic volumes and levels of service were presented.

- Question from Andy Ball (Emergency Management): “Will the study include data for potential decrease in ‘run’ times by the various First Responder agencies (i.e. fire, police, ambulance)?”
  - Answer: Yes. That is something we look at in the model as we look to improve connectivity and how those improvements impact travel time. We will be able to compare the travel times between options. Please let us know if there are areas of concern for response time currently.

### ✓ Safety

Crash records for the entire study area were obtained for a three-year span from September 2017 through August 2020. These were displayed as a heat map (showing densities of crash locations) and by manner of collision clusters (showing amounts as varying sizes). Additional layers were displayed as provided by KYTC for the Critical Rate Factors (CRF) and Excess Expected Crashes (EEC).



- Question from Chief James Howard, Owensboro Fire Department: “Just to be clear...will all stakeholder in this meeting be able to interact with this GIS application to analyze some of this data later?”
  - Answer: Yes, it will be available after the meeting to interact with and complete the survey.

✓ **Environmental**

Available GIS information was presented including community facilities, parks, resources listed on the National Register of Historic Places, and streams / wetlands / floodplains. Additional review and a more in-depth evaluation will be completed as the study progresses and initial potential roadway connections are identified. No questions were asked on this topic.

✓ **Existing Segments**

A working map was presented to illustrate the idea of what it looks like to determine connectivity around the Owensboro area. Major routes going into / out of Owensboro that could be connected were identified as well as existing segments that could be utilized to provide some level of potential connectivity between these major routes.

✓ **Survey**

Lindsay presented and explained how to use the survey and input mapping tool to collect input from the local officials and stakeholders.

- Question from Charlie Castlen: “So I know we reviewed roads with wrecks and traffic loads. Do we have any projections – or will we later – as to how those will be changed once this loop is constructed?”
  - Answer: Yes, we will. We do not have that at this point in the study, but we will later as part of the study including the benefit / cost analysis between options.

✓ **Next Steps**

Next steps were presented which include:

- Survey input collection which ends December 18<sup>th</sup>, 2020
- Local Officials / Stakeholders Meeting No. 2, April 2021

Comment from Jason Hasert (Sen. Rand Paul’s Office): Senator Paul will be interested to see the progress of the study and our office will help in any way we can.

The meeting adjourned at approximately 11:10 A.M. (Eastern Time).

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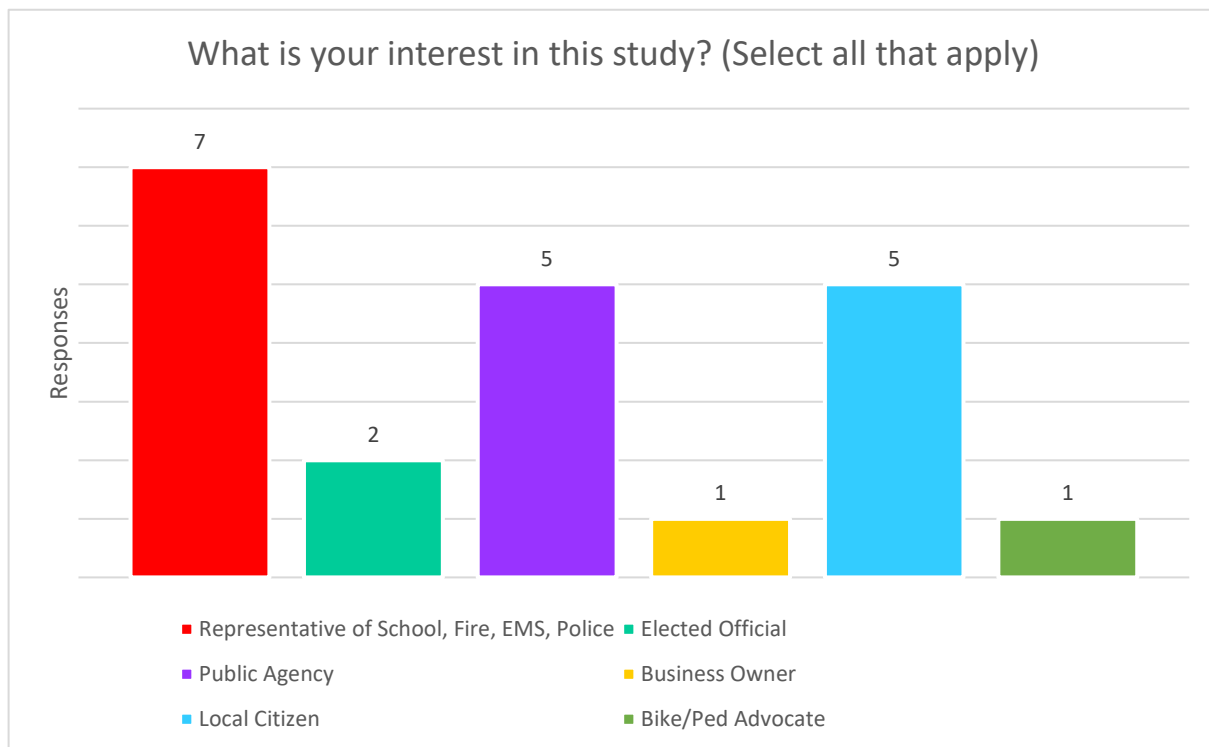
# Owensboro MPO (GRADD) Outer Loop Feasibility Study

## Summary of Survey Data

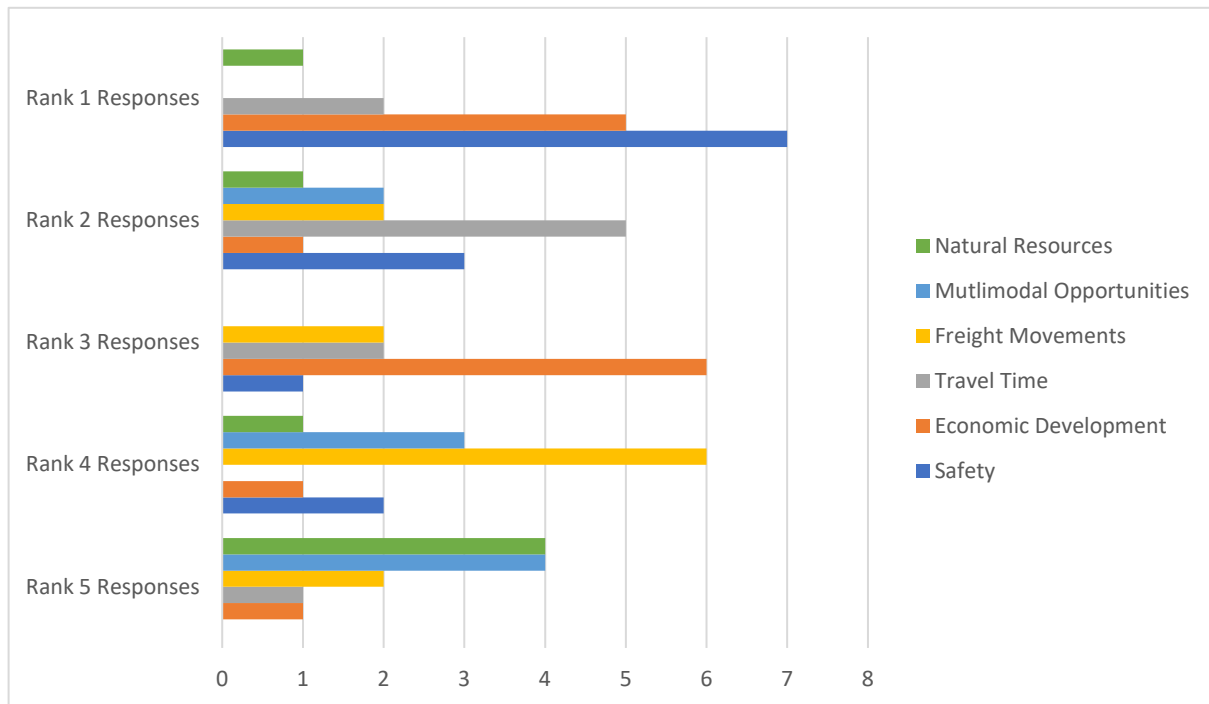
### Local Officials / Stakeholders Meeting No. 1

An online survey was provided to all identified local officials / stakeholders for the Owensboro Outer Loop Feasibility Study. A link to the survey was sent out via email to 38 individual emails on December 10, 2020 following the virtual meeting. The survey was open through December 18, 2020. Thirteen individual responses were recorded. The following is a summary of those responses.

*Question 1. What is your interest in this study?*



**Question 2. What is important to you?**



Note: There was a question following this one that said, “If you ranked ‘Other’ in the list above, please list that consideration below.” There were two responses.

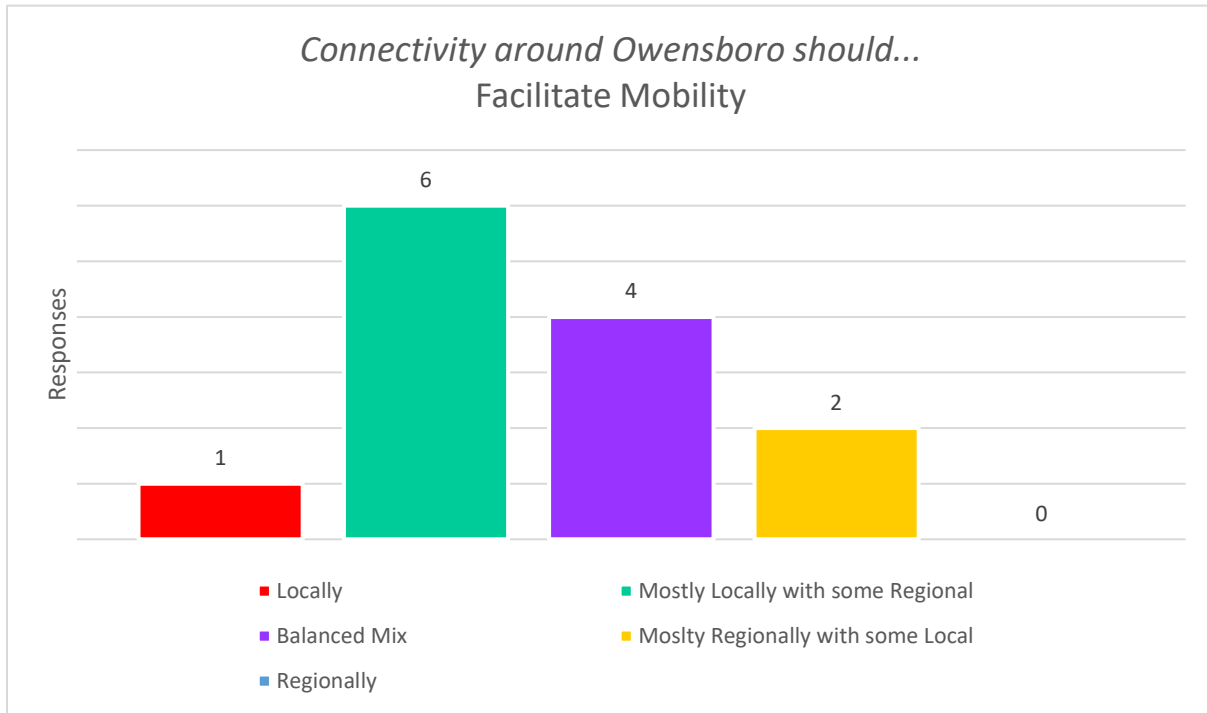
Response 1: “I couldn’t get the drag to work, but my top two priorities are economic development and freight movement.”

Response 2: “Safe bike infrastructure”

These responses are represented in the chart above. For Response 1, economic development was rank one and freight movement rank two. Safe bike infrastructure was grouped in safety as rank one for Response 2.

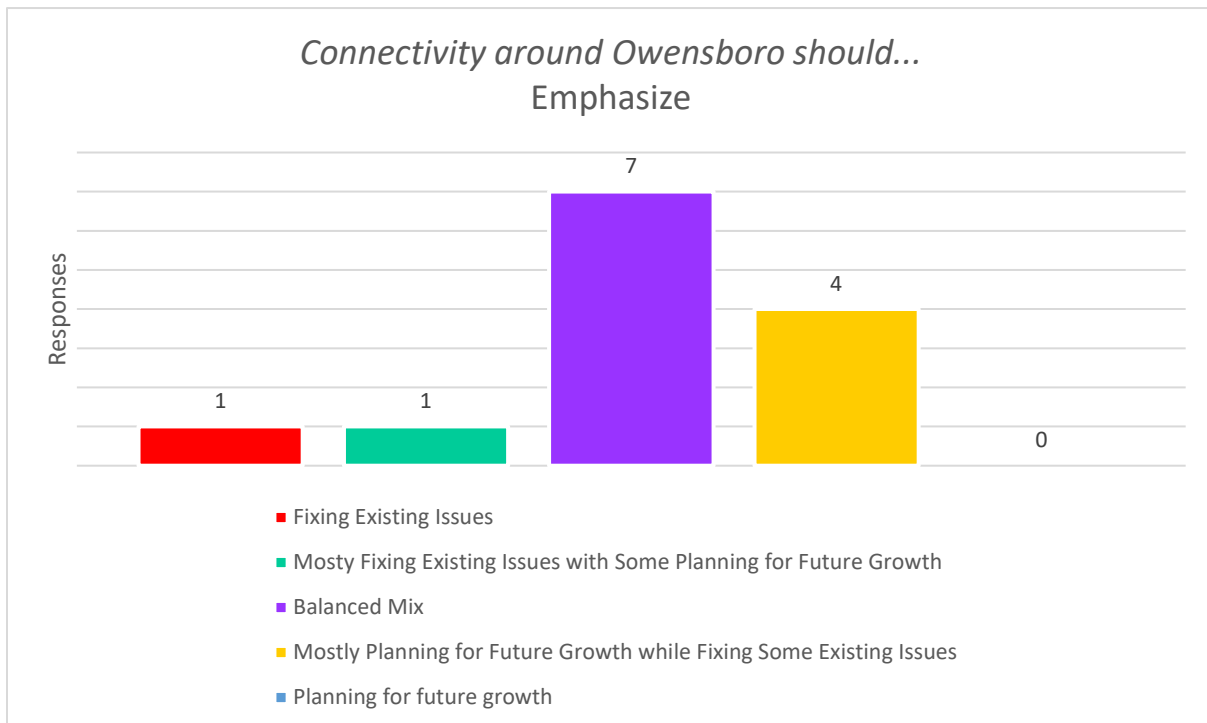
Question 3. Connectivity around Owensboro should...

Facilitate Mobility



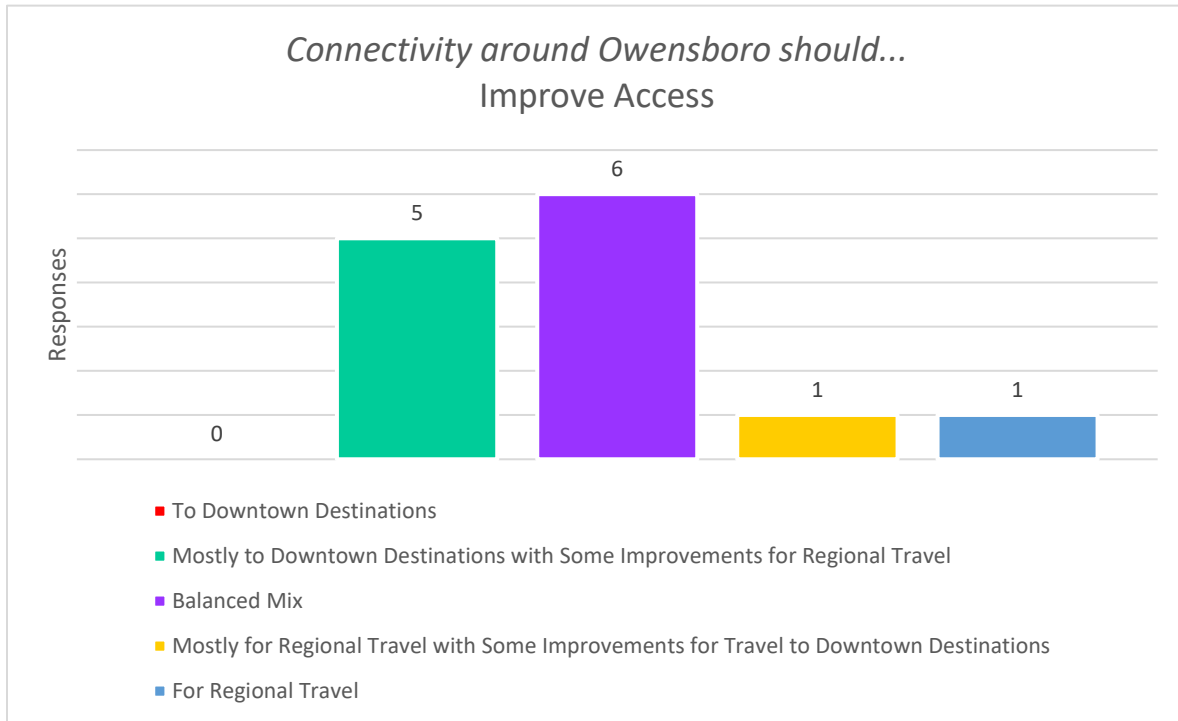
Question 4. Connectivity around Owensboro should...

Emphasize



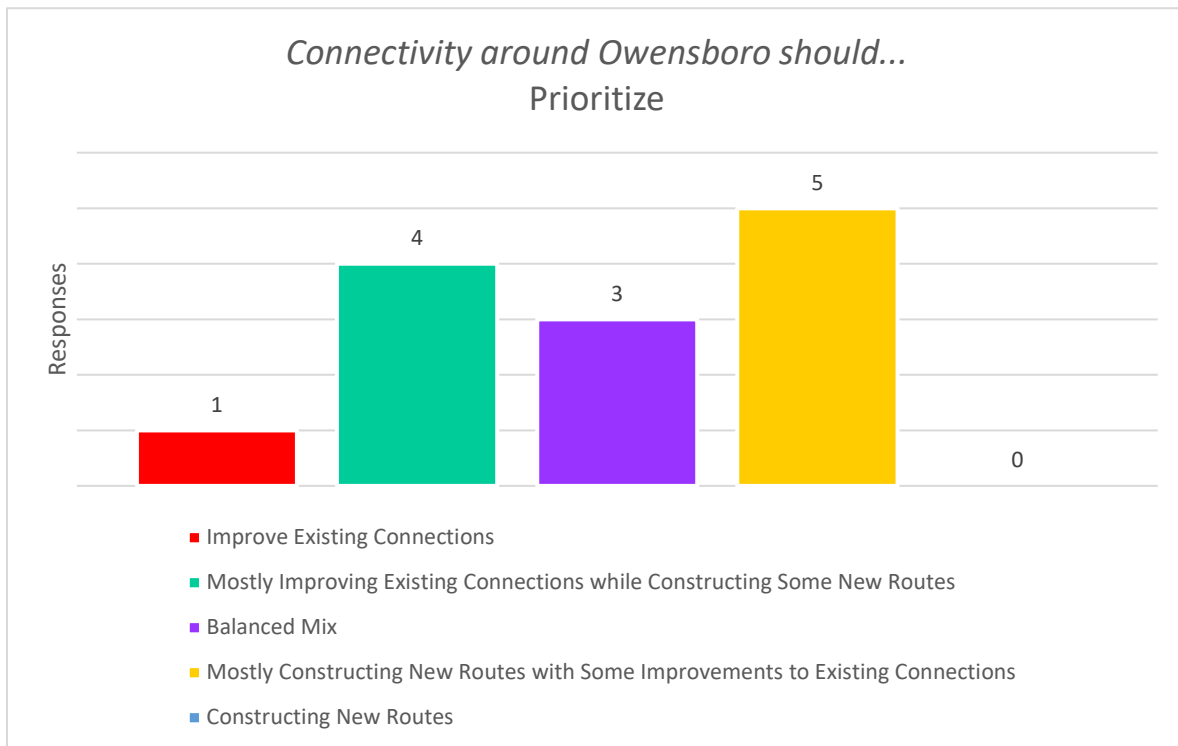
Question 5. Connectivity around Owensboro should...

Improve Access



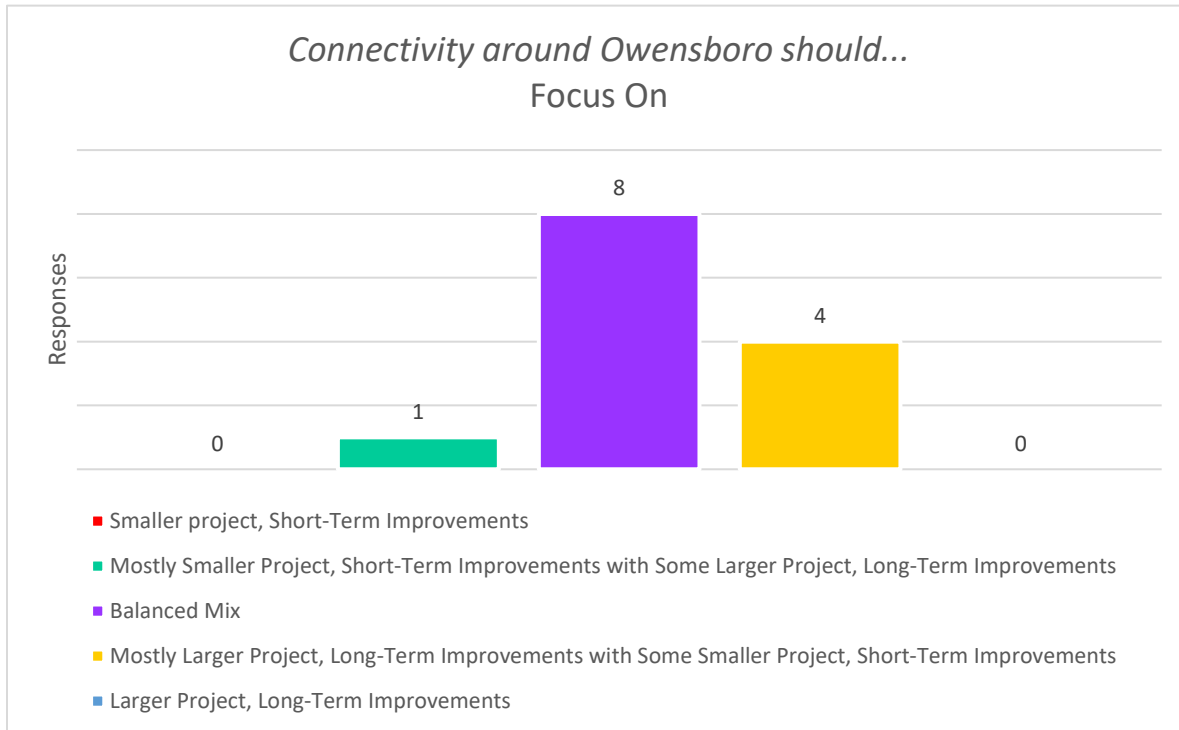
Question 6. Connectivity around Owensboro should...

Prioritize



Question 7. Connectivity around Owensboro should...

Focus On



*Additional Comments*

- Thanks for the work you are doing on this study. There is a lot of potential for improving safety, business, and personal travel experiences with this work.
- I think the study needs to look at key connecting areas to multimodal for long term economic growth. Will or can this potential bypass intersect with multimodal to provide long term opportunities for industrial development. Similar to transpark in Bowling Green.
- I'm not certain that existing traffic merits an outer loop, but growth trends point to a future need. Given the time it takes to bring a project of this size to completion, we must start now. Also, building the outer loop will hasten that economic growth.
- Daviess County looks to have evolved with Owensboro as the hub with spokes radiating outward. Farm and Mining commodities were moved from their source directly to Owensboro via roads/rail for processing/sale with no real need for significant E/W movement. Emergency services would be the immediate beneficiary in the outer-loop scenario but it would also provide a huge convenience-factor for the rest of us with increased economic development surely following along the corridor. Along any desirable route, land acquisition through mostly agrarian areas will most likely be prohibitively expensive. Existing E/W transit corridors range in design/condition from "okay" to horse-trails and are all challenging during winter-weather and flooding conditions so any changes/additions would greatly enhance safety. Another, but equally important project would be the construction of an entrance/exit on the Natcher/KY 764 which would directly improve the economic development of Ohio/Daviess County.
- As an Emergency Manager, new infrastructure concerns me, especially regarding future seismic activity in the New Madrid Seismic Zones in Daviess County. These concerns mainly include collapsed bridges, overpasses, on/off-ramps, and roads. Adding more infrastructure gives us more evacuation routes should the needs arise, but could also add more impeded routes due to debris and collapse. GRADD should have copies of the latest seismic maps created by UK. Additionally, Panther Creek and





other primary waterways should be studied for how this new infrastructure may change water flow. Please feel free to reach out to me, Daviess County Emergency Management Director, Andy Ball.

- Though an outer loop would help in my opinion mainly travel from people outside of the core Owensboro area (ex. Maceo, Knottsville, Whitesville, Stanley, etc), I would love to see a focus on adding or improving connections to major routes like the Parkways from other KY Hwys to allow faster, safer travel from locals and regional citizens.


Mapping Exercise

**Legend**


**Owensboro LO/S Input - Input Points**

-  Safety Concern
-  Congestion / Travel Delay
-  Major Traffic Generator
-  Major Planned Development


**Owensboro LO/S Input - Potential Roadway Connections**

-  Potential Roadway Connection


**Owensboro Outer Loop Study Area**

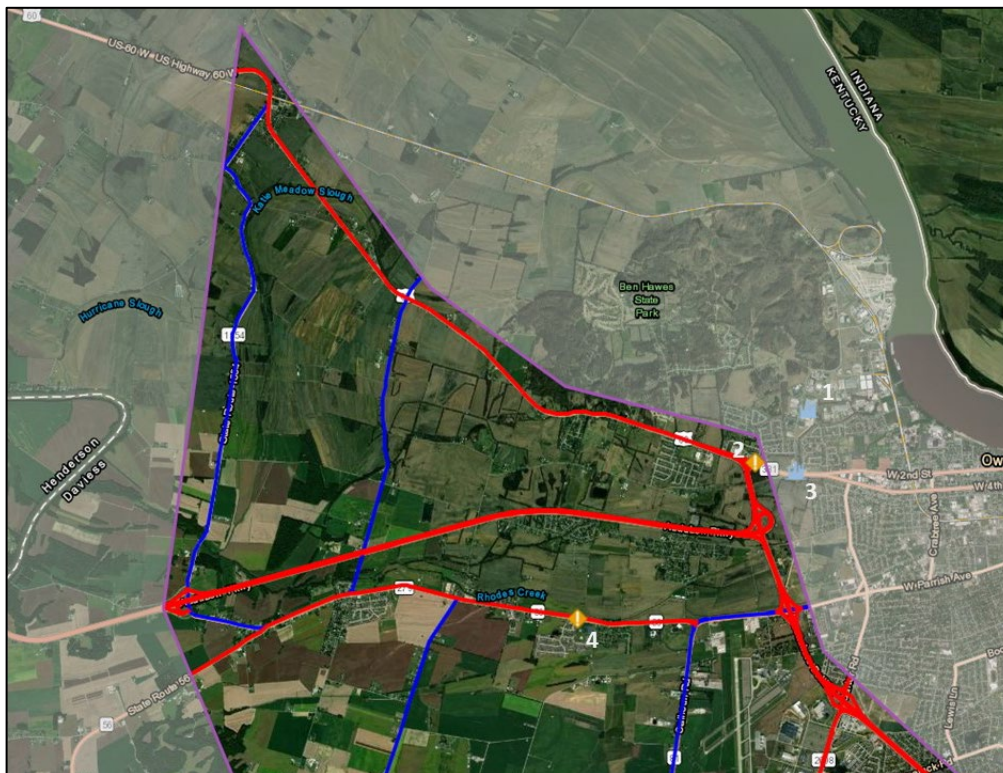
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**Major Roads**

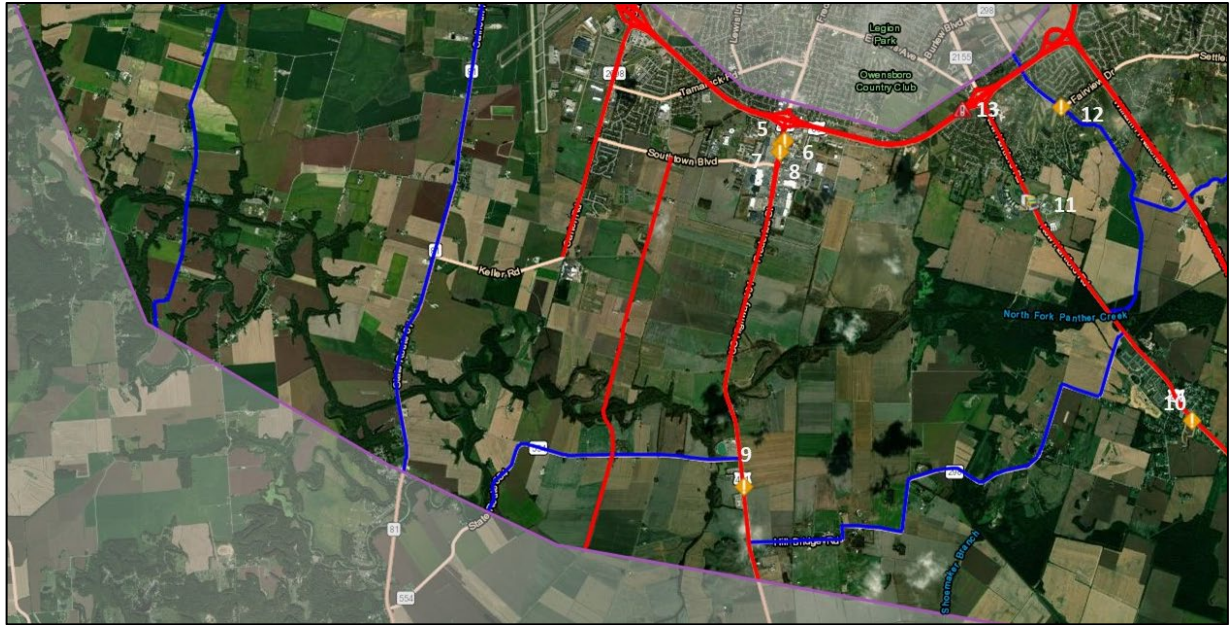
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**Potential Connector Segments**

- 











Comments Associated with Markers

Input Points	Number	Location
Safety Concern	5	Salem Dr. @ US 431
	17	Peak hour congestion KY 54 to US 431
	13	New Hartford Road @ US 60 - hard to merge onto US 60
Congestion / Travel Delay	2	Heavy truck congestion inbound / outbound to Industrial Dr. Industrial Park and Riverport
	4	KY 56 - congestion at Sorgho Elementary School
	7	US 431 - traffic often backs up Southtown
	8	US 431 - timing of lights cause major backups during peak times
	6	Salem Dr. @ US 431 - no description but placed on top of Chik-fil-A
	10	US 231 - congested during AM and PM peaks from Ohio County to Owensboro
	12	KY 298 @ Fairview Dr. - congestion during AM and PM peak
	16	peak hour congestion from KY 54 to US 431
	14	KY 54 @ KY 1456 - peak hour congestion from Thruston Dermont Rd to US 60
	15	KY 54 @ Highland Elementary School - congestion during school start and stop times
	21	KY 144 @ KY 405 - congested during AM and PM peaks
9	US 431 @ KY 554 - congested during AM, Lunch, and PM peaks	
Major Traffic Generator	11	US 231 - Community College, WKU campus, county middle school, and a county elementary school in close proximity
Major Planned Development	1	Swedish Match Expansion
	3	Planned road upgrade thru BUILD grant. \$15M 3 lane road planned for \$1.5M and then super 2 to Riverport Authority
	18	Planned future Highland Elementary School
	19	Major commercial development in progress
	20	Daviess County Middle School under construction

# Owensboro Outer Loop Study

## FINAL Meeting Minutes

### Project Team Meeting No. 2

<b>Date</b>	Wednesday, March 3, 2021	<b>Attendees</b>	
<b>Time</b>	2:00 PM (Eastern Time)	Stephen DeWitte	KYTC CO Planning
<b>Location</b>	Virtual – Microsoft Teams	Elizabeth Niemann	KYTC CO Planning
<b>Facilitator</b>	Lindsay Walker, HMB Project Manager	Matt Lawson	KYTC CO Planning
		Jay Balaji	KYTC CO Planning
		Nick Hall	KYTC District 2
		Pamela Broadston	KYTC District 2
		Deneatra Henderson	KYTC District 2
		Tom Lovett	Owensboro MPO / GRADD
		Lindsay Walker	HMB
		Brad Johnson	HMB
		Jarrold Johnson	HMB
		Michael Leathers	HMB
		Matt Bullens	HMB
		John Callihan	AECOM
		Graham Winchester	Stantec
		Mark Butler	Stantec

To facilitate the meeting, an ArcGIS Story Map was presented which can be seen at the following link: <https://arcg.is/1uKjOq0> A meeting agenda was also provided to attendees and is attached to these minutes.

## Agenda

### ✓ **Introduction**

As the consultant project manager, Lindsay Walker with HMB Professional Engineers, Inc. welcomed everyone to the meeting. She facilitated introductions for participants on the call.

### ✓ **Study Review**

The storymap from the first project meeting that had been updated with the work done so far was presented. A general update from this section included adding the Fairview Drive extension to every map since construction will be completed by the end of this year.

Concerning the roadway information, not much had changed from the previous meeting. HMB did find that there were two roads that are being worked on this year. One through the Kentucky Statewide Pavement Rehabilitation Program, KY 81, and the other through the Highway Safety Improvement Program (HSIP), KY 231.

### ✓ **Traffic**

The preliminary 2045 traffic was teased on both existing and proposed infrastructure. Stantec, who built the model used for the study, urged caution about the current growth rates since the current growth rates were based on count stations. Count stations are a single point of the segments analyzed and may not be as accurate as a growth rate calculated using the centroid of the segment. Stantec recommended growth rate blending for the corridors.

Lindsay also expressed concern that the LOS for the majority of the study area did not change much. HMB will investigate this to ensure the LOS map will be accurate for the Local Official / Stakeholder (LO/S) meeting.

### ✓ **Environmental**

Available GIS information was presented including community facilities, parks, resources listed on the National Register of Historic Places, and streams / wetlands / floodplains. It was noted that the golf courses needed to be added to the Parks and Rec button and that the number of courses needed to be updated from five to three.

The archaeologically significant areas were also presented but due to the sensitive nature of this topic, will be removed from the storymap before the LO/S meeting. Concerning the census data, the Green River Area Development District (GRADD) will most likely not be able to provide shapefiles for the study. If the project team wishes, the noise impacts of the proposed corridors can be done in a preliminary fashion using a straight-line model.

### ✓ **Local Official / Stakeholder Meeting No. 1 Review**

After the first LO/S meeting, HMB sent out a survey to 38 stakeholders and got back 13 responses. The responses were covered in this segment. None of the respondents drew in proposed corridors themselves. There was a majority however that wanted to focus on safety

and travel time with any projects in the study area as well as local travel (with some focus on regional) vs. regional travel over local travel.

✓ **New Corridor Preliminary Traffic Forecasts**

The preliminary corridors and traffic volumes for future years were presented. Discussions took place about the corridors and the map in general to make it easier to interpret by people at the LO/S meeting. A few conclusions from this discussion were that the interactive map needs to be updated with all environmental layers, utilities, and other new information up to this point in the study. Also, the corridors on the map need to have the lines thickened up and made to be more transparent so that someone can tell when a proposed corridor is using an existing corridor. Lastly, the thickness of the lines could be varied to miss sensitive areas as well as distinguish between new corridors and updates to existing corridors.

The large number of vehicles on the new connections in the eastern part of the study area are a result of distributional bias within the model since that area already has high traffic volumes according to Stantec. KYTC CO Planning asked if travel times were looked at yet. Study team responded that travel times have not been looked at but by using the delta between No Build vs. Build forecasts or SelectLink that can be easily retrieved and shown.

✓ **Wrap Up**

Next steps were presented which include:

- A practice meeting for LO/S Meeting No. 2 is to be held April 19, 2021.
- The StoryMap and Survey presented at this Project Team Meeting will be modified and used for LO/S Meeting No. 2. It will be given to the Project Team prior to the practice meeting for review.
- LO/S Meeting No. 2 will be held on April 26, 2021.
- HMB will send out the Public Outreach survey before the LO/S Meeting. Plan on having KYTC District 2 get the survey out this time to see if that will increase responses. This will give respondents beginning of May to respond.

The meeting adjourned at approximately 3:45 P.M. (Eastern Time).



*You are invited to participate in the second*

## *Local Officials / Stakeholder Meeting*

*for the*

### *Owensboro MPO (GRADD) Outer Loop Feasibility Study*

As an identified key local official and / or stakeholder, we would like you to join us for a meeting on **Friday, May 7, 2021 from 9:00 am to 10:00 am (Central Time)** for a study progress update and to give additional feedback on connectivity around Owensboro in Daviess County, Kentucky.

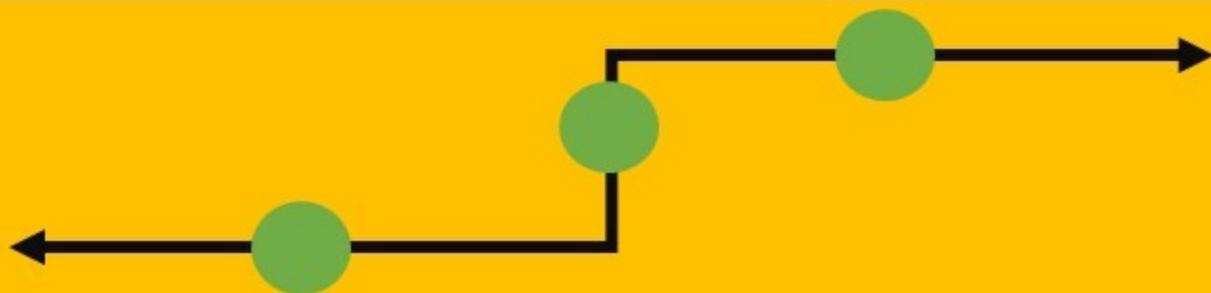
The Kentucky Transportation Cabinet (KYTC) with assistance from the consulting firm HMB Professional Engineers, Inc. and the Owensboro MPO / Green River Area Development District (GRADD) is conducting a study to evaluate the feasibility of an "outer loop" around Owensboro in Daviess, County, Kentucky. As part of this meeting, options for connectivity will be presented with information regarding impacts and benefits of each. Further refinement and a cost-benefit analysis will be completed after receiving your input for the most feasible corridors. A final report will be made available through the KYTC website at the study completion.

We want your feedback – on behalf of your organization – as we consider connectivity needs and options around Owensboro. If you are not the best contact at your organization to attend this virtual meeting, please forward the invitation to the preferred contact. This is the second (and final) meeting for local officials / stakeholders for this planning study. The format for this meeting will be:

- *40-minute introduction of the study with a presentation that includes a review of the study and previous local official / stakeholder meeting, and discussion on segment development / analysis / preliminary corridors.*
- *20-minute feedback session with Q&A*

Please confirm your attendance by submitting your RSVP (accepting this invitation).

A public meeting and survey will be conducted in May / June 2021 to discuss and get input on feasible options and prioritization. Details will be given following this meeting. We would appreciate your help in prioritization of potential concepts and letting the community and other interested citizens know about this input opportunity!



<b>Name</b>	<b>Agency</b>
Al Mattingly	Daviess County Judge/Executive
Tom Watson	Mayor, City of Owensboro
Nate Pagan	Owensboro City Manager
Keith Cain	Daviess County Sheriff
Major Barry Smith	Daviess County Sheriff's Office
Art Ealum	Owensboro Police Chief
Jeremy Smith	Daviess County Fire Chief
James Howard	Owensboro Fire Chief
Andy Ball	EMA Director
Mark Brasher	Daviess County Engineer
Kevin Collignon	Owensboro City Engineer
Brian Howard	Director, Owensboro Metropolitan Planning Commission
Candance Brake	President/CEO Greater Owensboro Chamber of Commerce
Brittaney Johnson	President/CEO GO-EDC
Matt Robbins	Superintendent, Daviess County Schools
Matt Constant	Superintendent, Owensboro Public Schools
Joanna Shake	Executive Director, GRADD
Charlie Castlen	Daviess County Commissioner
Sen. Matt Castlen	8th District Senator
Rep. Suzanne Miles	7th District Representative
Rep. Jonathan Dixon	11th District Representative
Rep. Jim Gooch	12th District Representative
Rep. D.J. Johnson	13th District Representative
Rep. Scott Lewis	14th District Representative
Rep. Rob Wiederstein	11th District Representative
Rep. Jim Glenn	13th District Representative
Brian Wright	Director, Owensboro Riverport Authority
Robert Barnett	Manager, Owensboro-Daviess County Regional Airport
Donnie Mayton	Bicycle / Pedestrian Local Advocate
Amelia Wilson	Rep. Comer Office
Corey Elder	Rep. Comer Office
Jason Hasert	Sen. Paul
Timothy Gilliam	Sen. McConnell
Sara Harley	Daviess County Schools
Damon Fleming	Daviess County Schools



# Owensboro Outer Loop Study

## FINAL Meeting Minutes

### Local Officials / Stakeholders Meeting No. 2

<b>Date</b>	Friday, May 7, 2021	<b>Attendees</b>	
<b>Time</b>	9:00 AM (Central Time)	Stephen DeWitte	KYTC CO Planning
<b>Location</b>	Virtual – Zoom	Elizabeth Niemann	KYTC CO Planning
<b>Facilitator</b>	Brad Johnson, HMB, on behalf of Lindsay Walker, HMB Project Manager	Matt Lawson	KYTC CO Planning
		Jay Balaji	KYTC CO Planning
		Deneatra Henderson	KYTC District 2
		Nick Hall	KYTC District 2
		Larry Krueger	KYTC District 2
		Pamela Broadston	KYTC District 2
		Tonya Higdon	KYTC Location Engineer
		Barry House	KYTC MPO Liaison
		Tom Lovett	Owensboro MPO / GRADD
		Michael Leathers	HMB
		Brad Johnson	HMB
		Jarrold Johnson	HMB
		Matt Bullens	HMB
		John Callihan	AECOM
		Al Mattingly	Daviess County Judge/Executive
		Andy Ball	EMA Director
		Brian Wright	Director, Owensboro Riverport Authority
		James Howard	Owensboro Fire Chief
		Jeremy Smith	Daviess County Fire Chief
		Kevin Collignon	Owensboro City Engineer
		Sgt. Mike Page	Owensboro Police Department
		Bailey Bennett	Daviess County Schools

Downey Ward	Daviess County Schools
Jason Winkler	Owensboro Police Department
Grady Cooper	Daviess County Schools
Nate Pagan	Owensboro City Manager
Charlie Castlen	Daviess County Commissioner
Donnie Mayton	

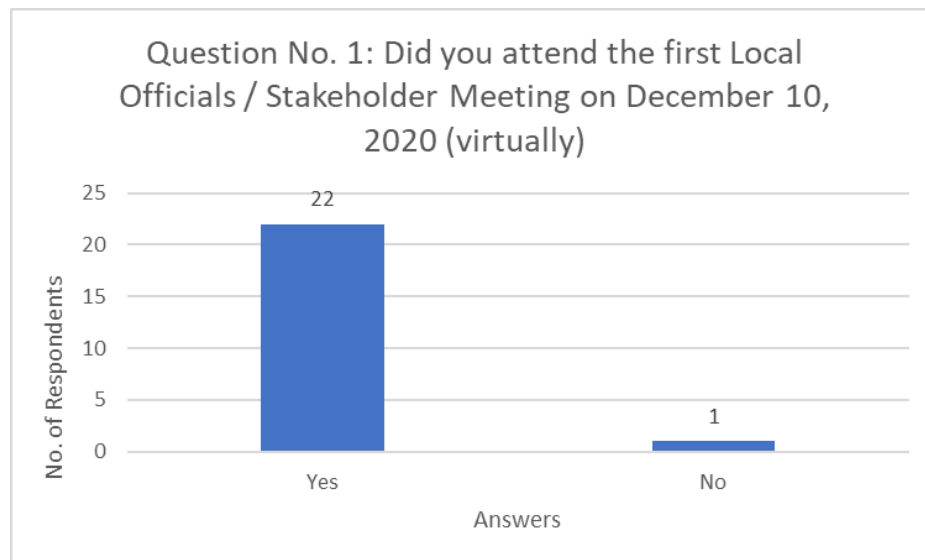
To facilitate the meeting, an ArcGIS Story Map was presented which can be seen at the following link: <https://arcg.is/9bSHm>. The meeting was recorded for those either unable to attend or those wanting to view the presentation again.

### Agenda

#### ✓ Introduction

Brad Johnson with HMB Professional Engineers, Inc. welcomed everyone to the meeting. Deneatra Henderson, KYTC District 2 Chief District Engineer, then gave a brief overview and introduction of the study to the attendees. She handed it back over to Brad to begin the presentation. Brad also covered meeting housekeeping items such as how to ask a question and noted that the meeting would be recorded.

Below is a summary of the presentation and discussions throughout the meeting. The results of the first zoom poll question are below.

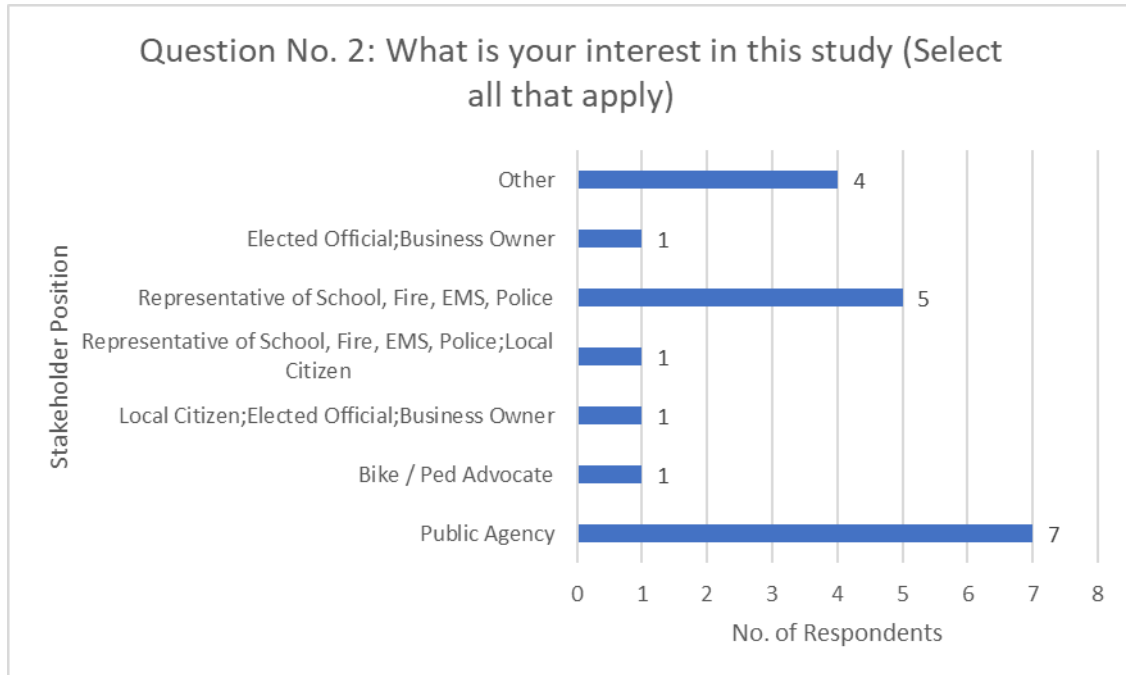


#### ✓ Project Background

The majority of the group had been in the first meeting, so project background was not extensively covered. The project schedule was discussed. There were no questions or comments.

✓ **LO/S Meeting No.1**

HMB reviewed the survey from LO/S Meeting No. 1. There were no questions or comments and the second zoom poll results are below.



✓ **Segment Development**

HMB covered how to navigate the page for review after this meeting and the segments were introduced. Methodology was also covered.

✓ **Segment Evaluation Criteria**

The difference between data collected and data used in segment ranking was presented.

✓ **Segment Analysis**

GIS-level data gathering for all items was presented in this tab. Roadway features and segment width was discussed along with safety (similar to first meeting). Traffic was shown including proposed traffic for new segments from the updated model.

Available GIS information was presented including community facilities, parks, resources listed on the National Register of Historic Places, and streams / wetlands / floodplains. No questions were asked on this topic.

✓ **Segment Ranking**

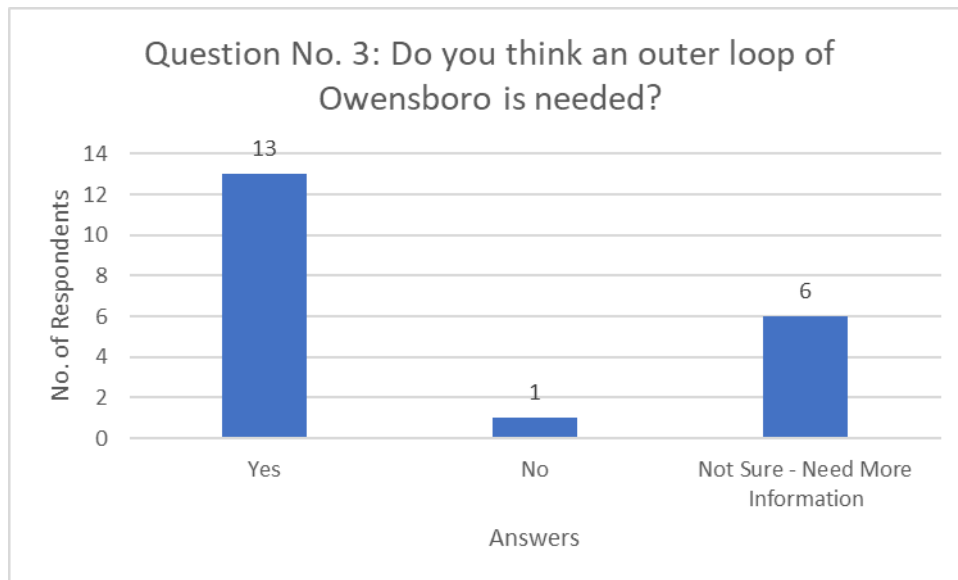
HMB reviewed the segment ranking process. No questions or comments were received.

✓ **Preliminary Corridors**

Three main corridors from the segments: Blue (west inner transition to east outer), Green (full outer loop), Red (inner loop closer to downtown) were presented. The City of Owensboro asked, "Is 'challenges' engineer speak for more expensive?" HMB responded, "That's not

necessarily true and cost/mile comes into play because higher impact corridors tend to be shorter in length.” They also mentioned floodplains in the outer areas of project.

The third zoom poll results are below.



✓ **Preliminary Corridor Evaluation**

Preliminary project sheets were shown with Good, Better, and Best ratings for usage, safety, environmental impacts, access to community facilities, cost, and bicycle connectivity. HMB elaborated a little at this point on the Judge Executive’s question from earlier about cost/challenges.

MPO Coordinator from GRADD (Green River Area Development District): “When you were talking about usage, did you guys look at if you were still leaving pressure on the existing bypass? Would these corridors relieve any of that pressure?”

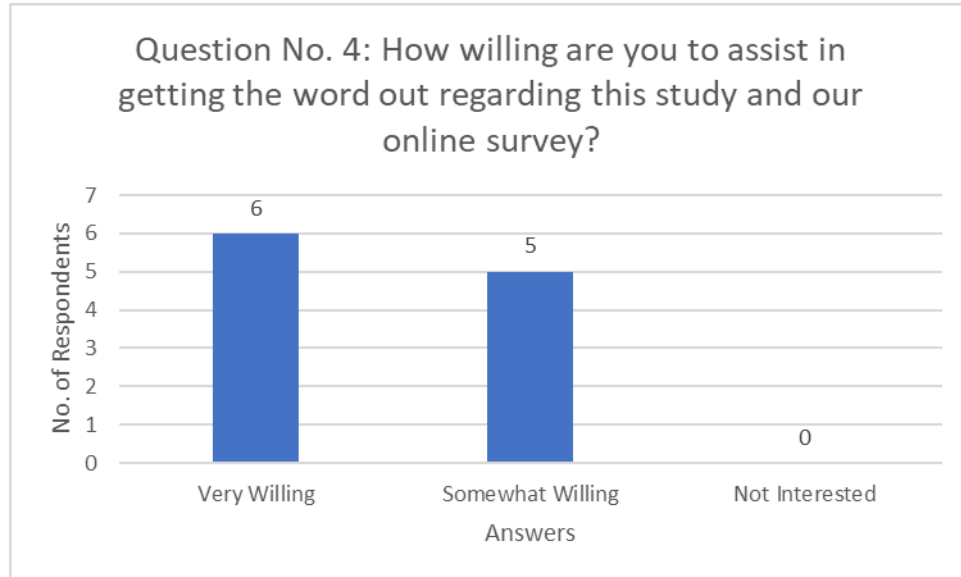
HMB: We do have that information in the model, and we have been incorporating into the study. Once we formed these three corridors, we requested they be analyzed in the travel demand model to better see impacts.

MPO Coordinator from GRADD: Thanks for clarifying what exactly you meant by usage.

HMB: Usage and pressure relief will definitely be considered moving forward with this study.

✓ **Next Steps**

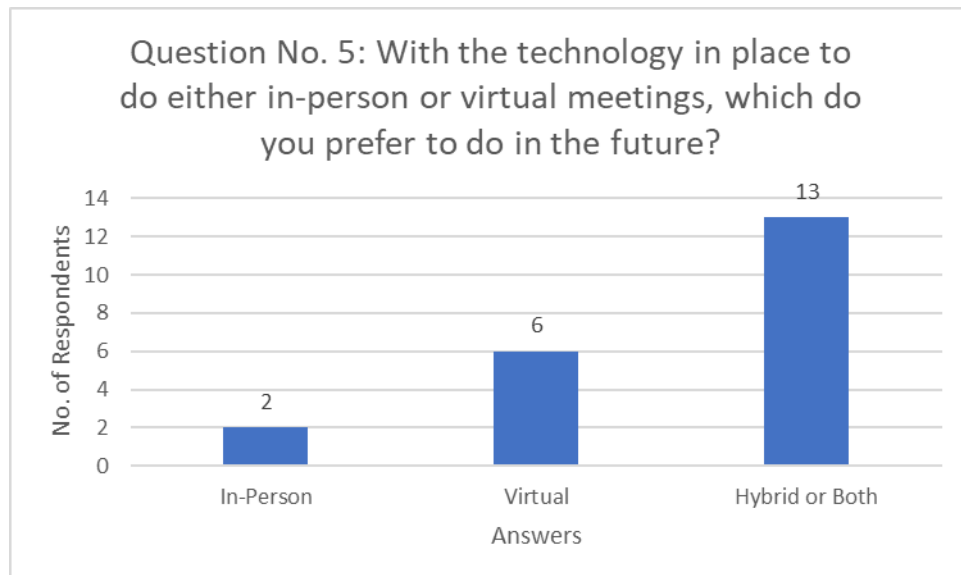
Following the meeting, HMB will distribute the StoryMap and Survey to all LO/S members. The survey will be closed on May 21, 2021. A fourth zoom poll was taken and the results are below.



The Public Outreach Virtual Meeting will be held on June 15, 2021. Advertising for the meeting will begin on June 4, 2021. The Public Survey will be held open from June 4 until July 2, 2021.

HMB reviewed the survey and showed how to fill it out for LO/S. Also, they reviewed the interactive map and web app.

The final zoom question results are below.



HMB will coordinate with KSWARE to prepare a Geotechnical overview the of the three preliminary corridors to provide early identify any high-level issues.

The meeting adjourned at approximately 10:30 AM (Central Time)

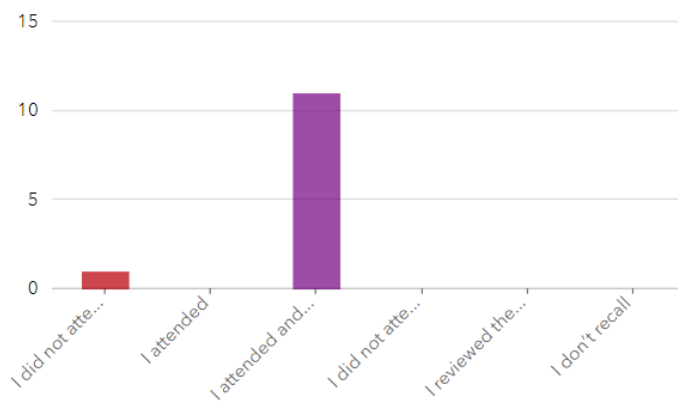
# Owensboro MPO (GRADD) Outer Loop Feasibility Study

## Summary of Survey Data

### Local Officials / Stakeholders Meeting No. 2

An online survey was provided to all identified local officials / stakeholders (LO/S) for the Owensboro Outer Loop Feasibility Study. A link to the survey was sent out via email to 45 individual emails on May 7, 2021 following the virtual meeting. The survey was open through May 21, 2021. Thirteen individual responses were recorded, the same amount as the first LO/S survey. The following is a summary of the responses.

**Question 1.** 1. How did you participate in the first Local Officials / Stakeholders Meeting on December 10, 2020? Select the one that most fits for you.



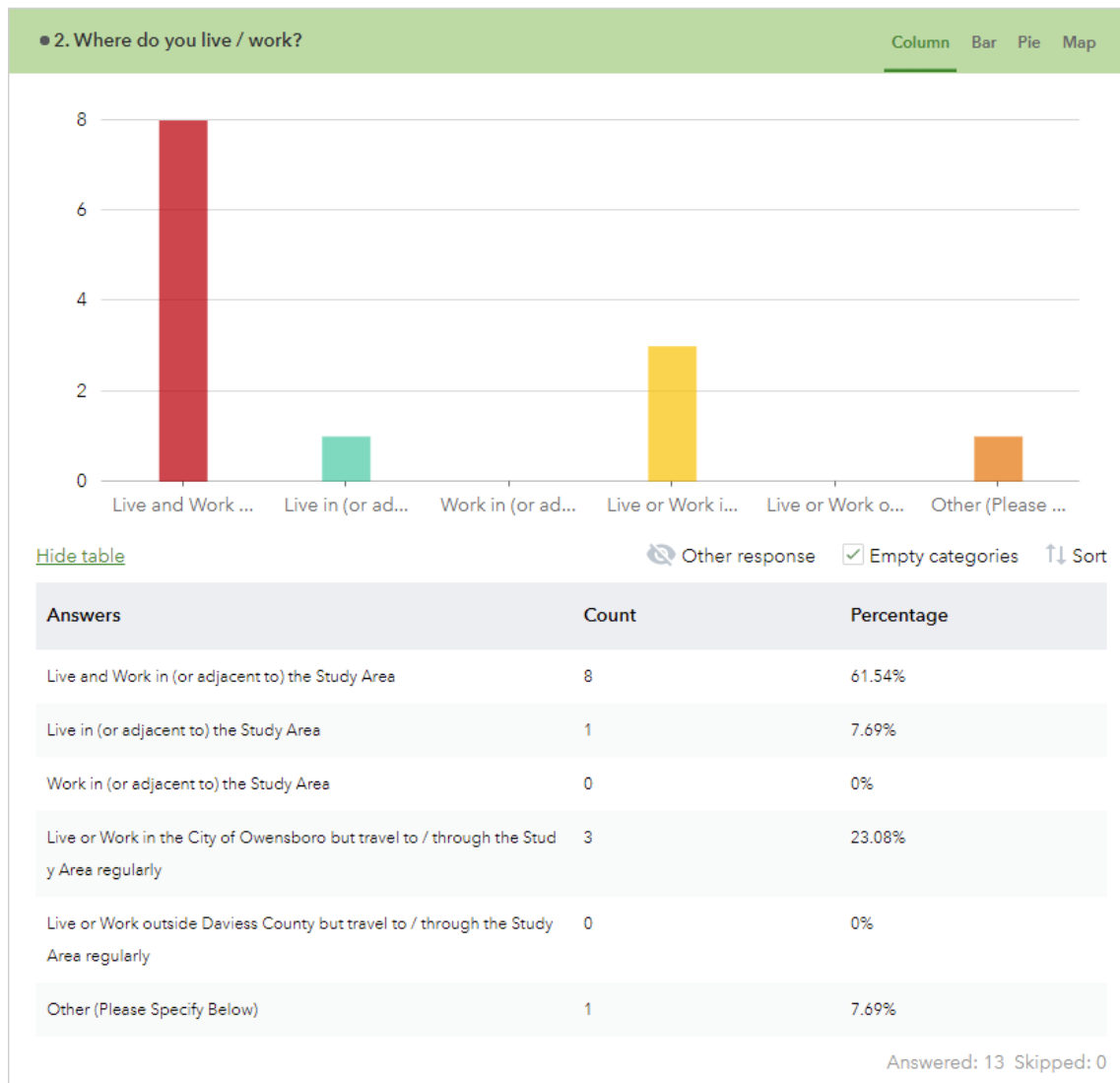
[Hide table](#)

Empty categories [↑↓ Sort](#)

Answers	Count	Percentage
I did not attend	1	7.69%
I attended	0	0%
I attended and completed the survey	11	84.62%
I did not attend but completed the survey	0	0%
I reviewed the information only	0	0%
I don't recall	0	0%

Answered: 12 Skipped: 1

Question 2. Where do you live / work?

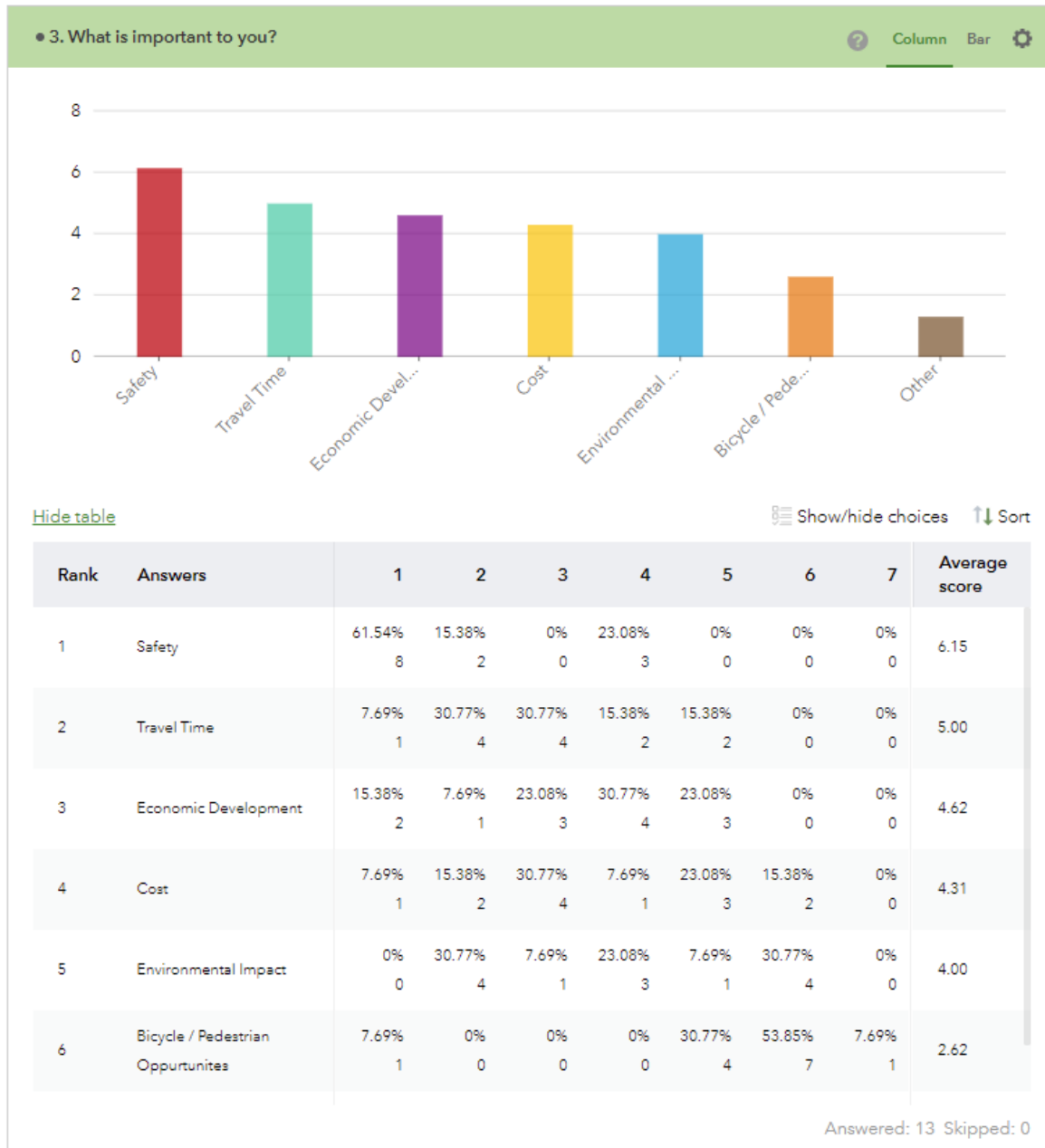


Note: There was a question following that asks, “If you selected ‘Other’ in the list above, please list that consideration below.” There was one response:

Response: “Travel there on occasion for family and work”.



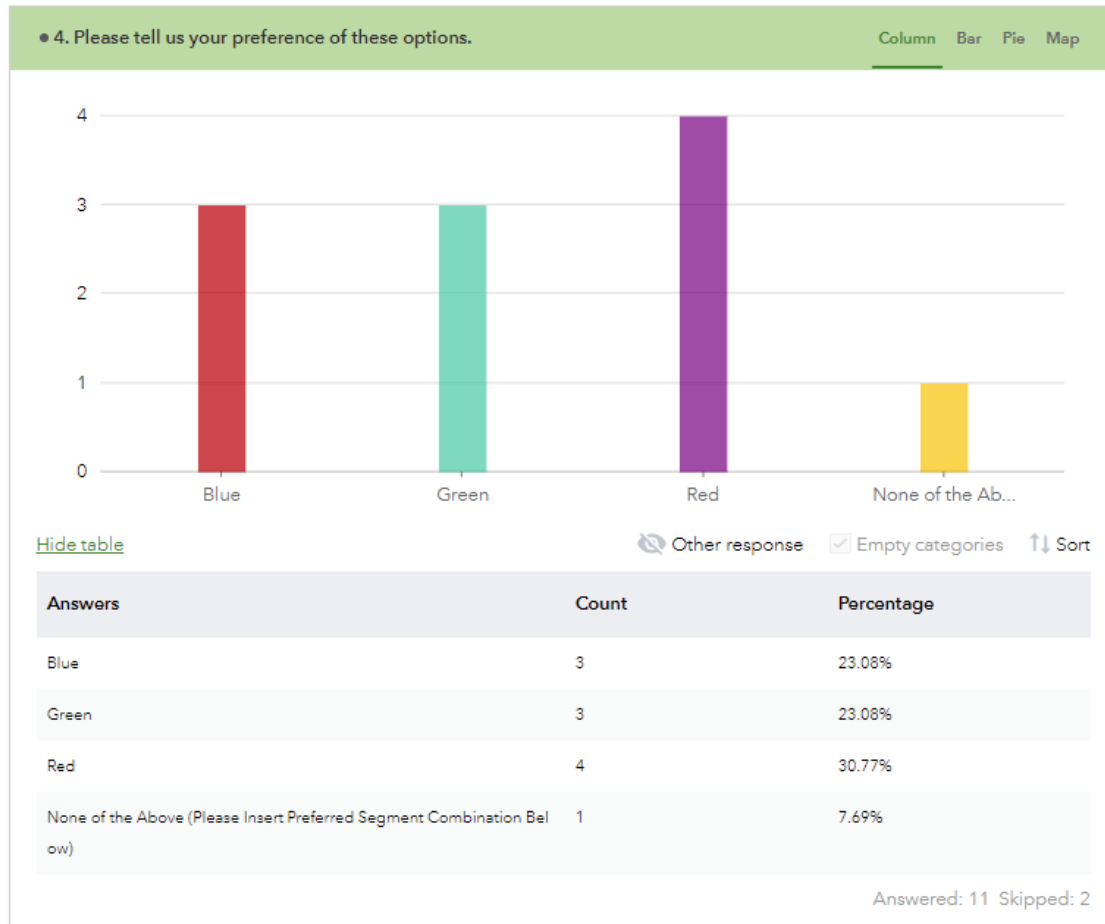
Question 3. What is important to you?



Note: There was a question following that asks, “If you ranked ‘Other’ in the list above, please list that consideration below.” There was one response:

Response: “Freight Movement”.

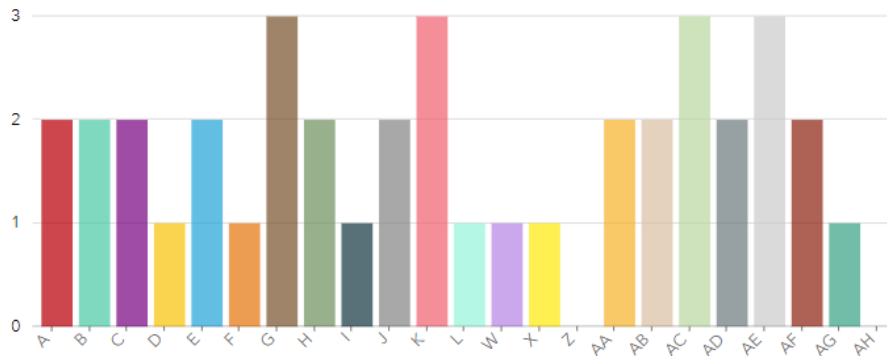
Question 4. Please tell us your preference of these options.



Note: The respondent that chose None of the Above did not answer with a preferred segment combination.

### Question 5. Three Preferred Segments

Three Preferred Segments: Column Bar



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Empty categories Sort

Answers	Count	Percentage
A	2	15.38%
B	2	15.38%
C	2	15.38%
D	1	7.69%
E	2	15.38%
F	1	7.69%
G	3	23.08%
H	2	15.38%
I	1	7.69%
J	2	15.38%
K	3	23.08%
L	1	7.69%
W	1	7.69%
X	1	7.69%
Z	0	0%
AA	2	15.38%
AB	2	15.38%
AC	3	23.08%
AD	2	15.38%
AE	3	23.08%
AF	2	15.38%
AG	1	7.69%
AH	0	0%

Answered: 13 Skipped: 0

**Question 6.** Are there other connections in the study area we need to consider that are not on the map? If so, please provide a description of location.

• 6. Are there other connections in the study area we need to consider that are not on the map? If so please provide a des...

There are no answers to this question yet.

**Question 7.** Relative to other Identified and Committed Projects shown above (those that are either identified by KYTC District 2 and / or the Green River Area Development District or committed in Kentucky's 2020 Enacted Highway Plan) in the study area, please indicate your opinion of the level of need for an outer loop around Owensboro, Kentucky.



**Final Comments**

- Connectivity is important, especially given the current "spoke and wheel" network layout to help enhance future growth in the community.
- Two important bicycle routes travel through this area, the Underground Railroad and the Trans-Am, and should be considered.
- Other future considerations: estimated improved response times from Fire, Law Enforcement, and EMS from various proposed routes to farthest rural points in county; number of increased manpower/equipment/facilities needed for response agencies to cover additional roadway; commodity flow study to include hazardous materials transportation; usage as additional county evacuation routes.

# Owensboro Outer Loop Feasibility Study

## Virtual Public Meeting

June 15, 2021 6:00 PM to 8:00 PM (Central Time)

The virtual Public Meeting for the Owensboro Outer Loop Feasibility Study was held through the Zoom platform. The maximum number of people participating at one time was 182 including members of the Project Team. An introduction was provided by the Kentucky Transportation Cabinet’s District 2 Chief District Engineer, Deneatra Henderson, PE. The remainder of the meeting was turned over to the consultant project manager, Lindsay Walker, PE, PTOE, AICP of HMB Engineers, Inc. Lindsay briefly introduced the project team (KYTC, Owensboro MPO / GRADD, and the Consultant -HMB / AECOM). An illustration that described the process of “How KYTC Builds Roads” was shown. This study was flagged as being at the very beginning of this process. No additional funding is available beyond this study’s funds. Lindsay went on to use a StoryMap to share the work that has been completed on the study to date. The StoryMap was presented twice – once during the 6:00 hour and again during the 7:00 hour to provide two opportunities to learn about the study. Typically, when public meetings are in person and open house style, there is an opportunity to have multiple study team representatives on hand to answer questions about the study or study process. Given the nature of the virtual meeting and to stay within the time limits, questions were requested to be placed in the chat box.

This document consists of a transcript of the Comments and Statements entered into the Chat Box during the meeting. As project manager, Lindsay tried to answer several questions during the question-and-answer time period. In addition, other team members from KYTC, the Owensboro MPO, and the Consultant entered answers in the Chat Box. To ensure that all comments and questions are being considered, we have copied the Chat Box transcript into this document and have added answers to all questions (highlighted in blue). Some of the notes written in the Chat Box are actually statements or comments and did not ask a question. For these (highlighted in green), no additional follow-up was given – they are just included for the record. Please also note the text in the transcript has been organized by category of discussion to help with review.

## Logistics

19:30:28 From Mark Catron : Found out about this meeting last-minute. Had to reach out to friends of friends to get the link for this Zoom meeting. If public feedback was truly wanted (as stated in the flyer), why wasn't the Zoom link posted in the flyer, instead of requiring registration? How many people were like me and didn't receive the link from your organization in time to get onto this call?

*We apologize if you did not get the link to the meeting in a timely manner. We began advertisement on June 4, 2021 and kept registration open through June 15, 2021 right up to the meeting. The meeting link for this particular virtual meeting was not posted on the flyer as a safety precaution to prevent random access and / or malicious misuse. We wanted people who were genuinely interested to attend and hoped this helped.*

19:44:04 From Katie Ebelhar : Lindsay: can you change the background of the map to imagery

*19:44:10 From Jarrod Johnson: @Mary Johnson: You can use the Interactive Map tab to change the map to an aerial and turn on any of the features such as the lines.*

19:44:47 From harrington : Can you send all these maps out with road names to all of us please? The red, green, and blue ones on the link send previously are vague. It sure looks like this will come through my front yard....

*Similar to the answer above, you can click on the Interactive Map tab to change the map to an aerial and turn on any of the features such as the lines and labels. You can also use "CTRL+R" to zoom in closer to look at anything on the screen.*

19:46:46 From Mr. David K. Blair : Sit through this again hoping for our questions to be answered then?? - no thanks!

*As noted on the flyer, "The meeting will consist of a 30-minute presentation followed by a 30-min question and answer session. The presentation will begin at 6:00 pm and then be given again at 7:00 pm." In order to adhere to that schedule, we had to transition back to giving the presentation again. However, we hope that by answering the questions in the chat box this way you are able to get some answers.*

*19:46:59 From Deneatra Henderson: The next presentation is at 7pm CST. Lindsay's office is on Eastern time :)*

19:51:08 From sarah rudy : From the engineering side of this, I would think an engineer design firm would include the the possible land features behind the corridors instead of having to search for it. Also, you say a certain number of feet variance, but in emails I've been told a mile variance. Which is it?

*You can use the Interactive Map tab to change the map to an aerial and turn on any of the features to show features behind the corridors. As for the number of feet for variance, with a planning study, we typically look at wide corridors for any conceptual alignments being considered, giving plenty of room to provide options to the design team if any concepts move forward. The potential corridors shown as part of the study are 1,000 feet wide.*

19:56:02 From Vic Hearne : Oh, I'm going to take it by the suspense date. My family has spent time beating the pavement the last few days to notify the public. Clearly, 90% of those contacted had no clue what was going on with this.

*As shown on the schedule from the StoryMap, a significant portion of the time spent thus far on the study has been data collection and evaluation. It is only in the recent months that preliminary segments and corridor options have been prepared. Our project team made the determination to have a public meeting once we had material to share and request public input. We have had two meetings with local officials and stakeholders (i.e. the Mayor, County Judge Executive, Fire, EMS, School Systems). As community representatives, the local officials / stakeholders were requested by the project team to communicate information about the study to the public.*

19:58:19 From joey smith : I Think the MPO personnel need to be taking questions...not just one person from MPO. I'd like to know who on the MPO has proposed this and what their background is.

*Additional staff from the project team are available and have been helping answer questions. As far as who proposed this, Deneatra discussed a bit of the background and why we are here doing this study. City leaders and the MPO (Metropolitan Planning Organization) for Owensboro were looking for projects that would benefit the community. This outer loop is an idea that has been around 10 plus years and the MPO decided to use funds from the Federal Highway Administration (FHWA) to study this idea.*

20:01:18 From Amy Scott : I think the names of the MPO members should be listed here

20:02:58 From Janie Marksberry : everyone can google the names of the MPO

19:33:04 From iPhone : They want more interchanges for Gulfstream

19:33:25 From Kelly : Tom Lovett, who serves on the MPO?

19:34:03 From Janie Marksberry : Jay Velotta serves, who works for Gulfstream.

*The following information addresses the previous five questions / statements.*

**20:02:49** From Tom Lovett : *The membership of the MPO can be found in the Unified Planning Work Program. Pages 5 and 6. [https://www.gradd.com/wp-content/uploads/dlm\\_uploads/2021/04/UPWP-FY-2022-FINAL.pdf](https://www.gradd.com/wp-content/uploads/dlm_uploads/2021/04/UPWP-FY-2022-FINAL.pdf)*

**20:04:35** From Tom Lovett : *Actually start on Page 4 of the UPWP for the MPO membership. [https://www.gradd.com/wp-content/uploads/dlm\\_uploads/2021/04/UPWP-FY-2022-FINAL.pdf](https://www.gradd.com/wp-content/uploads/dlm_uploads/2021/04/UPWP-FY-2022-FINAL.pdf)*

19:35:45 From George Bittel : <https://www.gradd.com/individuals/gradd-transparency-reports/owensboro-daviess-county-mpo-reports> / MPO Meeting Minutes can be found at this link. Members can be found in the minutes.

20:10:38 From Amy Strode : According to your chart, this shows a 5-10 year timeline, not a 15-20 year timeline

**20:12:18** From Tom Lovett : *AMY STRODE: Each of those steps take a year or two, once they start. But it could be 20 or 30 years between the planning step and other steps.*

**20:12:54** From Tom Lovett : *AMY STRODE: But it could be 20 to 30 years between the planning step and the other steps.*

## Cost of Study

19:20:12 From Brian : What was the cost for this feasibility study? Was the entire cost covered through the grants received? What government entity provided the grant?

*19:21:14 From Tom Lovett : Brian: It cost \$250,000. It was a grant from the federal government. No tax dollars.*

*19:21:27 From Tom Lovett : Brian: It was FHWA, I believe.*

*19:21:33 From Tom Lovett : Federal Highway Administration*

19:22:57 From Patrick : \$250,000, grant from the govt and not the tax dollars? How do you think the fed govt gets their funding?.... TAX DOLLARS

19:23:02 From Randy : What percent of this proposed project would be federally funded?

*19:26:28 From Deneatra Henderson : Patrick I think Tom meant no LOCAL tax dollars were used. (to Randy) This was a Federally funded transportation grant.*



## Origination of Study

19:22:10 From rob gilim : Where did the idea for an outer loop originate - with the state of Kentucky or the city of Owensboro

19:22:39 From Katie Ebelhar : Same question as Rob... What is the "inspiration" for this?

19:27:19 From MIKE AND NICK MURPHY : Where did the idea for an outer loop originate - with the state of Kentucky or the city of Owensboro

19:28:18 From joey smith : To Mike & Nick Murphy. I seem to recall Reid Haire trying to start this same thing years ago.

19:29:15 From iPhone : Who's brilliant idea was this?

19:31:59 From Kelly : Has anyone answered the question about who requested this study? Was this brought up by one certain elected official or brought forth by a committee?

19:32:28 From joey smith : I agree with Kelly. WHO WANTED this study?

19:50:24 From Vicky Rudy : Asked again who wanted this done? How much did this cost?

19:33:33 From joey smith : MPO prompted by whom?

19:47:50 From iPhone : No justification as why this is needed that is not wrapped in consultant doublespeak? Who wants this, they need to identify themselves

20:01:08 From Mark Catron : Population growth in the last 40 years has been minimal. Without information showing our population is trending in a way to need a roadway of this scale, I have to wonder what is the driving force? Owensboro is already littered with largely underutilized shopping centers / strip malls. This looks like a developer land grab disguised as traffic/infrastructure improvements in order to be set up in the future to have new places to build - while leaving other parts of town derelict, rather than redeveloping those areas. All at the expense of farmland/private property. Every 40 years, we just continue to chew up the county. Downtown to the mall in the 70s. The mall to 54 now. What is next in the future when 54 gets run down? What does the county look like for future generations if this bad planning continues?

*To answer the similar questions above, at the outset of this meeting Deneatra discussed a bit of the background and why we are here doing this study. City leaders and the MPO (Metropolitan Planning Organization) for Owensboro were looking for projects that would benefit the community. This outer loop is an idea that has been around 10 plus years and the MPO decided to use funds from the Federal Highway Administration (FHWA) to study this idea.*

**19:32:53 From Tom Lovett : The MPO decided to do the study.**

19:32:32 From Janie Marksberry : Why is it our city officials do everything during a public crisis. Like the insurance tax vote during an ICE storm and started this business during a PANDEMIC? Seems a little suspicious to me.

*The timing for this study is tied to the funding. The \$250,000 was authorized during the past fiscal year and had to be used during that time for planning studies. It just happened to fall during this time period. We*

*need to continue to do planning projects to find feasible options to move forward in the project development process.*

19:37:30 From Andrew Rumage : Minutes only go back to Sept 2020, and this study was founded prior to April 2020

19:33:36 From Vic Hearne : You are discussing a feasibility study for a problem statement that has yet to be framed and quantified. Every project begins that way. We have launched down a road with a proposed solution. You speak of quality of life increase in Owensboro. Of an increase in amenities. What amenities are needed? You presuppose that the city needs to grow? Does it? The survey is structured in such a way as to shut out dissent. Online, city leaders are delineated as stakeholders. Really? Sort of see the 200 on Zoom (and the thousands not) as stakeholders. What I have heard so far are ideas for how to get to an outer loop without the obvious question of why. The diagram for how Kentucky builds roads is missing the glaring circle up front - why?

19:59:44 From harrington : Thanks, Vic!

19:50:38 From Mike Kinney : Why would you propose a solution without first defining the problem?

19:51:27 From Vic Hearne : WHAT IS THE PROBLEM YOU ARE TRYING TO SOLVE?

19:51:52 From Patrick Fitzgerald : evidently, teenagers driving fast down backroads

*As stated under "Study Background" in the Story Map this study is a, "Planning Study that will evaluate the feasibility of an "outer" loop around Owensboro in Daviess County, Kentucky. As part of the study, options for connectivity will be identified and evaluated with a cost-benefit analysis completed for the most feasible corridors." As we discussed on the meeting – No Build is an option all along through this study. So if through the study we do not find a purpose and need for an "outer loop" then the outcome of the study could be No Build at this time. However, there may be areas of independent utility that could connect radial routes that would be helpful from a mobility / accessibility purpose. Identifying those is important in the survey if any seem feasible.*

20:06:41 From John and Cindy Mulligan : Who are the players who DO want this and are pushing for it?

*Perhaps our project team did not emphasize enough at the beginning of the meeting that there are no forces or individuals that have been pushing for this or influencing the Project Team. Our goal is to simply evaluate the study area from multiple facets including traffic operations, safety, environmental, and community benefits / impacts / support. That is why we are hosting a public meeting to collect input on the support and / or information about the feasibility of a connector.*

## Discussion about Annexation

19:18:02 From Amy Scott : The city has been trying to annex county property for decades. This looks to some like a land grab by the city. Are they looking to annex any property within in the loop?

19:57:10 From Karen : They will try to annex as soon as they get the outerloop approved

*19:19:54 From Tom Lovett : Ms. Scott (and Karen), the possibility of annexation was not a factor in any aspect in this study. All it looked at was how we could build a road.*

*19:19:55 From Deneatra Henderson : @Amy Scott (and Karen) city annexation is a separate issue and hasn't been part of the discussion. This study is only investigating the need for transportation infrastructure*

19:58:16 From harrington : Why do we want to expand Oboro?? We can't support a mall, restaurants, other venues. Not to mention, what happens if this does get built and Oboro's population increases drastically and we have another pandemic. Guess what happens then.... we become a huge red zone like Louisville did, or other large cities in the US. We are NOT a metropolitan city. We are a rural based community and this outer loop is NOT needed AT ALL!!! Becoming a larger city also statistically shows that crime rate goes up as well.... We would have to increase state employees, county employees, city employees, (and it's hard these days to get people to work now anyway), and it will increase taxes for all, etc.

19:59:16 From Vic Hearne : Harrington, wise points.

19:59:59 From Nancy Gillians : This is from my neighbor, Mike Clark who would like to state: Daviess County is a rare gem enriched with a wealth of family roots in farming, both large and small. It's a way of life that people outside of the area find charming and welcoming. ,I as well as many, like myself, have poured their whole life into caring for the land that has been passed down in my family for generations. This would be a nail in the coffin of a lot of families that value quality of life and don't measure prosperity based on the size the county population.

20:00:44 From John and Cindy Mulligan : If this takes my family farm I am outta here

20:01:24 From Lisa McCarty : We don't want industrial development in our county!!!!

20:01:57 From Katie Ebelhar : Farmers do not want to develop their land. There is plenty of opportunity to sell the land now. We do not need a 4 lane highway to sell land if it was wanted.

20:03:02 From Patrick : This community doesn't need or want this loop

20:03:26 From Joel Baker : I agree - this community does not want this and it is not needed.

20:03:33 From Amy Nix : Most all progressive communities are going toward "Walkability" and green transit, not additional outlying concrete for individual cars.

21:01:28 From Android : is this about making the city of owensboro bigger?

*To address the previous similar nine questions / comments, at this point we are only exploring the "feasibility" of an outer loop which includes looking at locations that it could potentially go, maximizing benefits with the least impact. That is how we approached the study to look at each individual connection to see how it compares to others in terms of safety, traffic, accessibility or travel time, community and*

*environmental impacts / benefits, and bicycle connections. The segments and corridors shown on the map are very wide lines (1000 feet wide). If this were to move forward this allows a lot of flexibility in the alignment to limit disruptions and impact to properties. At this point in the process, the Project Team is simply looking for input on whether there is a need for a connector and if so, possible general locations for it.*

## Discussion Related to Current Bypass (US 60) / Other Roadways / Projects

19:15:32 From JeffW : Have you considered expanding the current bypass to six lanes with the new inner most lane being a thru lane? In looking at satellite photos it seems there is room for this option. IT would be a much lower cost and wouldn't take any private property since the state already owns the land on each side of the bypass.

*19:19:18 From Tom Lovett : Ms. Krampe-Self: Sort of. The study is looking at whether this project makes sense. It is looking at whether it will ease traffic on the bypass, but whether the bypass should be widened or altered in some way, no. it did not look at that.*

19:53:28 From Trish's iPhone : What happened to the Hwy 54 expansion?

19:56:31 From Max Daniels : even if you build the out loop it want fix a problem that on 54 you need fix 54 first before starting something this large

20:10:33 From Jeffrey Wallace : I think a better use of road funds would be to fix the problems with Hwy 54 near the bypass. I believe the state should look at encouraging development further north o Reid Road or even further north by building a new road dedicated to commercial development

20:39:06 From Android : why don't you work on existing roadways currently in place? seems us tax payers can not afford to take care of existing roadways used currently.

20:30:43 From Paula Bittel : Need a shoulder on Highway 56 ..

*The following two statements address the previous five questions / comments.*

*19:58:31 From Tom Lovett : MAX: The 54 project is the top priority in the community. nothing would happen before it is done at the earliest*

*20:03:42 From Larry K : The first section of KY 54 (bypass to Bold Forbes) is anticipated to start construction in summer/fall of 2022.*

20:06:44 From Parker Hayden : The U.S.-60 was actually needed.

19:17:27 From Jennifer Krampe-Self : Will the feasibility study include current usage of bypass/231 and whether it is fully utilized or at capacity.

*Yes! The information is on the StoryMap tab – Traffic. You can click on “Existing (2020) Traffic Volumes” to see what the existing volumes are on the bypass / 231, then “Existing (2020) Level of Service” to see what the capacity looks like. This same information is shown for 2045 as well.*

20:14:14 From Charles Shelton : The flood plain surrounding Owensboro limits growth, something is needed, but I doubt a full blown outer bypass is needed. Have we looked at increasing access to I69/Natcher Pkwy and the Audubon Pkwy?

*20:19:26 From Steve De Witte : Charles - the feds won't let you just connect to the interstate anywhere. In this circumstance they would require the exit off the Natcher actually take you somewhere, which would likely require a connector between 231 and 54. If that's a new segment that people might want to explore in the future, it can be identified here and built by itself without the rest of the loop.*

19:26:49 From Amy Nix : Hello, After living in Major Metropolitan areas (New York, Atlanta), I actually find it kind of comical that we're even having this discussion. I realize that it's 'just a study", however, spending ANY taxpayer dollars on something like this is laughable. We have roads currently in use that are in horrible condition. Take a look at the Frederica Corridor. It needs a complete resurfacing. Perhaps we should try to improve the current infrastructure instead of doing a "land grab" and securing more Federal/State funding when we haven't been good Stewards of our current infrastructure?

*At the beginning of this meeting, Deneatra discussed a bit of the background and why we are here doing this study. City leaders and the MPO (Metropolitan Planning Organization) for Owensboro were looking for projects that would benefit the community. This outer loop is an idea that has been around 10 plus years and the MPO decided to use funds from the Federal Highway Administration (FHWA) to study this idea instead of studying other roadways in Owensboro / Daviess County like the Frederica Corridor.*

20:25:31 From Mike Kinney : Have we considered developing the riverport with these federal funds to breath life into that economic engine?

*20:26:16 From Tom Lovett : MIKE KINNEY: this money could only be used to do road studies.*

*20:27:07 From Tom Lovett : MIKE KINNEY: But there is a road project (widening of KY 331) going on right now to try to boost the riverport*

*20:27:13 From Steve De Witte : Mike, KYTC is also currently conducting a statewide riverport study to look at all of our riverport resources and how they can be improved.*

*20:32:33 From Larry K : Mike Kinney, there ,is a project in the design phase right now that is improving KY 331 at the Riverport.*

## Discussion of Safety

19:28:45 From Patti Barksdale : What period of time was the safety study done? From when to when. Is there more to that i.e. actual cause of accident? Texting, substance (drugs/alcohol) time of day?

*The crash data analyzed was from 9/1/2017 to 8/31/2020. Three years of data is typically what we look at for a planning study. We do have access to the severity and manner of collision which is also shown on the Safety tab of the Story Map. We can request full records from the Police, but we typically only do that if we are trying to determine underlying causes at an intersection. For a study area this size it is a big undertaking and not within the budget.*

19:39:56 From joey smith : 60 Bypass is a crash waiting to happen. Never been in any city in the U.S. where on and off ramps intersect with merging traffic instead of having a parallel merge lane. Raising speed to 65 just compounded this problem.

*If you review the Safety Tab of the StoryMap, you can click on the EEC-KAB layer. This layer shows the relative severity of crashes for a segment and whether more or less crashes are expected on that segment compared to similar roadways in Kentucky. As you can see, multiple sections of US 60 show up in the higher range, particularly between KY 54 and I-165.*

20:23:01 From Jaclyn Graves : Is there a resource that allows us to compare our higher accident areas to other cities like BG or to get the actual numbers instead of a color coded map?

*20:25:32 From Steve De Witte : Jaclyn, the Kentucky State Police keeps a pretty tight hold of crash data, but <http://crashinformationky.org/> is a good resource to see crashes statewide.*

20:49:20 From Jaclyn Graves : Can you show on the map how to see the actual numbers from the traffic flow and accident rates other than the color lines?

*20:50:57 From Jarrod Johnson : Jaclyn, you can click on individual features such as the lines or points to view more information about each. As you zoom in you should see more detailed information on the crashes.*

*20:49:59 From Tom Lovett : JACLYN: Email me. I'll try to get that for you. [tomlovett@gradd.com](mailto:tomlovett@gradd.com)*

20:50:14 From Jaclyn Graves : Will do, thank you Tom!!

20:51:12 From Jaclyn Graves : Thank you Jarrod!

## Discussion of Traffic Volumes

19:20:08 From James Mayse : What are the future traffic projections for U.S. 60? What is the traffic count now, and what is it projected to be in, say, 20 years?

*Traffic volumes on US 60 are shown for 2020 and 2040 on the Traffic Tab on the Story Map. If you navigate to this tab, click on Existing (2020) Traffic Volumes, then click on US 60 it will show you the volume at that location. The same can be done for the future year 2045.*

19:20:52 From Tom Lovett : Mr. Mayse: traffic will increase, especially between Frederica and KY 54. But it won't be crazy like New Citrcle Road in Lex.

19:21:54 From Steve De Witte : Traffic information can be found on the study website at <https://hmbpe.maps.arcgis.com/apps/MapSeries/index.html?appid=627c3dd04bad4b8ba6134b3a27ee59b5>

19:22:03 From Steve De Witte : You can also navigate to it from the KYTC District 2 website

19:22:42 From Tom Lovett : Mr. Mayse, if you want more specific traffic data, contact me in the office at 270-926-4433 or [tomlovett@gradd.com](mailto:tomlovett@gradd.com) and I'll see what I can do.

19:23:39 From Mr. David K. Blair : Was there an actual traffic study done of the existing bypass and if so can those results be made available to the public?

19:24:35 From Tom Lovett : David Blair. yes. Shoot me an email at [tomlovett@gradd.com](mailto:tomlovett@gradd.com) and I'll see what I can do tomorrow.

*In addition, you can go to the Traffic Tab on the Story Map which will show you existing and future volumes in the study area. Additional information will be available in the report published later this summer / early fall regarding projected traffic volumes for preliminary segments and corridors that have been presented along with the residual effects on the remainder of the traffic network in the study area.*

19:27:06 From joey smith : Is part of the traffic concerns "thru traffic" using roads in our area as a passthru? If so, can more be done to divert traffic (especially truck traffic) down I-69 to the WKY Pkwy to the Natcher to avoid Daviess/Owensboro altogether?

*Using the travel demand model to determine high-level information about where traffic goes "to" and "from" in the study area, it seems to be a mix of local usage plus through traffic going around Owensboro. Redirection of traffic to other roadways outside of the study area was not considered as part of this high-level planning study. The focus was the feasibility of connections within the study area.*

19:27:19 From Janie Marksberry : Where exactly does Owensboro have a "traffic problem"

*As shown in the StoryMap presented at the meeting, portions of US 60 operate at LOS F now and into the future. LOS F correlates to severe congestion.*

19:27:54 From Amanda Hundley : Hell they can't even keep the roundabout mowed that they have now. A citizen was up there mowing earlier with his own mower.

19:28:20 From Amy Nix : I have honestly never had to sit in traffic anywhere in Owensboro, with the exception of KY Hwy 54.



19:31:34 From joey smith : AMy Nix: I'm with you. After being stationed in Norfolk, CHicago, and Jacksonville.....I have a hard time believing this has anything to do with traffic.

20:02:23 From Amy Strode : I would also like to know if this truly was a study for feasibility of traffic issues, then how would the widening of the bypass, fixing frederica, fixing the flooding issues around town, potholes, etc not even be included in the study. This seems purely developer driven

*To address the previous similar three questions / statements, traffic operations is only one part of the consideration of need. Safety, travel time reductions, travel time reliability, and additional accessibility were also criteria looked at to determine benefits of a connection (segment).*

19:32:34 From Patrick Fitzgerald : Preach on traffic! Go to a large city, Chicago, Dallas, OKC and come back to owensboro and to me t

19:32:51 From Patrick Fitzgerald : and tell me there's a traffic issue here

19:43:58 From Drew Bittel : If Owensboro/Daviess County would stop trying to push all new development to the Hwy 54 corridor instead of spreading out the new development and therefore spreading out the congestion and traffic then many of these traffic numbers would be changed.

19:55:13 From Paula Bittel : Again, what traffic?

19:58:00 From Patrick Fitzgerald : WHAT TRAFFIC ON THE BYPASS? WHERE IS IT AT?

*To address the previous five similar questions / statements, as shown in the StoryMap presented at the meeting, portions of US 60 operate at LOS F now and into the future. LOS F correlates to severe congestion.*

19:59:30 From John and Cindy Mulligan : Correct me if I'm wrong but doesn't every new highway eventually fill up and become a nightmare? What is our community going to be?

*In locations with a current congestion problem, it does seem difficult to "build your way out of congestion". That is something we discuss in traffic flow theory whether we design for capacity or design for the theoretical demand. We also look for better ways to manage congestion by utilizing technology to make the existing capacity function more efficiently. In this case, a new highway could relieve some congestion on US 60 but also provide reduced travel time in other parts of the county. We just need to try and compare the benefits versus the impacts to determine if the improvement is a good investment for the community. The cost-benefit analysis that will be included as the final part of the study should help with determining the "need" for a new highway.*

19:59:46 From Lindsey Rhoads : Seems that 2020 traffic data would not be representative of non-COVID traffic

*For traffic data and projections, we are using the Owensboro MPO Travel Demand Model. It was updated in correlation with this study. The model is built on recent and historic traffic count information, so most traffic data is in fact not 2020 data.*

20:09:52 From John and Cindy Mulligan : Even as is , the 54 corridor is nothing compared to Louisville or Lexington or certainly bigger cities like Atlanta. Its ugly and soul killing but the delays are really not that bad

20:13:25 From harrington : If you want to divert traffic from 54 and Frederica, revive Parrish again!!  
DO NOT build an outer loop and create more "forgotten" roads and venues that used to thrive back in the  
day!

20:37:51 From Patti Barksdale : There will be a traffic issue if a car is through my living room!

## Discussion of Land Impacts

19:21:35 From Z. Peerman : What Will Happen To The Farm Land That Would Be Taken

19:23:25 From Parker Hayden : I feel like eminent domain would be invoked A LOT if this Outer Loop was built. People's livelihoods would be injured. Would eminent domain need to be invoked if the loop was built.

*To answer the previous similar two questions / statements, at this point we are only exploring the “feasibility” of an outer loop which also includes looking at locations that it could potentially go, maximizing benefits with the least impact. That is how we approached the study to look at each individual connection to see how it compares to others in terms of safety, traffic, accessibility or travel time, community and environmental impacts / benefits, and bicycle connections. The segments and corridors are very large lines meaning that if this were to move forward there is a lot of flexibility to limit disruptions and dividing properties. At this point the Project Team is simply looking for input on if there is a need and where could a connector go.*

19:23:58 From joey smith : It probably doesn't help put people at ease when the evaluation criteria includes access to community facilities and bicycle connectivity. To those worried about losing their farms, homes, and way of life.....evaluating on these trivial “city” concerns is sort of a slap in the face. How about evaluation based on displacement of homes, facilities, and noise pollution to rural communities?

*The data used in the segment evaluation criteria can be found on the Segment Analysis tab in the StoryMap. It does include structures, bike and pedestrian connections, safety, 2045 traffic volumes, community facilities (which includes homes and property impacts), cultural resources, parks and recreation, ecology, prime farmland, major employers, Environmental Justice communities, and stakeholder / public input.*

19:29:26 From Matthew Crispin : 1. With global populations, once projected to increase to 12 billion by 2050, but now with more data, population is projected to be 5-6 Billion. Considering US population has been only sustained by outside population influx, how can local population sustain to justify this; especially as digital means of labor grow with technology, limiting the need for movement.

*As noted previously, our traffic projections are based on the updated Owensboro MPO travel demand model. The model relies on socioeconomic data and uses that to project growth over a certain time period. Traffic congestion / usage is only one criterion we are considering as part of identifying the feasibility of new segments / connections / corridors.*

## Discussion of Environmental Impacts

19:22:57 From Galaxy Tab S5e : how are you going to address Panther Creek and flooding with this potential outer loop?

*As we are at the early stages of the study looking at feasibility only, we have identified streams, floodplains, and wetlands and tried to limit impacts to these areas. More in-depth analysis and surveys would be required during later design stages IF any option moves forward and impacts Panther Creek.*

19:25:23 From George Bittel : Did the study calculate the projected impact on our agricultural industry here in the county? Ag accounts for +\$200 million in sales in Daviess County and building an outer loop would likely lead to development of agriculturally zoned land as well as disruptions in Ag logistics.

*Prime farmland was considered as a category when determining the impacts and benefits of identified segments. Limiting or not impacting the agricultural industry was something that we considered when developing the segments. Segments that did not impact farmland were ranked higher.*

19:26:03 From Patrick : Agreed George Bittle

19:27:15 From harrington : Agree to George Bittel and Patrick Fitzgerald. This outer loop is NOT needed and will ruin our agricultural community which we were founded upon!

19:30:34 From Jim Yeiser : I see that a positive would be to solve flooding issues.

19:32:24 From Mr. David K. Blair : Has anyone noticed / mentioned that one of the corridors would cut through a cemetery?

*Several cemeteries are adjacent and touch the preliminary corridors but would be avoided in future stages of design if any move forward and receive funding. The corridors shown are 1,000 feet wide with plenty of room to design the connection where it would not impact the cemetery.*

19:34:56 From Michelle Fischer : Have the flood plains even been considered?

*Yes – they have been identified in relation to conceptual segments. Using the mapping (found on the Interactive Mapping tab) you can view the floodplain layer in conjunction with the preliminary segments and corridors.*

19:37:57 From Parker Hayden : Remeber the flood in 2018? The waters rise like that all the time in the area where they may build the road.

19:50:37 From Parker Hayden : Are you aware that it floods all the time where you plan to build the corridors?

*To address the previous two comments / questions, as noted previously, the floodplains, streams, and wetlands have been identified and if any improvement options move forward and are funded, additional analysis will be completed to minimize flooding or improve the conditions with improved drainage.*

20:42:26 From Whitney : There is a proposed corridor that does go through cemeteries and national historic homes. How are these issues handled if that corridor is actually chosen to develop?

**20:42:51 From Tom Lovett : WHITNEY: They're work around them.**

*Yes, as noted the corridors shown are 1,000 feet wide and the idea would be to provide better connection to them rather than go through them.*

## Questions on Location / Need

19:24:28 From Galaxy Tab S5e : Owensboro can't even support a mall. Why do we really think an outer loop is going to help our community.

19:30:48 From Z. Peerman : where exactly will the outerloop be

*To answer the previous two similar questions / comments, at this point we are only exploring the “feasibility” of an outer loop which includes looking at locations that it could potentially go, maximizing benefits with the least impact. That is how we approached the study to look at each individual connection to see how it compares to others in terms of safety, traffic, accessibility or travel time, community and environmental impacts / benefits, and bicycle connections. The segments and corridors shown on the map are very wide lines (1000 feet wide). If this were to move forward this allows a lot of flexibility in the alignment to limit disruptions and impact to properties. At this point in the process, the Project Team is simply looking for input on whether there is a need for a connector and if so, possible locations for it.*

19:25:13 From Z. Peerman : Why not build more roundabouts versus trying to make us a metropolis like Lexington.

*Evaluating the need for and location of more roundabouts is not the objective of this study. This study is a high level look at whether there is a need for a connector and if so, possible locations for it. If there are specific locations you think warrant a roundabout, please send the information to KYTC District 2.*

19:25:34 From Parker Hayden : Build more roundabouts? We can't even hang on to new restaurants that open up.

19:30:55 From Nancy Gillians : if an outer loop is meant to tie in outlying communities, why was the study area not located further out in the county?

*A discussion was held during the scoping of this study between the consultant team, KYTC, and Owensboro MPO / GRADD. It was determined that with the funding resources along with the initial vision, the study area would encompass some outlier communities as well as existing roads that are used to connect between routes leading into / out of Owensboro.*

19:37:26 From Mary Johnson : Are there 3 different locations for this outer loop?

*19:39:09 From Steve De Witte : All we have at this point is: if a new corridor was going to happen at some point in the future, where-ish should it be? The spaghetti lines on the map are 1000 feet wide, and a road and right of way is less than 100. Future phases would be needed to figure out exactly where a new road would go.*

*19:41:38 From Steve De Witte : Planners have a tough job trying to imagine what is going to happen in the future. No one expects this to come down the pike any time soon, but there will at least be a document on the shelf that says if it's a good idea or not.*

19:43:00 From Mary Johnson : What are the 3 locations? How can we see an aerial view of these locations?

*From Jarrod Johnson: @Mary Johnson: You can use the Interactive Map tab to change the map to an aerial, and turn on any of the features such as the lines.*

19:44:46 From Patrick Fitzgerald : Even if it doesn't come down the pike very soon, what am I supposed to do? Try to sale my home and property for a loss because people know that's where one of the corridors is supposed to be? Or just wait it out until the city of owensboro comes to my door and tells me to move out? At what point is a good time to move four kids and a wife?

19:46:24 From Vic Hearne : Patrick Fitzgerald..yes!

**19:46:07 From Steve De Witte : They are purposefully vague. They're really just meant to connect from spoke to spoke. We're wayyyyy too early to know where exactly a road will go. We're stuck on figuring out if the concept is a good idea or not.**

19:46:24 From Amy Scott : How wide would these roads be, including right of ways?

**19:47:04 From Tom Lovett : AMY SCOTT: They're looking at two-lane limited access, just like the bypass.**

19:47:59 From Amy Scott : Tom, that doesn't answer my question

**19:51:36 From Steve De Witte : A two lane road generally has between 60-100 feet of right of way.**

19:51:05 From Kenneth Keller : What type of roadway will this be?... elevated w/ limited access, like the current bypass? Or a 4-5 lane blvd-style road, widening some existing roads?

**19:51:47 From Tom Lovett : KENNETH KELLER: The road would be two-lane limited access like the bypass**

19:50:12 From Donnell Gordon : Why call this an Outer Loop when one proposed option is minutes from the current by-pass?

20:44:59 From Silas : The red segments are very close to the original By-pass. If we are planning for the future, Move the and revisit this 5-10 years from now.planning priorities further out. My other suggestion is STOP NOW and revisit this in 5-10 years.

**19:53:29 From Steve De Witte : If something is built, it doesn't mean that everything under those lines is going to get bought out and leveled. The colors are there just as a general idea of where a road could go. If there is a project, we wouldn't want to needlessly buy up property if there is an easier way.**

**When developing potential segments and connecting them to form corridors, community assets and facilities were evaluated along with neighborhoods to try and connect to the greatest number of users. With more development located closer to US 60 along with all the new development ongoing to the north / east side of Owensboro, an option that would divert some traffic from US 60 to a new route was identified as a possible consideration.**

19:53:36 From Kenneth Keller : Tom Lovett Then how are you going to use existing roads, such as Keller Rd., as indicated in the Preliminary Corridors?

**19:54:09 From Tom Lovett : KENNETH KELLER: Possibly. They want to try to find roads that could be upgraded.**

**19:54:53 From Tom Lovett : Oh. KENNETH KELLER: It could be upgraded and widened to be a component of the road**

19:56:11 From Patrick Fitzgerald : Mr. DeWitte, exactly what do you expect will happen when this runs through people's back yards? there's a reason we live in the county and not the city. we do not want this in our yard, or even close to it.

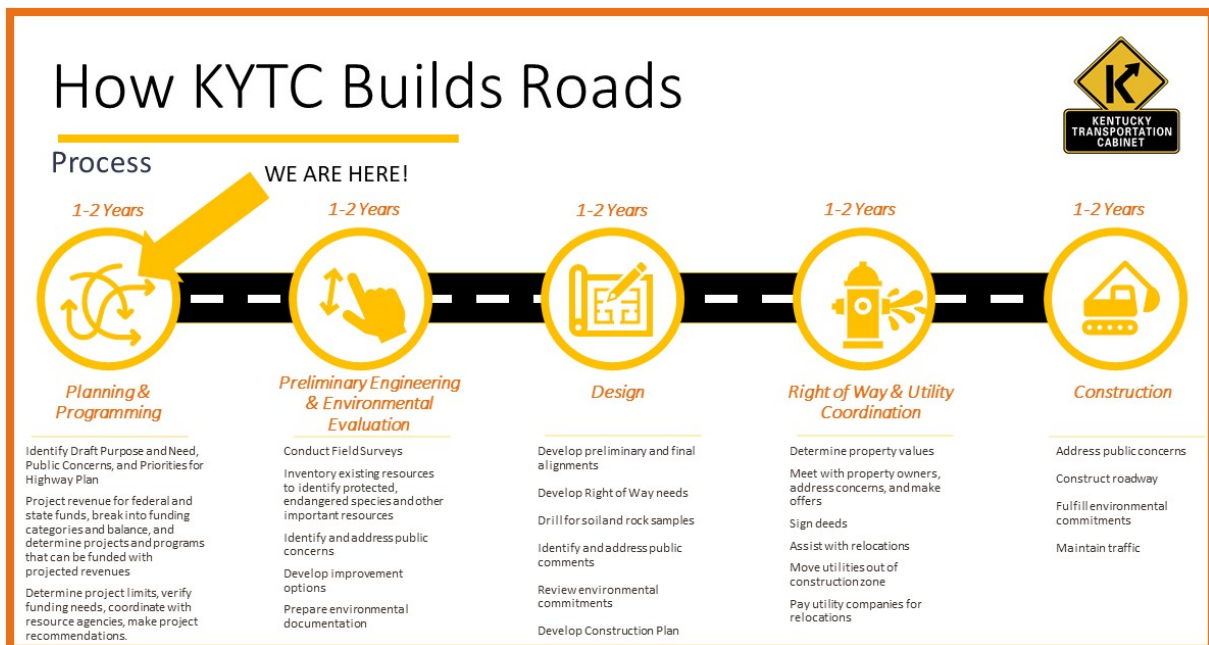
*As previously stated by Steve De Witte: If something is built, it doesn't mean that everything under those lines is going to get bought out and leveled. If there is a project, we wouldn't want to needlessly buy up property if there is an easier way.*

19:56:24 From Kenneth Keller : But you previously stated this would be a limited-access roadway, like the bypass. So which is it?

*19:56:33 From Deneatra Henderson : Any new roadway characteristics (number of lanes, lane widths, shoulder widths, access control) would be determined as part of the design of each section. Some sections may be 4-lane with fully controlled access like the bypass, but it may make more sense to build sections as 2 lanes with good shoulders and at-grade entrances. Those decisions will be made after funding is allocated for a section, and the traffic needs at that time are determined.*

19:56:46 From Kelly : I am curious (as I don't understand how this process would work in the future), but would this be something that would be voted on at the polls?

*Please refer to the timeline of how KYTC Builds Roads (shown below and at the virtual public meeting). The outcome of this study will provide information on the feasibility of an outer loop connector or pieces of connections. We are collecting public input on the feasibility now. IF it is determined to be feasible AND funding is identified, additional states would follow, all with public involvement opportunities.*



Note: Assumes reliable source of funds from the General Assembly; No funds have been identified beyond this study at this time.

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19:58:32 From Amy Strode : All of these proposals are roads to no where and do nothing but destroy homes and agricultural land, so unless the endgame is to FORCE land grabs and individuals off their property,



then please answer the question about the ultimate purpose of this. We drive in this town everyday, traffic is NOT an issue.

19:59:37 From Anthony Taylor : Start at JR Miller curve where it goes to 431. Extend road to just south of CVMS. Extend to Newbolt Road. Straighten those curves plus add southbound and northbound ramps at I-165. Straighten Newbolt all the way up to Millers Mill. DO NOT touch cemetery. Extend Newbolt around houses on Becker Lane. Connect Newbolt to HWY 54 at County firestation/Countryside Drive of right before creek. Very few houses would be lost and county/state already own most of the property. This takes traffic off of 54 and that \$69 million for widening 1 mile of 54 wont be needed.

20:07:19 From Nancy Gillians : how much land is required to build one mile of a 4 lane highway in a rural area such as Daviess County

**20:09:08 From Steve De Witte : Nancy - the right of way for a 4 lane divided highway is somewhere in the neighborhood of 200 feet.**

20:07:56 From Charles Shelton : We can redo the I69 interchange on the bypass to accommodate increased traffic that could be funneled to it from 231 and HWY 54.

20:08:52 From Jeffrey Wallace : With this being a limited access highway, it won't do anything to reduce cut-thru traffic on local roads.

20:09:00 From Nancy Gillians : I keep hearing about traffic on 54 and S Frederica and that is more ethane likely tru bit tose of us out in the east county area don't have that issue. Improve 431 avd 54.

20:37:16 From stephanie : I live on Panther Creek Park Drive and am concerned about this coming through my street

20:36:22 From John and Cindy Mulligan : Here's a question: if the whole loop is built, how many acres will be paved?

**20:59:14 From Steve De Witte : But, again, way too early to talk about. We don't have a project here, we have a feasibility study.**

20:56:47 From Android : at what % cost of market value is going to payed out?

**20:58:48 From Steve De Witte : Fair market value.**

**20:59:14 From Steve De Witte : But, again, way too early to talk about. We don't have a project here, we have a feasibility study.**

21:03:03 From Steve : You say its way too early to talk about. We don't have a project here, we have a feasibility study but no one wants to wait until it becomes a project and its too late, because no one is for this.

## Economic Impact

19:29:21 From George Bittel : Has the study found any specific opportunities the outer loop would provide more jobs to the local economy? With this being such an expensive project it would be hard to justify it without a substantial economic impact.

19:44:08 From Vic Hearne : I don't need a slant chart or overlay to quantify what is farmland. I can see the crops growing right now.

19:55:49 From Mike Kinney : I'd like to see a cost/ benefit analysis. Please include the cost of lost agricultural output in this analysis

20:00:15 From Patti Barksdale : Good suggestion Mike Kinney!

*The following comment from Tom Lovett addresses the previous four questions / statements.*

**19:56:10 From Tom Lovett : Cost benefit will be part of the final study.**

19:59:29 From Parker Hayden : I saw on News 14 where they said that some local officials the local economy would be "boosted." How would this boost the economy in any significant way.

**20:00:13 From Tom Lovett : PARKER HAYDEN: The road could potentially open up land to commercial, residential and industrial development**

20:01:14 From Parker Hayden : Governments always say that, Tom it rarely amounts to anything. Just google the Little Pink House.

20:01:49 From Nancy Gillians : Parker - that's already been made clear . How big do we want Owensboro to follow? There are a lot of variables that would have to be considered including increased need for public services.

20:29:47 From Jaclyn Graves : Are there any comparable projects to show the impact the new loop would have on residential property values?

20:43:10 From Julie Ebelhar : Daviess County does have major prime farmland and it should all stay intact. What do you expect a farm family to do if you take their house and farm operation out? How would they ever rebuild somewhere else?

20:49:56 From Whitney : Would appreciate an answer to Julie E's question

**20:50:13 From Tom Lovett : What was Julkie E's question? I missed it.**

20:53:00 From Whitney : ....when you remove a farm from a farm family and take out their operation, how do help them rebuild their livelihoods?

*The previous statements by Steve De Witte (shown below) should address the previous four questions / comments.*

***As previously stated by Steve De Witte: If something is built, it doesn't mean that everything under those lines is going to get bought out and leveled. If there is a project, we wouldn't want to needlessly buy up property if there is an easier way.***

*20:59:14 From Steve De Witte : But, again, way too early to talk about. We don't have a project here, we have a feasibility study.*

## Comments on Meeting Organization

19:23:02 From Paula Bittel : Tony Bittel Jr watching

19:23:24 From Donnell Gordon : Can we please continue on

*KYTC and the Consultant team tried to get through the introduction and presentation as quickly as possible understanding there was a desire to get to the question and answer period. However, time also needed to be spent to present the study and inform attendees about the study.*

19:28:02 From iPhone : Anybody in favor of this?

*The survey will remain open until July 2. At that time we will be able to tabulate results to see who is in favor of a new connection versus in favor of no build.*

19:28:39 From Ellen Berry : Agree NOT needed

19:28:44 From Andrew Ramage : How about a poll to see who all on the call is in favor vs against this?

*The survey will remain open until July 2. At that time we will be able to tabulate results to see who is in favor of a new connection versus in favor of no build.*

19:29:15 From Parker Hayden : tom what was your E-Mail?, DM me

**19:29:38 From Tom Lovett : [Tomlovett@gradd.com](mailto:Tomlovett@gradd.com)**

19:35:48 From Karen : by the time you finish with your presentation there will NOT be anytime left for Q & A

19:36:01 From iPhone : That's the idea

19:39:24 From Karen : most of us said we DID review this information prior to the meeting, why are we going through page by page..... so questions are not asked ?

19:41:22 From Amy Strode : 90 percent went over this....q and a please

19:42:16 From iPhone : Q and A please

19:43:21 From Patti Barksdale : Address the questions!

19:46:33 From Patti Barksdale : 90% had said they reviewed and are aware of what it says. Q/A

19:50:39 From Kelly : Please know I do not mean to be rude, but in your next meeting, I would suggest allowing more time for comments. As stated, a large percentage of us read the survey prior to the meeting and were hoping for more time for questions.

20:33:17 From harrington : THEN IF THIS IS THE ONLY MEETING BEFORE A PROJECT STARTS, THEN ALLOW US TO ACTUALLY SPEAK!!! UNMUTE US!! WE DO NOT WANT A LOOP AT ALL!!

20:34:45 From harrington : I've included comments. How is it not clear from numerous people on here that this is not wanted?? Let us SPEAK!!!

20:34:50 From Patti Barksdale : That is not acceptable to only have one meeting where we really couldn't ask questions and get answers! Extremely frustrating!!!

20:36:29 From harrington : Then it should be VERY clear that we want a public meeting where our VOICES can actually be HEARD about this!!

20:37:11 From Kelly : Why is there only one meeting for the public and why is the MPO allowed to make the decision to move forward without further public input?

*The following statements from Tom Lovett, Deneatra Henderson, Beth Niemann, and Steve De Witte should address the previous thirteen questions / statements.*

**19:42:44** From Tom Lovett : *IPHONE: we're trying to make sure everyone is as informed as possible, Please feel free to email me directly at tomlovett@gradd.com if you have questions that are not addressed and I will answer them for you.*

**20:36:50** From Deneatra Henderson : *We typically don't allow "open mic" opportunities for attendees at in-person public meetings either. For in-person meetings we have many representatives stationed throughout the room to receive comments. The survey is truly the best way to be heard, as all of those comments will be documented as part of the final study. If someone was unable to attend this virtual presentation, they will be able to view the recording. Also, anyone will be able to fill out and submit the survey, even without attending the meeting or watching the video. The surveys are always our official way to collect comments, even for our in-person meetings.*

**20:36:55** From Beth Niemann : *Completing the surveys will also allow your voices to be heard.*

**20:37:12** From Steve De Witte : *I'll go out on a limb and say we'll make sure a list of every question asked has an answer and gets posted on the project site along with the meeting recording.*

**20:39:08** From Patti Barksdale : *Mr. De Witte, let's hope that limb you just crawled out on supports your weight!*

**20:40:46** From Steve De Witte : *Patti - let's hope! They seem to listen to me for some reason, though.*

**20:41:08** From Steve De Witte : *And trust me, we're listening to y'all too. It's hard to mistake the message.*

**19:52:35** From Katie Ebelhar : *Why are our questions being dismissed with "this is just a feasibility study"? Every project starts with a study correct? So our concerns, even though this is a feasibility study, are real.*

*(from Deneatra Henderson, KYTC District 2) Ms. Ebelhar,*

*I appreciate your question and understand your concern about the potential for this project's progression. The concept of the Owensboro Outer loop has been a local topic of discussion for decades, and the Metropolitan Planning Organization (MPO) opted to use available federal planning study funds to explore the feasibility of the corridor. One potential outcome of any feasibility study is "no build," meaning if it is determined not to be a viable option, no further action will be taken to build a new roadway. Not many projects begin with a feasibility study. Most projects advance directly in the Design phase without any form of Planning Study, if the need for the project is apparent.*

*We value your opinion and want to make sure your comments are documented as part of the Feasibility Study. Therefore, please submit a survey with your comments at the link below. I assure you that public*

*comments will be a significant deciding factor in the study results, and the online survey will guarantee your comments are officially recorded.*

*Here is the link to the survey:*

*<https://arcg.is/1W4rnS>*

*Thank you,  
Deneatra*

20:48:33 From harrington : So will you all actually represent us and our wishes, or will you just throw us under the bus and say "oh well"

*Please see Deneatra's response preceding this question.*

20:32:57 From Nancy Gillians : That's not exactly what I would consider community involvement and quite honestly, it raises a question of transparency.

*20:32:47 From Tom Lovett : NANCY: If anything move forward, there would be other meetings for the public, but there's no plan to build this. Once the study ends, that's it. But if the MPO moves it forward, everyone would have the chance to comment.*

20:33:14 From Joel Baker : Yes, I have lots of neighbors and friends that wanted to get on and oppose this, but either had to work or couldn't get the link.

*20:34:03 From Tom Lovett : If you have comments you would like to include (or if someone wasn't able to attend) feel free to email me at tomlovett@gradd.com and I'll make sure your comments are included.*

*20:35:37 From Tom Lovett : Everyone's comments here tonight are being recorded and will be included in the report.*

20:36:11 From Nancy Gillians : What forms of media were utilized for getting the survey out to the public? Was it aall online?

*Variable message signs were posted at Frederica Street, KY 54, and KY 331. The flyer was emailed to all local officials / stakeholders to pass along to anyone they thought would be interested in the study. The flyer was also posted to the KYTC District 2 Website, Facebook, and Twitter accounts.*

*20:40:10 From Tom Lovett : We sent it to all the local media. All the TV, radio and newspapers as well as Owensboro times.*

*20:38:29 From Tom Lovett : NANCY: We posted flyers online and emailed them out into the community. Has been a road sign next to the bypass on US 60. And I did interviews on all thre local tv stations and two radio stations.*

*20:39:03 From Tom Lovett : NANCY: It was also in the Messenger-Inquirer and on the Owensboro Time website.*

## Next Steps

19:26:22 From Nancy Gillians : what weight will the survey results carry and will the rests be made public and, if so when?

20:44:03 From Nancy Gillians : This is a message from Mike Clark: " who will actually vote on this project to go forward or not?"

*The Project Team will review the survey results once it closes on July 2.*

*From a statement issued by KYTC District 2 / Deneatra Henderson: I assure you that public comments will be a significant deciding factor in the study results, and the online survey will guarantee your comments are officially recorded.*

*The Project Team will meet mid-July and likely issue a statement about the results at that time.*

19:35:26 From Patti Barksdale : On impact study, where are the numbers of the homes/ land/ businesses that will be impacted? Will there be another face to face meeting before moving ahead?

19:37:02 From Vic Hearne : What is the date two months from today for the face to face meeting?

*No additional public meetings are planned as part of this study. Information regarding the study and outcomes will be included in the report documentation which should be available through KYTC District 2 resources late summer / early fall.*

19:37:06 From Amy Scott : Can you poll the participants in this meeting to see how many people think this project is needed?

19:37:33 From harrington : agree with amy scott. ASk us IF we think this is needed

19:38:35 From Patti Barksdale : Yes, Vic Hearne. a meeting 2 months out would be great!

19:39:28 From Anthony Taylor : Im not in favor of most of the proposed routes, or even the need for any of the project, but, I don't think there are enough participants to get any accurate polling about the project.

19:41:50 From iPhone : Poll the users on who wants this

*The following is in response to the previous five questions / comments. Please use the survey to let the Project Team know your preferences. The survey will remain open until July 2. At that time we will be able to tabulate results to see who is in favor of a new connection versus in favor of no build.*

19:49:33 From Michelle Fischer : When will the decision be made to precede or not?

*19:50:03 From Steve De Witte : Michelle - the final report will be released late summer/early fall*

19:52:39 From Vic Hearne : Didn't take survey because it is clearly biased.

19:53:33 From Joe Fischer : I would still take it, feedback is still feedback.

*19:53:35 From Tom Lovett : If you have questions that have not been answered, please feel free to email me at tomlovdett@gradd.com. I will answer every one.*



**19:59:10** From Tom Lovett : *Again, please feel free to email me at tomlovett@gradd if you have questions that do not get answered tonight. I will reply to everyone*

**20:14:18** From Tom Lovett : *Please feel free to email me at tomlovett@gradd.com if you have questions that are not answered here. I will reply to everyone.*

20:09:51 From Mark Catron : What are the next steps after these calls tonight? The feedback in the chat is pretty overwhelmingly one-sided. How and when does the MPO / county / state plan to respond?

**20:11:06** From Tom Lovett : *MARK CATRON: The final report will be delivered to the MPO. They'll make it public. And if they decide they want to move forward, they'd have to start looking for funding.*

**20:12:35** From Steve De Witte : *Mark - after this the survey is open for a few weeks. We will compile all that data and come back as a project team, looking at the public input as well as other background data, the traffic, elected official input, and see if a recommendation is warranted. It could be a case of "this might be kind of a good idea way in the future if traffic in Owensboro gets nuts, but everyone seems to hate it."*

20:43:26 From Galaxy Tab S5e : West end residents are holding a meeting at the KC hall tomorrow at 6pm. Is this an appropriate forum for all residents to attend and voice their concerns?

*This is not a meeting sponsored by KYTC or the Owensboro MPO and therefore Project Team representatives will not be in attendance. If there are comments / concerns from the meeting please send them to a member of the Project Team (Tom, Deneatra, Beth, Steve, or Nick).*

20:29:12 From Scott Myers : Will there be any in person meetings to where citizen's voices can be heard? This format is too easy to dismiss.

**20:30:18** From Tom Lovett : *SCOTT: This is the only meeting scheduled with the public. There is no in-person meeting planned.*

20:30:20 From Nancy Gillians : When is there another opportunity to air/address concerns on this? This meeting was basically a review of the study on the KYTC site and the comments mirror FB posts.

**20:30:56** From Steve De Witte : *Scott, unfortunately we had to do all of our public involvement online. Like a lot of other folks, we weren't expecting everything to just...end. If something out of this study moves forward in the future to become a real project, public meetings will be held as part of the design & environmental process.*

20:31:06 From Nancy Gillians : excuse me did I read that right? This is the ONLY meeting?

**20:31:18** From Tom Lovett : *NANCY: Yes*

20:39:17 From Matthew Crispin : we need one, maybe in legion park... I'm not having it, we need it, let's all make it. #NewLoopMeeting

**20:39:26** From Steve De Witte : *Kelly - COVID threw a wench in our public involvement plans. In a normal circumstance we would have 2 meetings, 1 at the start and one like this at the end. The one at the start would be asking people what issues exist in the area.*

**20:40:05** From Steve De Witte : *People don't get fired up about that first meeting though.*

20:39:54 From Android : no funds?

*At this time there are no additional funds identified or allocated beyond this study.*

20:39:12 From Nancy Gillians : How was the email list created? from what sources?

*The list of local officials / stakeholders was compiled with assistance from the Owensboro MPO / GRADD. For this study representatives included: Daviess County Judge / Executive, EMA Director, Owensboro Metropolitan Planning Commission Director, Owensboro Economic Development Cabinet, Greater Owensboro Chamber of Commerce, Daviess County Commissioner, Bicycle / Pedestrian Advocate, Owensboro Fire Chief, Daviess County Fire Chief, Owensboro City Engineer, Daviess County Sheriff's Office, Daviess County Engineer, Owensboro Public Schools, District Representatives, Daviess County Schools, Owensboro Police, Owensboro Riverport Authority, Owensboro City Manager, Owensboro-Daviess County Regional Airport, Senator McConnell, Mayor of Owensboro, Representative Comer's Office, and Senator Paul's Office.*

20:41:06 From Nancy Gillians : Were the surveys available only online or did you send out any hard copies?

*Currently the surveys are available online only. Hard copies can be made available through request to KYTC District 2 if someone does not have the capability to participate online as stated in the information flyer.*

20:47:44 From Nancy Gillians : How many people have attended these two virtual meetings?

*For the local officials / stakeholder meeting held on December 10, 2020, 38 invites were sent, and 20 people attended. For the second meeting held on May 7, 2021, 38 invites were sent, and 14 people attended. This information will be included as part of the final report.*

20:41:29 From Kelly : Steve, I understand how co-vid has affected the opportunities to involve the public as normal, but is there a rush? Can we not have additional meetings?

**20:42:17 From Tom Lovett : NANCY: Online only.**

20:42:23 From Android : covid affects how public speaking?

20:42:46 From Matthew Crispin : better make a plan, we don't need permission to have meetings

**20:44:10 From Steve De Witte : Kelly, we had to make a call at some point whether to keep waiting or just push forward. When we started this in April 2020 we thought COVID was going to be a two week thing, right? So we already delayed there, and then repurposed everything when there wasn't even a light at the end of the tunnel.**

20:44:20 From Patti Barksdale : Many of us stopped watching the news due to no transparency and dishonesty by government officials. When by accident a friend ran across it. We immediately started paying attention. I personally spent over 8 hours Saturday and Sunday to make neighbors aware. Most had not heard anything and some who saw a newspaper article said they didn't realize it was a big deal.

*We appreciate your effort to inform your neighbors of the study and the response from the public thus far. As stated previously, not many projects begin with a feasibility study. Most projects advance directly in the Design phase without any form of Planning Study, if the need for the project is apparent.*

*We value your opinion and want to make sure your comments are documented as part of the Feasibility Study. Therefore, please submit a survey with your comments at the link below. I assure you that public comments will be a significant deciding factor in the study results, and the online survey will guarantee your comments are officially recorded.*

*Here is the link to the survey:*

<https://arcq.is/1W4rnS>

20:45:45 From Blake : Patty: what would be a better solution to make you aware next time?

*No response was found in the chat box.*

20:44:25 From Android : how about in-person meeting this is a joke

*20:44:25 From Tom Lovett : GALAXY TAB: I mean, you can meet if you like. And you can invite local elected officials or anyone you want.*

20:45:25 From John and Cindy Mulligan : We may need to mount a ballot initiative

*20:45:38 From Tom Lovett : The decision to move forward would come from the MPO. Then they'd have to seek funds from the state and federal government to pay for it.*

20:46:43 From Kelly : I have continued to monitor the comments, why does the MPO get the final say on whether we move forward on this project?

20:47:51 From harrington : Exactly what I was about to ask, Kelly. Why does MPO have the final say? It seems CLEAR that we as the community do NOT want an outer loop!!

*20:47:50 From Tom Lovett : KELLY: The federal government says Owensboro has to have an MPO to make those decisions. It's their mandate.*

*20:48:40 From Steve De Witte : Kelly, MPOs have jurisdiction over transportation projects in areas with 50,000 people. They have their own plans and public involvement processes. This still relies on the Legislature appropriating funding.*

20:47:20 From Charles Shelton : Everyone funding would be an almost unthinkable hurdle.

20:47:30 From Android : how about you answer them on a forum

*The Project Team answered as many questions as possible during the meeting given a high level of interest in the study and 235 questions / comments put into the chat box. This document attempts to answer all questions posed and provide information to the public.*

*20:49:31 From Steve De Witte : Android, I think we're trying to answer folks on here.*

*20:50:11 From Steve De Witte : I believe we had close to 200 people at the most on here.*

20:48:11 From Parker Hayden : this has been fun, gotta go

20:46:12 From Nancy Gillians : who are the players from MPO?

20:50:55 From Android : I would like more information on this mpo subject

21:00:12 From Lisa McCarty : How many farmers are represented in the MPO???? I am guessing NONE.

20:48:27 From Blake : The MPO is comprised of many elected officials.

**20:48:31 From Tom Lovett : NANCY: The MPO is made up of local elected officials and other community leaders with expertise in transportation. There are two committees: The Technical Advisory Committee which recommends actions. It is made up of 20 members. The Policy Committee actually votes to made decisions. It is made up of five members, two of who cannot vote. Members of both committees are listed by name on pages 4-6 of this document:**

**[https://www.gradd.com/wp-content/uploads/dlm\\_uploads/2021/04/UPWP-FY-2022-FINAL.pdf](https://www.gradd.com/wp-content/uploads/dlm_uploads/2021/04/UPWP-FY-2022-FINAL.pdf)**

**20:59:28 From Tom Lovett : The MPO is made up of local elected officials and other community leaders with expertise in transportation. There are two committees: The Technical Advisory Committee which recommends actions. It is made up of 20 members. The Policy Committee actually votes to made decisions. It is made up of five members, two of who cannot vote. Members of both committees are listed by name on pages 4-6 of this document:**

**[https://www.gradd.com/wp-content/uploads/dlm\\_uploads/2021/04/UPWP-FY-2022-FINAL.pdf](https://www.gradd.com/wp-content/uploads/dlm_uploads/2021/04/UPWP-FY-2022-FINAL.pdf)**

21:02:26 From Kelly : Current Policy Committee members:

- Al Mattingly, Judge/Executive, Daviess County – Chair
- Tom Watson, Mayor, City of Owensboro
- Jim Gray, Secretary, Kentucky Transportation Cabinet (Deneatra Henderson, Designee for KYTC)
- Todd A. Jeter, Kentucky Division Administrator, FHWA (nonvoting)
- Yvette Taylor, Regional Administrator, FTA (nonvoting)

21:03:04 From Roni Reisz : which 2 cannot vote

21:03:57 From Android : force-feed

21:04:08 From Kelly : Current Technical Advisory Committee members

1. Nate Pagan, City Manager, Owensboro – Chair
2. Kevin Collignon, City Engineer, Owensboro
3. Charlie Castlen, Daviess County Fiscal Court
4. Mark Brasher, County Engineer, Daviess County
5. Brian Howard, Director, Owensboro Metropolitan Planning Commission
6. Pamela Canary, Manager, Owensboro Transit System
7. Tristan Durbin, Manager, Owensboro-Daviess County Regional Airport
8. Brian Wright, Director, Owensboro Riverport Authority
9. Candance Brake, President/CEO, Greater Owensboro Chamber of Commerce
10. Brittaney Johnson, President/CEO, Greater Owensboro Economic Development Corporation
11. Joanna Shake, Executive Director, Green River Area Development District
12. Sgt. Mike Page, Owensboro Police Department
13. Sgt. Tyler Free, Daviess County Sheriff's Department
14. Tim Lyons, Director of Delivery, Owensboro Municipal Utilities

15. Scott Atherton, Manager of Field Engineering, Kenergy Corporation

16. Sean O'Bryan, Director of Engineering, Regional Water Reso

**21:05:15**      ***From Tom Lovett : KELLY: Don't forget the policy Committee. They are the ones who can vote to take action.***

***They are Judge Mattingly, Mayor Watson, Deneatra Henderson and two nonvoting members.***

20:49:55      From John and Cindy Mulligan : Gulfstream is the dominant land developer here; how much representation does that entity have on the MPO?

**20:51:11**      ***From Tom Lovett : JOHN AND CINDY: I have no idea who or what Gulfstream is. They are not members of the MPO and have never addressed the members***

20:51:54      From Patti Barksdale : The person who suggested was in the minutes!

## Comments

19:14:28 From Patrick Fitzgerald : I do NOT live in Owensboro, and one of these corridors will go directly through my house and property. Two other members of my family would be put out by the same corridor. I drive through Owensboro everyday and never do I think that we need another bypass. No matter what they say, this WILL be someone's property, someone's home, someone's family hunting ground. Also, ask questions as if the project is already a go.

***19:16:47 From Tom Lovett : Mr. Fitzgerald, this project is not a go. The only money we had was to do the study. There is no money to design or build this project. All we looked at is IF Owensboro wanted to build this, how and where could it be built.***

19:18:01 From Patrick Fitzgerald : Mr. Lovett, that was supposed to say, Also, the survey ask questions as if it is a go.

***19:23:07 From Deneatra Henderson : @Patrick Fitzgerald you are correct, no matter where a new road would go, it would take someone's property, and that's never easy. Things are too preliminary to assume the new route would go through any specific property. The example maps are only for demonstration of the potential connections.***

19:24:10 From Katie Ebelhar : To clarify, it is community support AGAINST this project.

19:26:42 From Donnell Gordon : I thought this would be an informational meeting regarding the potential Outer Loop.

***That is correct – the virtual meeting purpose was “to share information and request input on a study to evaluate the feasibility of an “outer loop” around Owensboro in Daviess, County, Kentucky”. Through the presentation our intent was to provide background on the study, collected existing conditions information, and present a methodology to evaluate potential segments / corridors through the study area. The Project Team was looking for feedback from the public on feasibility and / or location of connections.***

19:38:24 From Mary Johnson : We do not want a bypass in our backyard!

19:28:13 From Mr. David K. Blair : Strongly agree to Amy Nix -

19:29:00 From Lisa McCarty : This whole idea is totally crazy! We do NOT want nor need this outer loop! Take care of our failing roads that we have instead of adding new ones!!!!

19:30:33 From iPhone : Hwy 142 runs right by Tommy Thompson's land

19:37:03 From iPhone : I don't think anybody wants this....has anybody started a FB group to begin to fight this?

19:38:54 From iPhone : <https://www.facebook.com/groups/306369484540185/?ref=share>

19:45:05 From iPhone : <https://www.facebook.com/groups/306369484540185/?ref=share>

19:56:52 From Janie Marksberry : STOP THE OUTER LOOP FACEBOOK PAGE HERE  
<https://www.facebook.com/groups/306369484540185/?ref=share>

19:37:05 From Mr. David K. Blair : By design

- 19:37:28 From Patrick : Its not needed
- 19:38:20 From Mr. David K. Blair : iPhone - I like your idea...our elected officials need to hear our voices..
- 19:39:29 From Amy Nix : We have got to stop the “Shell Game” of “Development for Development” Sake. We have buildings, strip malls, malls, medical offices etc., that are dying or dead. Building new roads to support “new development” is not beneficial to any current Commercial Landowners. It drives the Price Per Square Foot of Commercial Space down, reduces the tax base and creates very Low Rent Rental Space. In the meantime, new businesses coming in gravitate to the “New Development” and pay exhorbinant rents. It’s a shell game and fairly obvious.
- 19:40:19 From John and Cindy Mulligan : A community has to decide what its identity is going to be. Do we want to have 1/2 or more of our county look like the East 54 corridor or South Frederica or Man-O-War Blvd in Lexington or outer Louisville? Concrete and billboards and strip malls and stoplights? No thanks! A big part of quality of life here is the countryside: farmland, woodlands, wildlife
- 19:46:44 From harrington : Well, I think the community has spoken loud and clear that this is NOT a good idea!!
- 19:51:54 From Parker Hayden : My friend's father's farmland will be claimed through eminent domain, their shop would be leveled and my friend would probably lose some of his inheritance land.
- 19:47:16 From Paula Bittel : NO build
- 19:47:35 From GOREA : NO GO
- 19:48:08 From Mr. David K. Blair : NO build - vote out any politician that supports it...join the FB group...
- 19:48:18 From iPhone : <https://www.facebook.com/groups/306369484540185/?ref=share>
- 19:48:49 From Lisa McCarty : DO NOT BUILD!!!!!!
- 19:48:57 From Paula Bittel : Our current by-pass is like a death trap already. speed limit is not honored
- 19:50:30 From GOREA : NOOOOOOO
- 19:54:26 From Marla Carter : Poor Tom is left to deal with the tough questions. Sorry.
- 19:55:11 From GOREA : YOUR IDEA SUCKS
- 19:55:16 From Tom Lovett : Thanks Marla. Keep 'em coming folks.**
- 19:55:33 From Tom Lovett : we'd like people ro remain civil GOREA**
- 20:04:45 From Nancy Gillians : Daviess County is and always has always been an agricultural county. Leave the county's country in God's hand not MPO.
- 20:06:12 From Nancy Middleton : It is a sensitive subject because it is NOT necessary. I have not heard one good reason this should be pursued



20:06:34 From Mike Kinney : I don't believe that this initiative is well thought out. I suggest that some additional problem solving and critical thinking go into this kernel of an idea prior to asking people for input.

20:08:52 From Amy Strode : The bypass was needed because areas had already been developed. But you're talking about creating roads where there is NOTHING, the land that is being proposed to go through are people's livelihood and residences, so again, unless you're planning on opening up land grabs and eminent domain, this is the biggest waste of time and money. The grant was for future infrastructure, look at the widening of the current bypass

20:12:58 From MIKE AND NICK : My family does not want this outer loop. We are a rural agricultural society. If one needs to get somewhere faster, move to Nashville

20:13:27 From Vicky Rudy : Leave Davies county alone! We are no big town who wants all this development! We can't make new farm ground !

This is stupid!

20:13:28 From Nancy Gillians : This isn't Louisville that had a population of over 650,000 people when the Gene Snyder was built. Daviess County has a current population of a little over 101,000. I see no need for a loop.

20:23:44 From Vicky Rudy : You are just repeating yourself! And this whole study proved nothing !

Waist of time !,, and 250,000

**20:26:09 From Steve De Witte : Vicky, two meetings are being held back to back, so Lindsay needed to start over for the new folks.**

20:37:26 From Matthew Crispin : #NewLoopMeeting

**20:54:35 From Tom Lovett : Thanks MATTHEW CRISPIN.**

**20:52:09 From Tom Lovett : If you have questions or would like to comment after the meeting please contact me at [tomlovett@gradd.com](mailto:tomlovett@gradd.com)**

**20:55:43 From Tom Lovett : If you have questions or would like to comment after the meeting please contact me at [tomlovett@gradd.com](mailto:tomlovett@gradd.com). I'll answer everything I get.**

21:01:52 From Lisa McCarty : I really like the idea of a ballot initiative to determine outcome of this project!

**21:06:42 From Tom Lovett : OK folks, I'm leaving. Please feel free to email me at [tomlovett@gradd.com](mailto:tomlovett@gradd.com) if you have additional comments or questions.**

21:06:47 From Kelly : TOM: I didn't. They are further up in the chat. Thank you though.



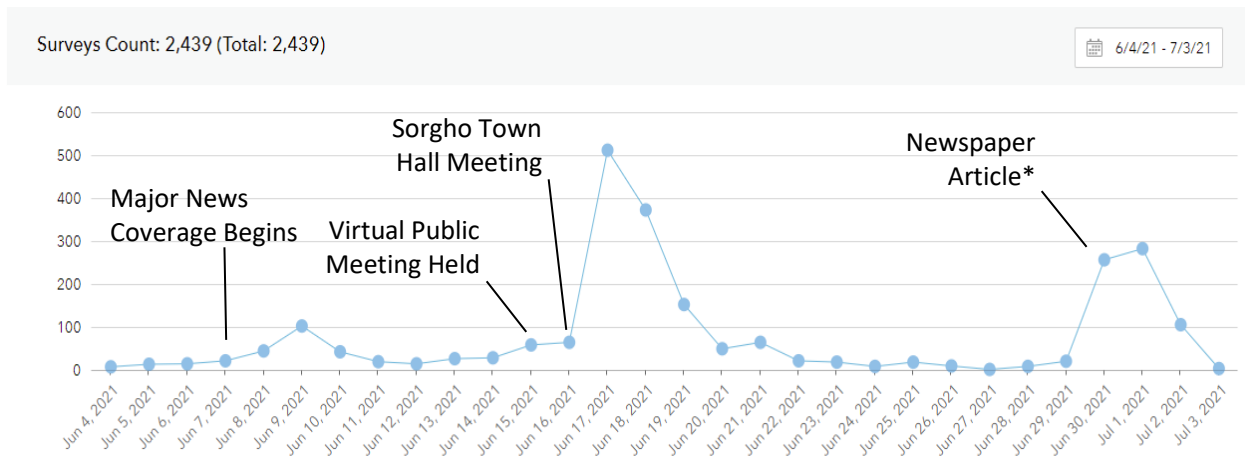
# Owensboro MPO (GRADD) Outer Loop Feasibility Study

## Overview of Survey Data

### Virtual Public Engagement

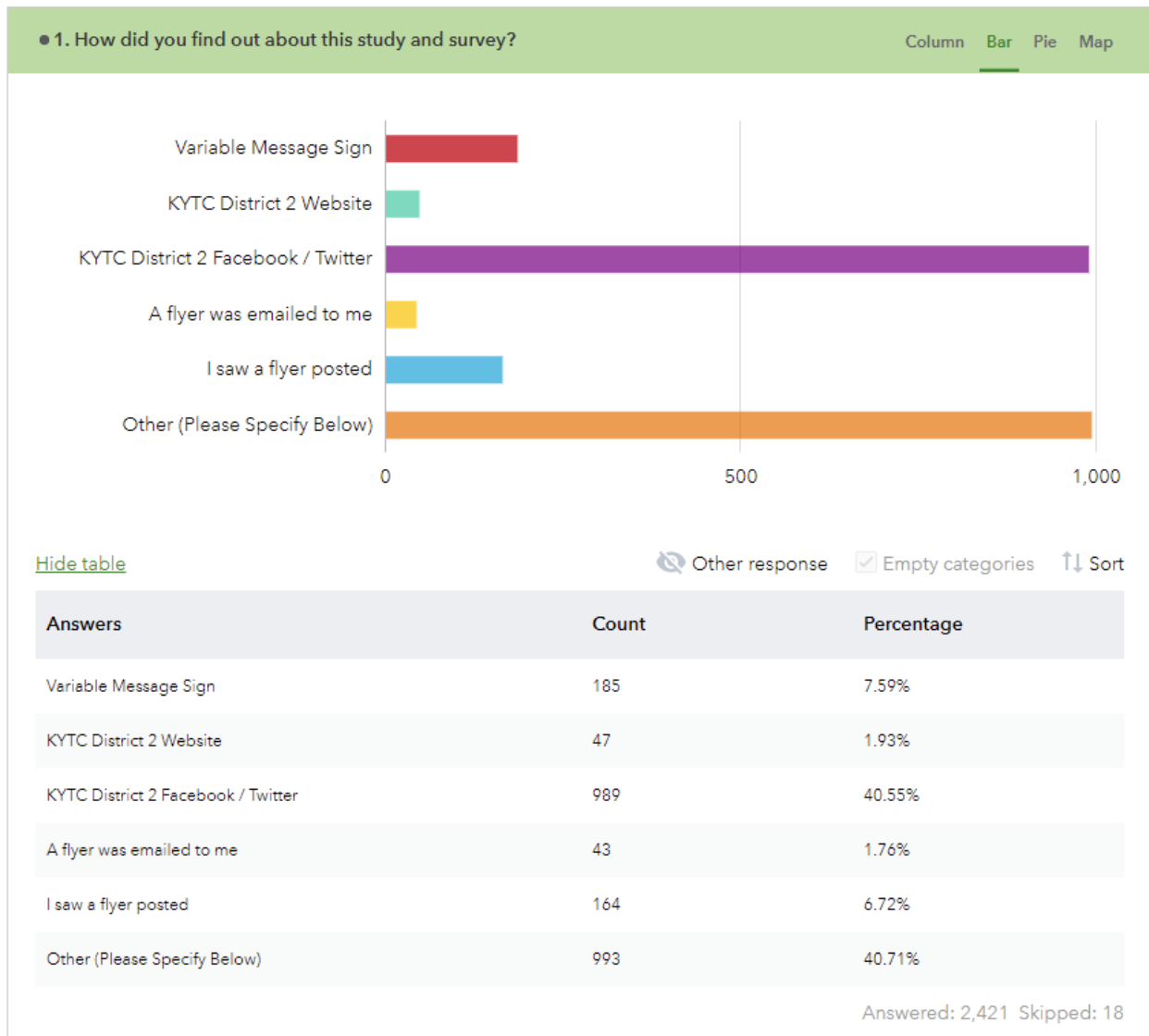
An online survey was part of the Virtual Public Engagement for the Owensboro Outer Loop Feasibility Study. The survey was available on the study Story Map as well as an individual link shared by KYTC (website, Facebook, Twitter), news agencies, and other outlets. Facebook boosts were made before the virtual meeting and right before the closure of the survey. The survey was open June 4, 2021 to July 3, 2021. There were 2,439 surveys submitted. The following serves as an overview of the results obtained from the Survey123 software.

#### Survey Response Overview



\*An article was published in the Messenger-Inquirer titled “Deadline for outer loop survey approaching”. The June 30 spike could be attributed to this notification. [Deadline for "outer loop" survey approaching | Local News | messenger-inquirer.com](https://www.messenger-inquirer.com/news/local-news/2021/06/30/outer-loop-survey-approaching/)

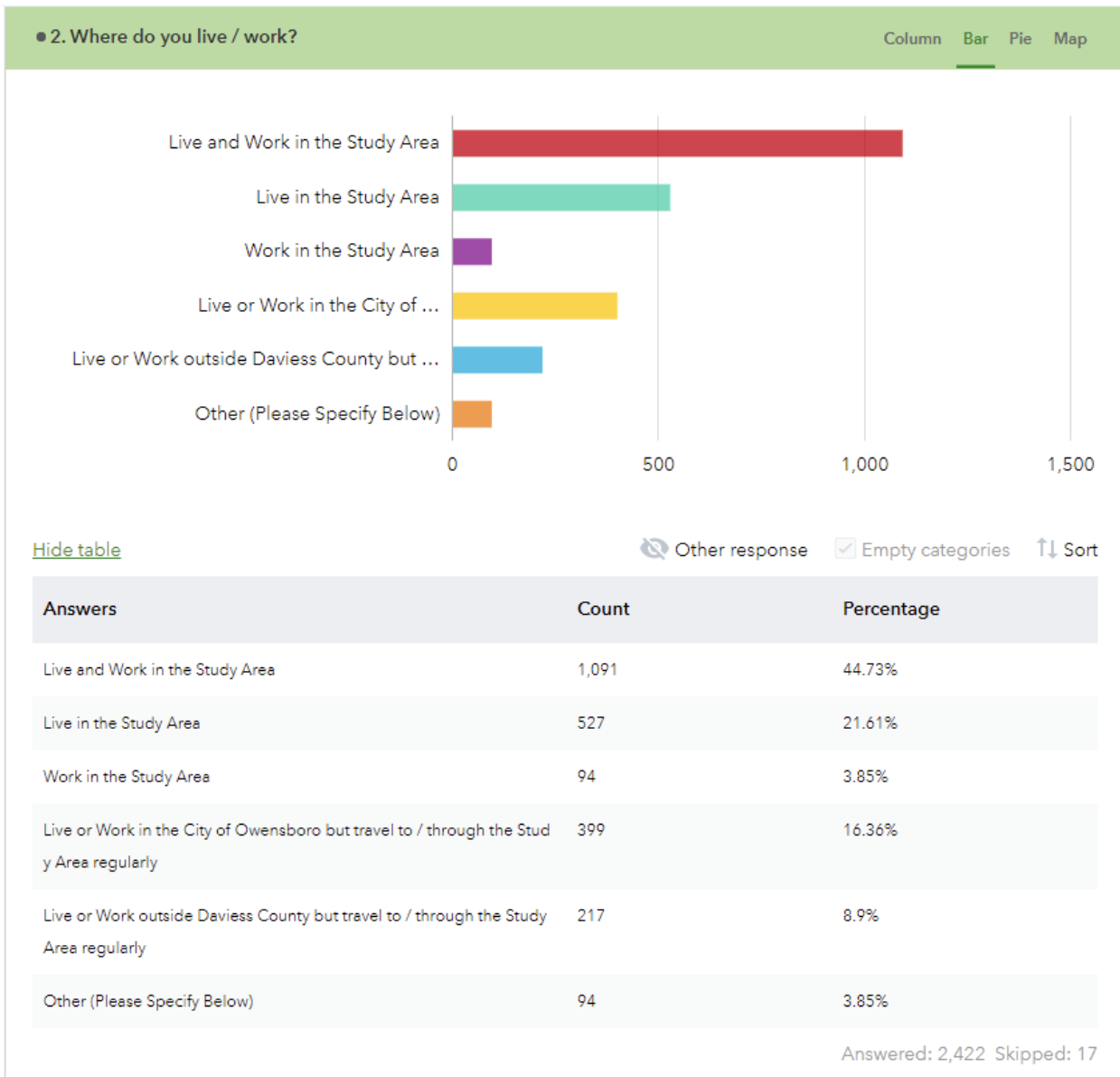
Question 1. 1. How did you find out about this study and survey?



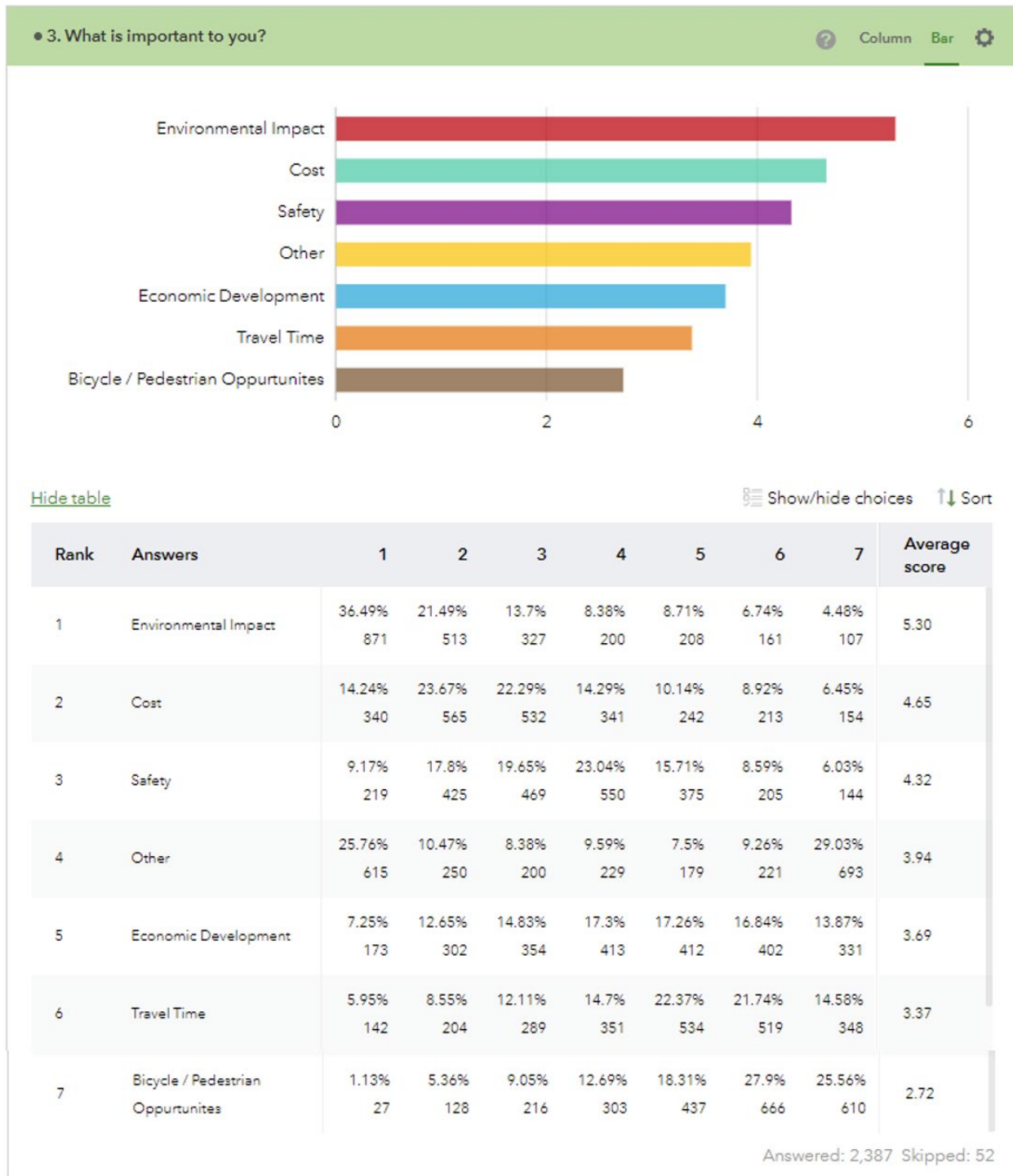
Question 1 had 993 responses for “Other”. The most answered statements for “Other” in this question are shown below.

Response	Count
Facebook	258
Word of mouth	54
Owensboro times	47
Newspaper	31
Social media	29
news	24
Friend	19
Radio	16
Neighbor	12
Facebook post	9
Messenger-Inquirer	7
FB	7
Family	7
Messenger Inquirer	6
Local news	6
A friend	6
14 News	6
reddit	5
Newspaper article	5
TV	4
The news	4
Online	4
Internet	4
Friends	4
facebook group	4
Face Book	4
WFIE	3
Shared on facebook	3
Owensboro Times Facebook page	3
Nextdoor app	3
News article	3
Messenger Inquirer newspaper	3

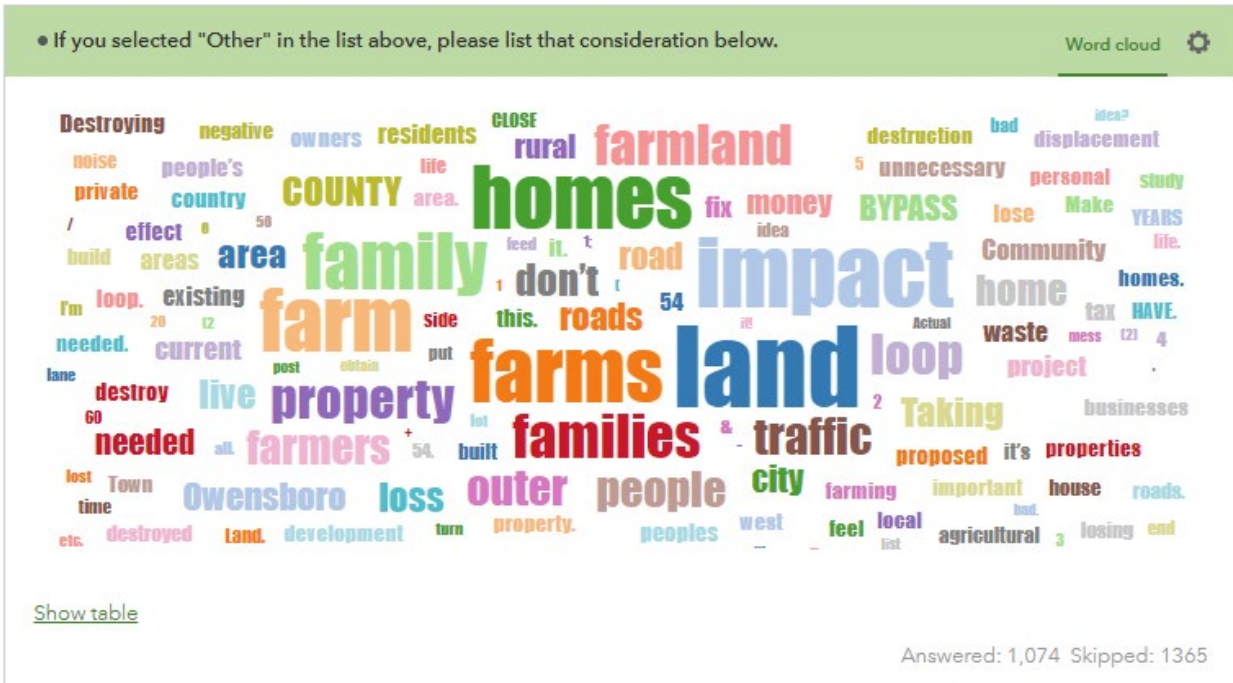
Question 2. Where do you live / work?



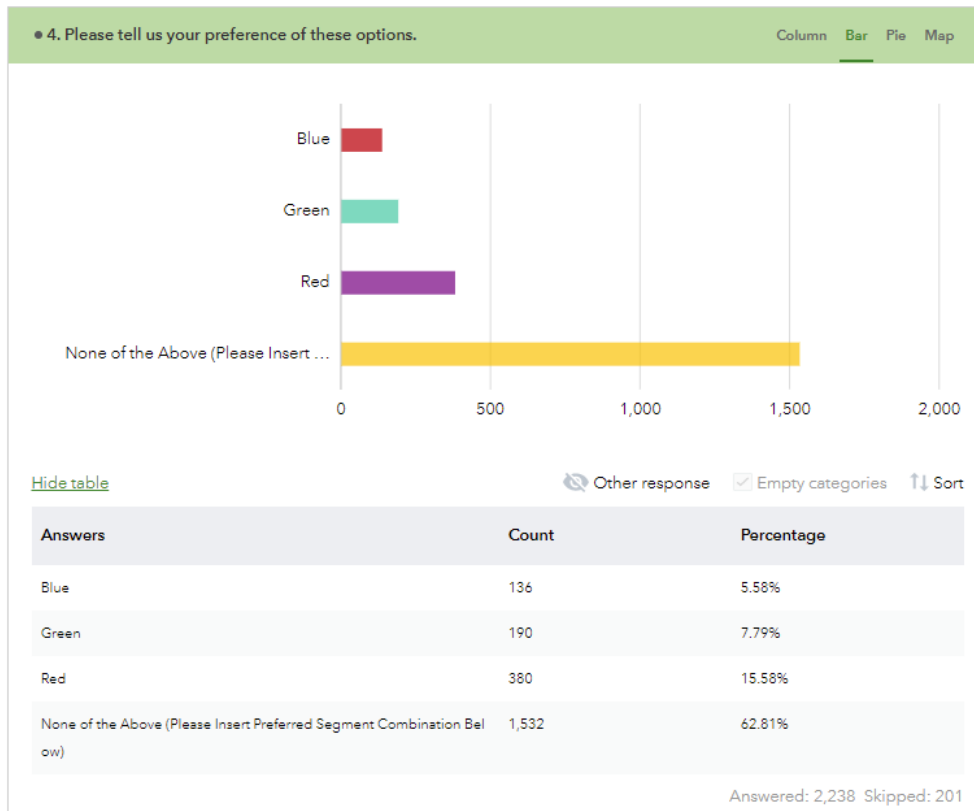
Question 3. What is important to you?



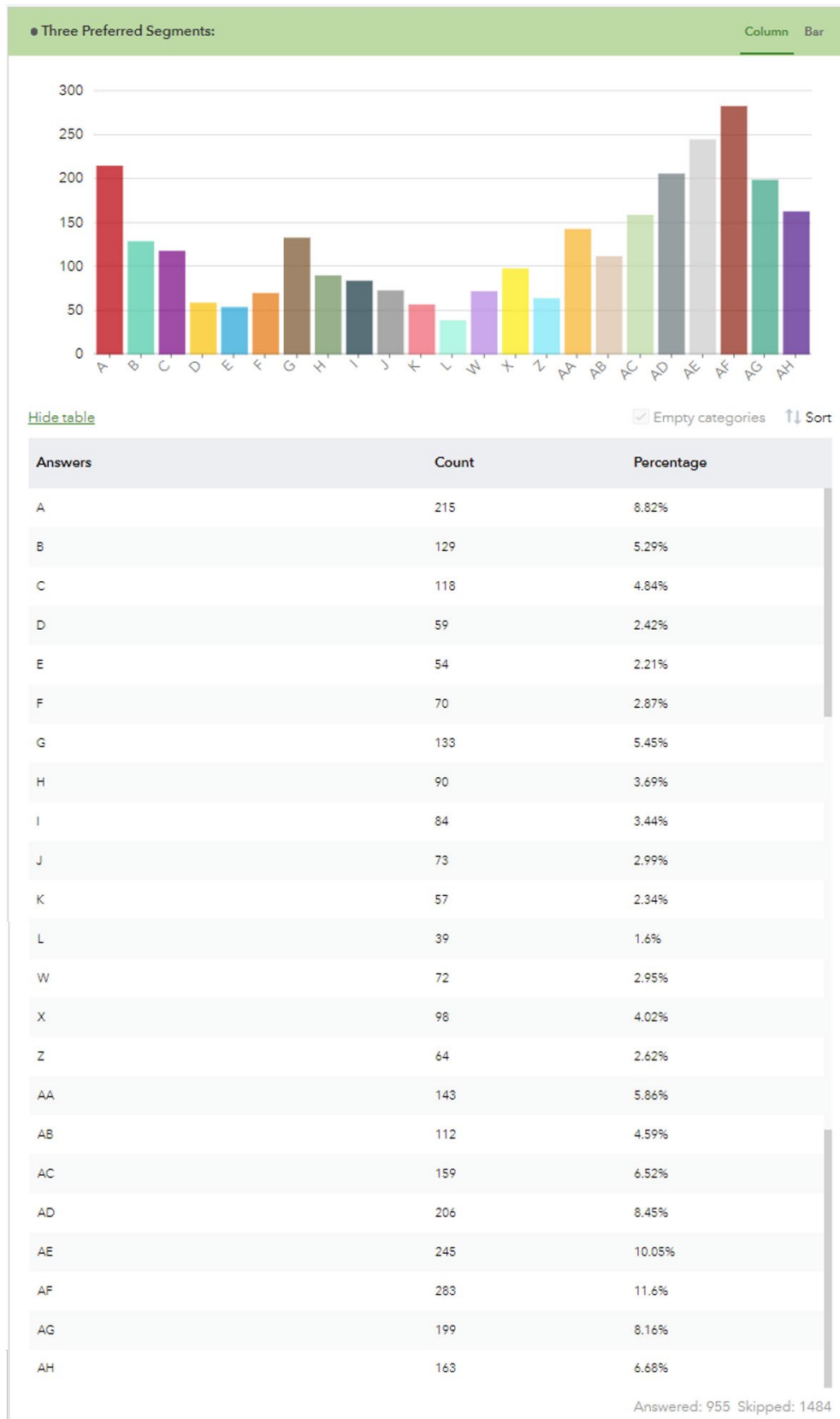
Note: There was a question following Question 3 that asks, "If you ranked 'Other' in the list above, please list that consideration below." Below is a word cloud of the responses.



Question 4. Please tell us your preference of these options.



Question 5. Three Preferred Segments









# Owensboro Outer Loop Feasibility Study

## FINAL Meeting Minutes Project Team Meeting No. 3

<b>Date</b>	Tuesday, July 20, 2021	<b>Attendees</b>	
<b>Time</b>	2:00 PM (Eastern Time)	Stephen DeWitte	KYTC CO Planning
		Elizabeth Niemann	KYTC CO Planning
		Steve Ross	KYTC CO Planning
<b>Location</b>	Virtual – Microsoft Teams	Mikael Pelfrey	KYTC CO Planning
		Mikael Pelfrey	KYTC CO Planning
		Sadie Middleton	KYTC CO
		Tonya Higdon	KYTC CO Design
<b>Facilitator</b>	Lindsay Walker, HMB Project Manager	Tyler Reynolds	KYTC
		Barry House	KYTC MPO Liaison
		Deneatra Henderson	KYTC District 2
		Nick Hall	KYTC District 2
		Keirsten Jagers	KYTC District 2
		Tom Lovett	Owensboro MPO / GRADD
		Lindsay Walker	HMB
		Brad Johnson	HMB
		Jarrold Johnson	HMB
		Matt Bullens	HMB
		John Callihan	AECOM

To facilitate the meeting, an ArcGIS StoryMap was presented. A meeting agenda was also provided to attendees and is attached to these minutes.

## Agenda

### ✓ **Introduction**

As the consultant project manager, Lindsay Walker with HMB Professional Engineers, Inc. welcomed everyone to the meeting. Introductions were not necessary as the project team members have been consistent for the past several meetings with one exception. Tyler Rennolds with KYTC is taking over for Pamela Broadston (KYTC District 2) as the environmental liaison.

### ✓ **Study Review**

HMB covered the study scope / description. The following are discussion items on this topic:

- The Owensboro Metropolitan Planning Organization (MPO) / Green River Area Development District (GRADD) requested the exact date the final report would be completed. They stated that they had been getting messages about an estimated date for the report. It was determined that the final report would be completed and ready to share with the MPO Committee at their meeting on September 28, 2021.
- The Kentucky Transportation Cabinet Central Office (KYTC CO) asked if the project team will be doing a press release after this project meeting, communicating to the public information from this meeting. HMB said yes and planned on talking about that later in this meeting. In that public statement the project team may include both outcomes of the study / project team meeting and release date of final study.
- An open records request was mentioned (though no one on the project team had personally heard about this) and HMB was curious what exactly would need to be shared. KYTC CO said that only final copies of items need to be submitted. Draft material was not covered by the request.

### ✓ **Local Official / Stakeholder Meeting No. 2 Review**

HMB provided an overview of the input received from the local officials / stakeholders at the meeting held on May 7, 2021. The following are discussion items:

- From the Local Official / Stakeholder (LOS) Survey No. 2, most participants were in favor of the idea of an outer loop with the majority selecting the red corridor as the preferred segment combination. Thirteen participants completed the LOS survey out of 38 potential respondents.
- It was noted that participants were not necessarily opposed to the study. They may be opposed to building an outer loop but not for determining the pros / cons of the feasibility.

### ✓ **Public Meeting / Survey Advertisement Review**

HMP provided an overview of the advertisement methods for the virtual public meeting / survey. These included: virtual message boards, flyers sent through email to LOS participants, social media (twitter, Facebook, KYTC District 2 website), local media (newspapers, television stations, and radio). The following are additional notes from the consultant and attendees:

- Flyer: 38-40 local officials /stakeholders were sent flyers and got it passed around to other businesses such as the Farm Bureau. Not sure if any were printed and posted.
- Facebook Post / Boost: The first boost reached 2,440 people. KYTC District 2 is not sure what happened with the second boost. Lindsay said the other \$15 might have been applied to the first boost based on receipts.
- Local Media: KYTC District 2 can print / provide to HMB a list of radio stations that advertised the meeting for the official record.

✓ **Virtual Public Meeting Survey**

Summaries of the public meeting surveys had been sent prior to this meeting to the project team for review. The survey did close a day later than intended (closed July 3<sup>rd</sup>, 2021) but only had 3 “extra” responses. These responses are included as part of the record. HMB presented a high-level review of the responses. HMB also covered the common themes from the 235 questions / comments from the chat box throughout the virtual meeting. There were no comments on public survey responses from the project team. The public response has been well documented by most of the project team.

✓ **Additional Public Response**

HMB compiled additional comments and public response during the survey period (from June 4<sup>th</sup> – July 3<sup>rd</sup>, 2021). The following are notes / comments on this item.

- The project team issued a statement after the public meeting explaining what was left in the study and asking for public input.
- All news articles have been compiled into one document for the appendix.
- All Facebook comments from the KYTC District 2 post were documented. The project team does not have access to the private Facebook group but will note it in the report.
- The Change.org petition has hit over 6000 signatures. A physical petition was sent to Tom Lovett at GRADD / MPO and had 1799 signatures.
- There were multiple emails sent to the project team and those have also been documented.
- The project team did not have anything else that should be documented.

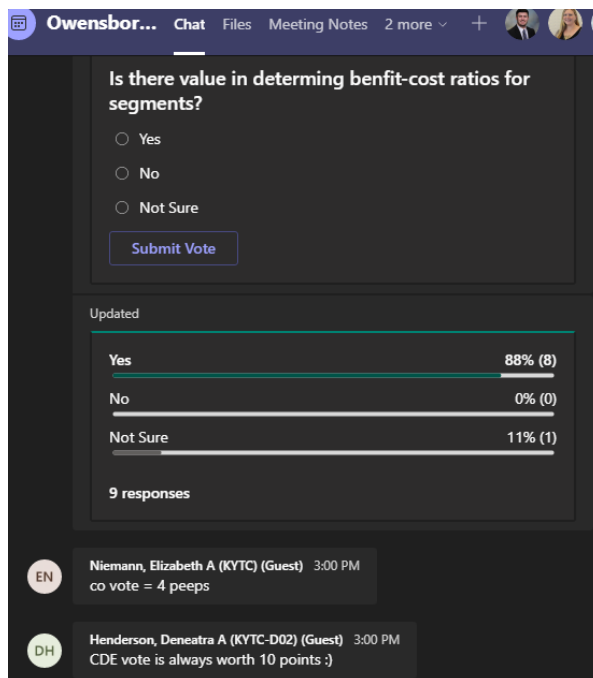
✓ **Geotechnical Overview**

A draft Geotechnical Overview was prepared for the study area / preliminary corridors. A summary of findings was presented to the project team including fault lines, mines, oil and gas wells. The project team did not have any additional comments. The report will be submitted to KYTC Geotechnical Branch for review.

✓ **Preliminary Corridor Benefit-Cost Analysis**

HMB provided information on how the preliminary draft costs were developed for the corridors. It was noted further review is necessary prior to study finalization. AECOM (subconsultant to HMB on this study) was tasked with preparing benefit-cost analysis. AECOM presented typical benefits and costs, noting that there are many components that can be considered. The focus for this study has been Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) provided by the updated Owensboro MPO Regional Travel Demand Model. Safety benefits have not been considered at this high-level of analysis and likely would be minimal compared to the VHT savings. The draft benefit-costs presented for the preliminary corridors are all less than 1.0.

A pop-up poll question requested information on whether the project team thought a benefit-cost evaluation of independent segments should be completed for additional information. Most respondents were in favor of the additional analysis.



✓ **Segment Discussion**

One of the questions posed to both the local officials / stakeholders and the public was to identify the top three preferred segments that make up the preliminary corridors. Segments G, K, AC and AE were the top segments identified by local officials / stakeholders. Segments A, AD, AE, and AF received more than 200 responses from the survey. The project team determined there was merit in evaluating three segments that have the potential to be independent projects with consideration to go into the CHAF Database. The discussion yielded the following segments for additional analysis: AE, AF, G, and a combination of AE and AF.

✓ **Summary of Improvement Options**

A summary table of information for the preliminary corridors was presented by HMB. To give the full range of possibilities, it was discussed to consider reducing the footprint of a general typical section from a four-lane to two-lane facility. Rough cost estimates for this change would likely be half of currently calculated draft costs. Quick calculations using the reduced cost would still not result in a benefit-cost ratio greater than 1.0. . HMB also noted that four-lanes were the initial assumption for costs, but traffic may not always warrant a four-lane roadway in the future for all segments.

✓ **Next Steps**

- Agency responses due August 6<sup>th</sup>, 2021
- KYTC will issue an interim statement. HMB will provide a draft statement to KYTC for refinement.
- Segments to be further analyzed for benefit-cost information includes: AE, AF, G and AE and AF together.
- HMB will continue to prepare draft documentation with a final draft completed by September 28, 2021.
- HMB will present the study to the MPO Committee on September 28, 2021 (in person).

The meeting adjourned at approximately 4:10 P.M. (Eastern Time).