

APPENDIX D – MEETING SUMMARIES

Meeting Minutes

TO: Stephen De Witte
Co-Project Manager
KYTC Central Office
200 Mero Street
Frankfort, KY 40622

Casey Smith
Co-Project Manager
KYTC District Office #7
800 Newtown Court
Lexington, KY 40511

FROM: Brian Aldridge
Project Manager
Stantec Consulting Services Inc.

DATE: May 14, 2020

SUBJECT: SE Lexington Connectivity Study
Fayette and Jessamine Counties
KYTC Item No. 7-445
Project Team Meeting No. 1

The first project team meeting for the subject project was held on a Bluejeans Teleconference on May 1, 2020 at 10:00 a.m. EDT. The following individuals were in attendance:

Jay Balaji	KYTC – Central Office Planning
Max Conyers	Lexington Area MPO
Stephen De Witte	KYTC – Central Office Planning
Naitore Djigbenou	KYTC – Central Office Public Affairs
Natalie Flores	Bluegrass ADD
Kenzie Gleason	Lexington Area MPO
Catherine Keathley	KYTC – District 7 Construction
Matt Lawson	KYTC – Central Office Planning
Tony McGaha	KYTC – District 7 Construction
Mikael Pelfrey	KYTC – Central Office Planning
Steve Ross	KYTC – Central Office Planning
Casey Smith	KYTC – District 7 Planning
Ryan Smith	KYTC – Central Office Design
David Souleyrette	KYTC – Central Office Planning
Rob Sprague	KYTC – District 7 Project Development
Scott Thomson	KYTC – Central Office Planning
Thomas Witt	KYTC – Central Office Planning
Chuck Wolfe	KYTC – Central Office Public Affairs

Betty Hull	Razor Marketing Communications
Haley Taylor	Razor Marketing Communications

Brian Aldridge	Stantec Consulting Services Inc.
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Mark Butler Stantec Consulting Services Inc.
Len Harper Stantec Consulting Services Inc.
Graham Winchester Stantec Consulting Services Inc.

Brian Aldridge welcomed everyone and, after introductions, delivered a presentation on the progress to date for the SE Lexington Connectivity Study.

The following enumerated items were discussed.

1. The purpose of the meeting is to present the results from the existing conditions analysis and to get feedback from the project team on preliminary traffic forecasts and public outreach strategies.
2. This project is federally funded with Metropolitan Planning Funds. Future phases of the project are not funded in Kentucky's FY 2018 – FY 2024 Highway Plan or the recently enacted 2020 – 2022 Highway Plan.
3. The goals of the study include identifying transportation issues affecting mobility related to safety and congestion and to examine short-term, long-term, and local improvement concepts and strategies to address the identified issues.
4. There was a brief discussion of the project boundaries. In lieu of the traditional “study area,” this study instead includes a focus area, an area in which transportation improvement concepts and strategies will be considered, and an influence area, a larger area within which traffic could potentially be affected by improvements in the focus area. The focus area and influence area are shown in **Figure 1**.
5. There are several planned projects in or near the area of influence:
 - i. **Item No. 7-430** – Access Management on Nicholasville Road between Nicholasville and Man O' War Boulevard
 - SHIFT North Region No. 3 (Score 86.5)
 - ii. **Item No. 7-87.3** – East Nicholasville Bypass Section 1B
 - SHIFT North Region No. 25 (Score 71.8)
 - iii. **IP 20190156** – Extend KY 1980 from Tates Creek Road to US 25/KY 1975
 - SHIFT North Region No. 131 (Score 44.8, not boosted)
 - iv. **Item No. 7-87.20** – East Nicholasville Bypass Section 1A
 - SHIFT North Region No. 38 (Score 67.3)
 - v. **Item No. 7-87.50** – East Nicholasville Bypass Section 2
 - Let to construction on 1-26-2018
 - 66.81 percent complete
 - vi. **Item No. 7-376** – East Brannon Road Extension
 - Opened to traffic on 11-9-2018
 - vii. **Item No. 7-414** – West Brannon Road Widening
 - SHIFT North Region No. 26 (Score 71.6)

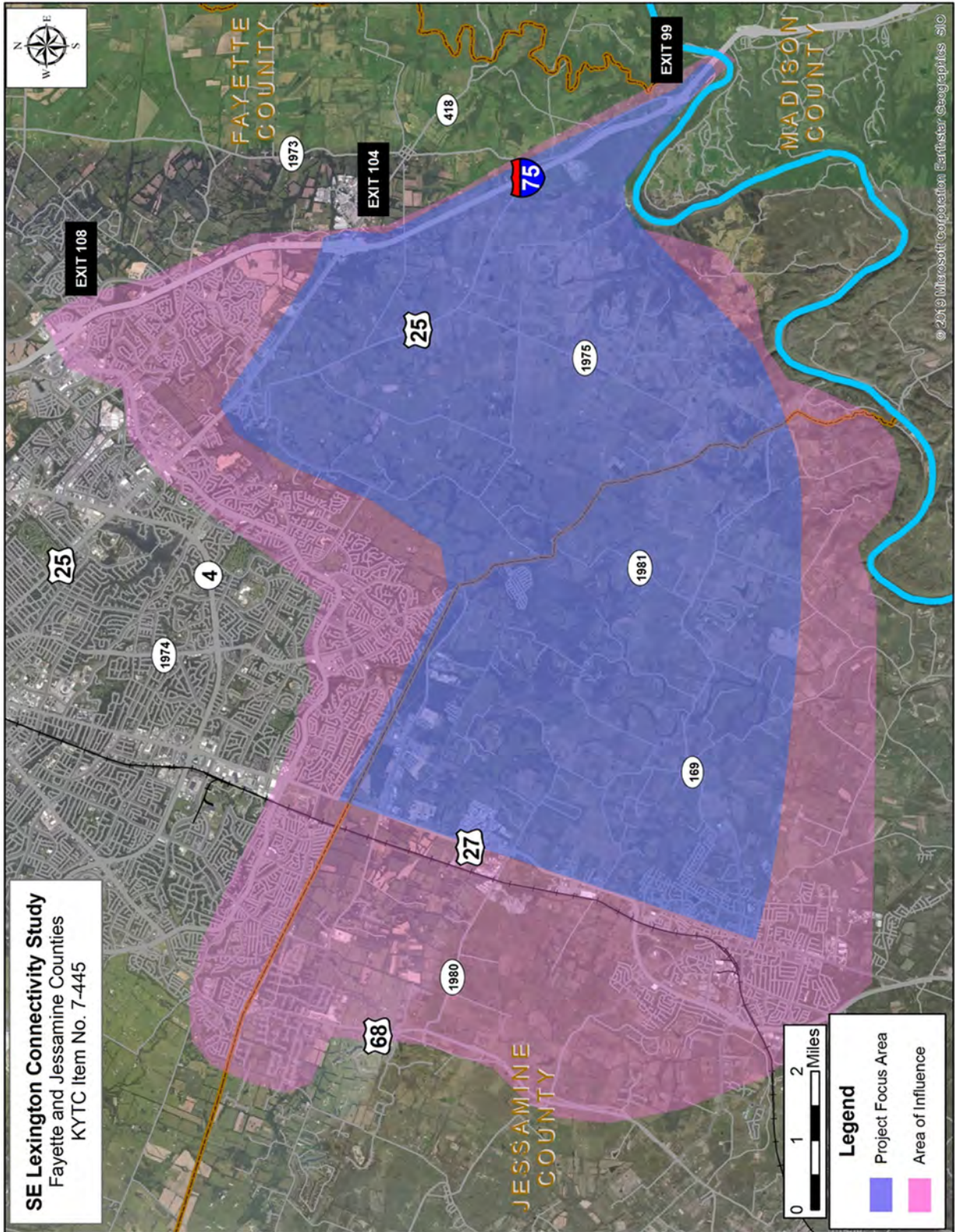


Figure 1: Study Focus and Influence Areas

6. There are two bicycle/pedestrian projects in the area of influence:
 - i. **Item No. 7-3713** – West Hickman Trail South
 - o From Veterans Park to Veterans Park Elementary School
 - o 2019 Construction = \$951,000
 - ii. **Item No. 7-3214** – East High Trail
 - o From Central Avenue to the Eastern Bypass Trail
 - o 2021 Construction = \$2,680,000

7. The 2013 *US 27 Access Management Plan* was created to supplement the transportation component of the comprehensive plans for Jessamine and Fayette Counties. The primary goal was to establish a unique set of access permitting guidelines to be accepted and enforced by multiple agencies.

KYTC Item No. 7-430, *US 27 Access Management Project*, applied the guidelines established in the Access Management Plan. The purpose of the project was to increase mobility and safety, to preserve the traffic carrying capability of the existing facility, and to provide more efficient access connections between US 27 and the adjacent properties. The preferred alternative for the corridor included the development of a Superstreet with restricted crossing u-turn (RCUT) intersections. The SE Lexington Connectivity Study will consider the recommended improvements for US 27 as committed, and any enhanced connections will focus on the locations of the proposed RCUT intersections.

8. There are two previous studies that have explored options to provide an east-west connector from US 27 to I-75. This study is not an extension of previous studies. Instead, the project team will take a fresh look at improvement options that do not cross the Kentucky River.
 - i. *US 27 to I-75 Corridor Scoping Study* – This 2008 Kentucky Transportation Cabinet (KYTC) study sought to examine safety, access, mobility and travel time, and to evaluate long range growth management, environmental and other local/regional issues and concerns with respect to the need for and location of a new connector. The recommended alternative had an estimated cost of \$168,000,000.
 - ii. *I-75 Connector Preliminary Design and Environmental Study* – This was a joint effort between KYTC and the Federal Highway Administration (FHWA) to present an overview of the existing needs and deficiencies for the proposed connection between Nicholasville in Jessamine County and I-75 at Exit 95 in Madison County.

9. Highlights from the existing conditions analysis were discussed. The geotechnical overview analyzed eight project reports from Fayette County and 12 reports from Jessamine County. Findings from the overview indicate that California Bearing Ratios (CBR) are expected to be six or less, rock cuts range between 1:2 to 2:1, and embankments are typically 2:1. Several Purchase of Development Rights (PDR)

properties exist in the eastern portion of the study area. Brian suggested that the study will attempt to avoid impacting such properties, if possible.

Focus area roadways are generally two-lane collectors or local roads with narrow lanes and shoulders. Besides the north-south routes on the periphery of the focus area, US 27, US 25 and I-75, KY 169 is the only route rated for trucks above 44,000 pounds. Additionally, there are 19 bridges in the focus area, all with sufficiency ratings above 50 meaning they are not eligible for federal replacement funds.

- Many of the bridges are deemed functionally obsolete due to narrow lane widths and lack of shoulders.

10. A crash analysis was performed for the most recent three years, July 1, 2017 to June 31, 2019. Of the 3,508 crashes in the focus area over this three-year period, 15 (less than one percent) were fatal, 564 (16 percent) were injury, and 2,929 (84 percent) were property damage only. The most common crash types were rear end with 1,067 (31 percent) and single vehicle with 912 (26 percent).
 - There were seven collisions with bicyclists and 13 collisions with pedestrians in the focus area over the three-year period.

An additional analysis was performed excluding crashes on US 27, I-75, and in parking lots, removing nearly 2,000 crashes from the analysis. Of the 1,583 remaining crashes over the same three-year period, 12 (less than one percent) were fatal, 292 (18 percent) were injury, and 1,279 (81 percent) were property damage only. The most common crash types were single vehicle with 624 (40 percent) and rear end with 298 (19 percent).

Critical crash rate factors (CRF) were calculated for focus area roadways. A CRF greater than 1.0 suggests crashes area likely not occurring at random. Several focus area roadways have CRFs above 1.0, as shown in **Figure 2**.

- It was noted that the high CRFs are in locations that often have excessive speeding.

Stantec has worked with the Kentucky Transportation Center (KTC) to evaluate the Excess expected crashes (EEC) for the focus area roadways. EEC is a measure of crash frequency at a given site compared to what is expected based on current conditions (geometrics, traffic, etc.). A positive EEC indicates more crashes are occurring than should be expected. Numerous roadway segments have EECs above 1, as shown in **Figure 3**. Note this information was not presented at the meeting, and many of the local roadways do not have EECs calculated.

11. Historical KYTC traffic volumes show an Annual Average Daily Traffic (AADT) of 35,900 vehicles per day (VPD) on US 27 and 70,000 VPD on I-75 in the project focus area. Rural east-west connectors have significantly lower traffic volumes, with KY 169 carrying 5,300 VPD, KY 1975 carrying 1,900 VPD, and KY 1980 carrying 3,100 VPD.

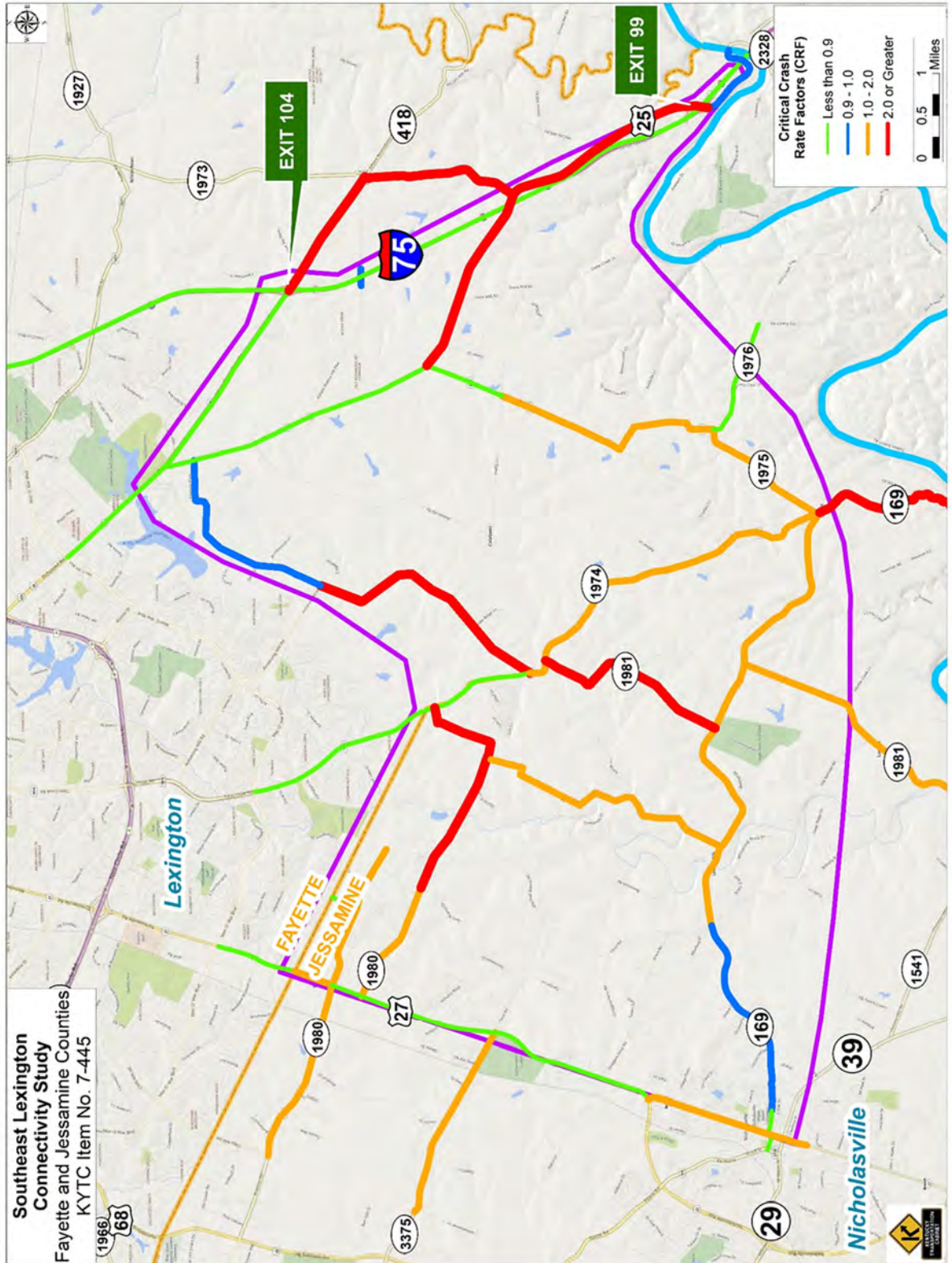


Figure 2: High Critical Crash Rate Factor (CRF) Locations

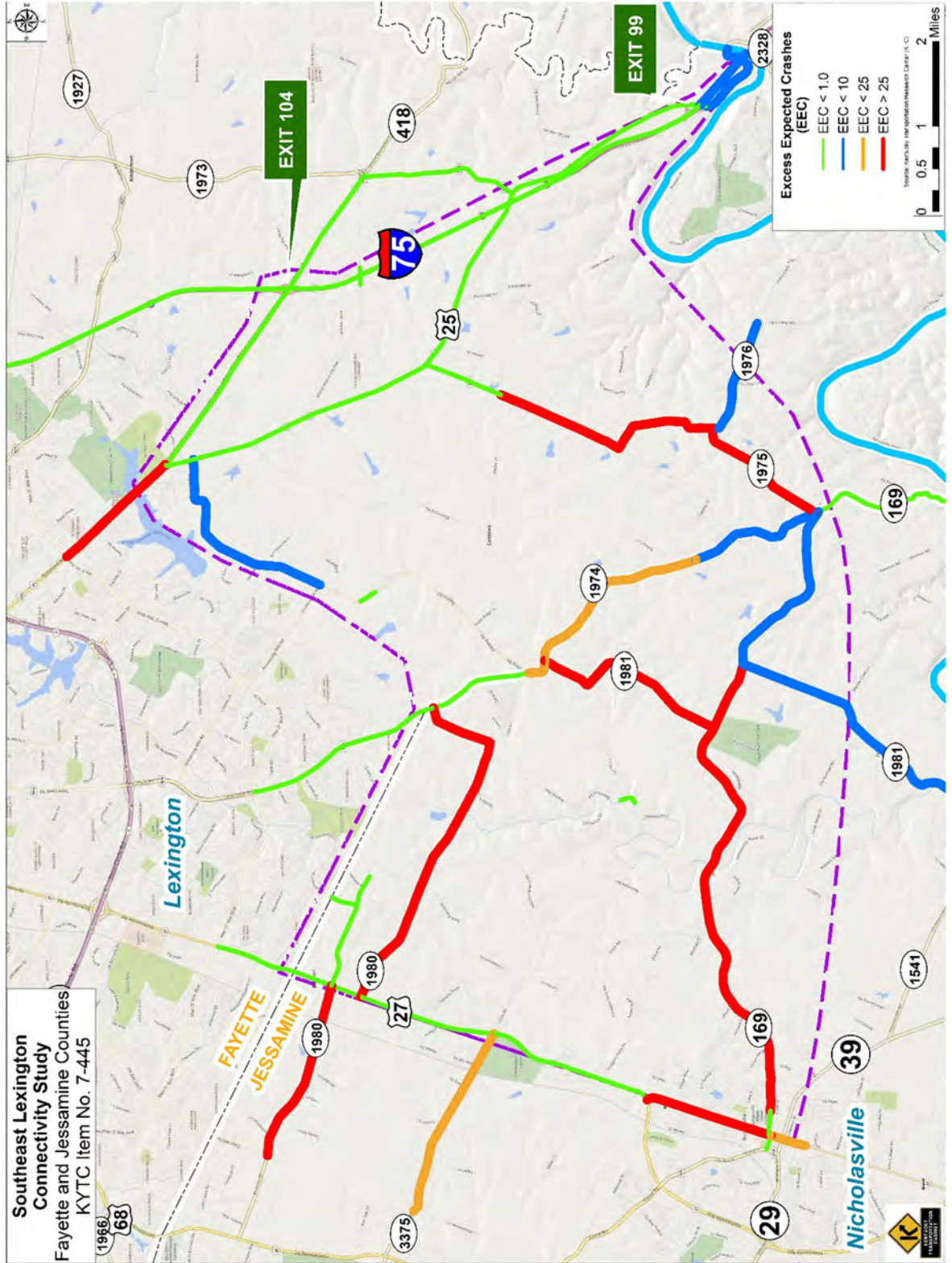
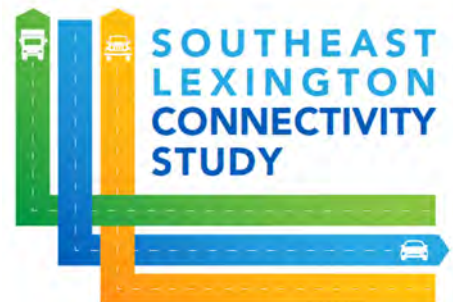


Figure 3: Excess Expected Crashes (EEC)

12. Based on Kentucky State Data Center projections, Fayette County’s 2019 population of 323,000 is expected to grow almost 34 percent over the next 21 years to a 2040 population of 420,000. Jessamine County’s population of 54,000 is expected to see even higher growth, with a 40 percent increase over the next 21 years to a 2040 population of 73,000.
13. The Lexington Area Metropolitan Organization (LAMPO) Travel Demand Model (TDM) is being used to develop traffic forecasts for the years 2030 and 2045 using a base year of 2020. The model was recently updated with the latest employment data from KYTC and the latest population data from LAMPO. Preliminary 2020 and 2045 No-Build assignments were presented for discussion.
- Question: Were third party speeds overlaid to the LAMPO model?
Answer: Yes, probe speeds were used. It is important to note that speeds are an important factor for trip distribution. While free flow speeds are appropriate for many of the lower ADT routes, it is important to consider congested speeds on routes such as US 27.
 - Question: There is a local road with assignments expected to increase from 4,000 in 2020 to 10,000 in 2045. Do we expect this level of growth on secondary routes?
Answer: Outputs from the model are assignments, not volumes. These assignments will be scrutinized in more detail before forecasts are finalized. It was also noted that New Circle Road has 2045 No-Build assignments above 100,000, which will not be possible without major widening. A cap will be used to ensure reasonable assignments.
 - Major arterials US 27 and US 68 were , were reclassified in the model from Rural Principal Highway to Urban Street, in order to incorporate delay from signalized intersections and reflect their actual through capacities.
 - Stantec will create a TransCAD file of links modified for this project. A technical memorandum summarizing the model revisions will be provided to the KYTC Division of Planning – Multimodal Branch and LAMPO.

In addition to the 2045 No-Build, a 2045 “connector test” was run to estimate the demand that an east-west connection between US 27 and I-75 might attract. The connector had 2045 assignments ranging from 11,200 to 28,100. Traffic assignments also increased on adjacent routes, indicating the connection would not only be used as a connection between US 27 and I-75, but also as a connection to routes such as KY 1974.

14. There was a discussion of the project title and logo. The current title, *Southeast Lexington Connectivity Study*, is Lexington-focused and does not include Nicholasville or Jessamine County. Several options were discussed during the meeting. A list of the potential study titles



and corresponding logos will be developed by Rasor and sent out for project team consideration.

15. Stantec created a Story Map to communicate basic study information and provide survey and mapping exercises for the public. This tool, along with a recorded presentation will be used for the first round of public engagement. Possible approaches for the second public meeting will be discussed later in the summer after the first round of public involvement is complete.



- A description of the project, along with the QR code above which will direct users to the Story Map, will be put on postcards and mailed out to addresses inside the focus area.
 - Brian Aldridge will create “office hours” for members of the public to reach out with questions.
 - KYTC is currently developing guidelines for virtual interactions with the public.
16. Preliminary improvement concepts were discussed for KY 169, an east-west connection between US 27 and KY 1974 in the southern portion of the focus area. KY 169 is currently a two-lane roadway with nine-to-ten foot wide lanes and three-foot wide shoulders. Speed limits range from 35 to 55 miles per hour (mph) and traffic volumes range from 600 to 3,500 VPD. Over the past three years, there have been 196 crashes, most of which were single vehicle collisions. Four locations were presented as candidates for spot improvements such as high-friction surface treatment (HFST), guardrail, and curve warning signs among others. Corridor-wide upgrades to bring the speed limit up to 45 mph and new connectors/partial realignment concepts were also discussed. **Figure 4** presents two realignment concepts to connect KY 169 and KY 1974.
17. The next steps are for Stantec to develop traffic forecasts and improvement concepts for discussion at the second project team meeting.

The meeting ended at approximately 12:00 p.m. EDT.

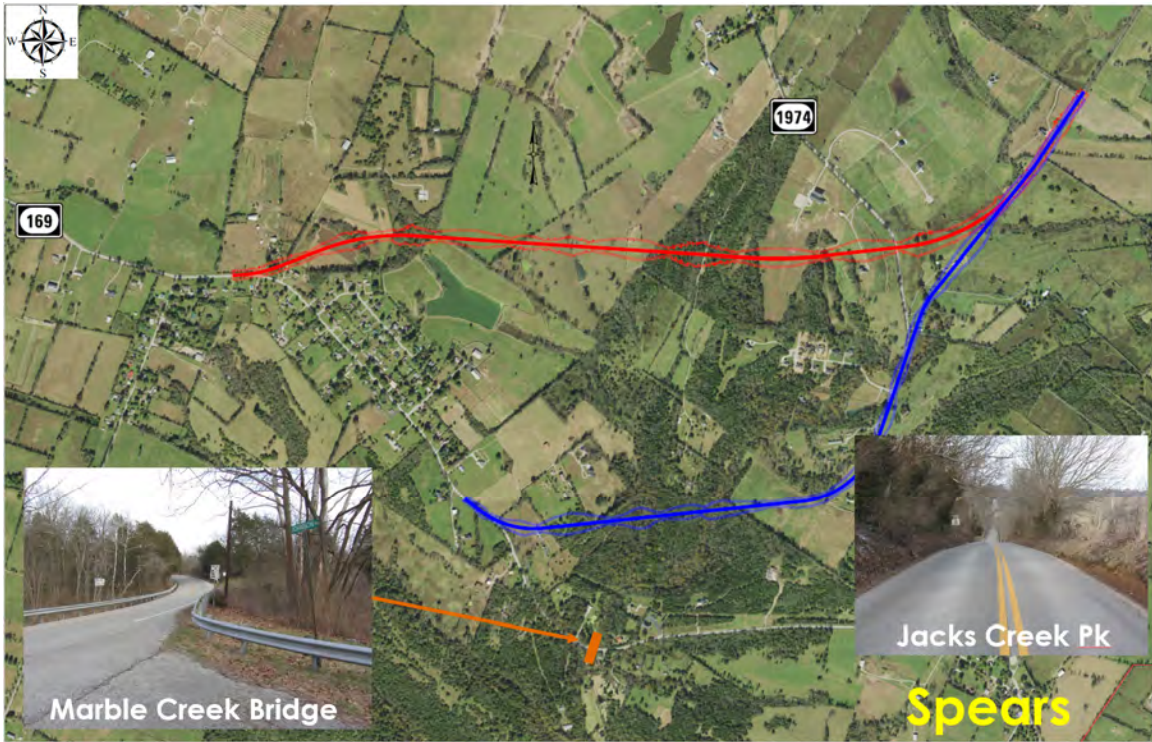


Figure 4: Preliminary Connector Concepts for KY 169 to KY 1975 (Jacks Creek Pike)

Meeting Minutes

TO: Stephen De Witte
Co-Project Manager
KYTC Central Office
200 Mero Street
Frankfort, KY 40622

Casey Smith
Co-Project Manager
KYTC District Office #7
800 Newtown Court
Lexington, KY 40511

FROM: Brian Aldridge
Project Manager
Stantec Consulting Services Inc.

DATE: September 22, 2020

SUBJECT: Jessamine/Fayette Connectivity Study
Fayette and Jessamine Counties
KYTC Item No. 7-445
Local Officials/Stakeholders Meeting No. 1

The first Local Officials/Stakeholders Meeting for the subject project was held on a Bluejeans Teleconference on September 17 at 1:30 p.m. EDT. The following individuals were in attendance:

Nancy Albright	LFUCG – Commissioner of Public Works
Doug Burton	LFUCG – Director of Engineering
Michael Fleming	Nicholasville Police Captain – Records Division Supervisor
Steve Johnson	Windstream
Jeffrey Neal	LFUCG – Director of Traffic Engineering
Brittany Roethemeier	Fayette Alliance
Rob Rumpke	Bluegrass Tomorrow
Julia Shaw	Lexington Police – Traffic Analyst
Cherlynn Stevenson	Kentucky State Representative – 88 th District
Nancy Stone	Jessamine County Transportation Task Force
Jason U’Wren	Jessamine County Schools Director of Finance
David West	Jessamine County Judge Executive
Jeremy Young	Jessamine/Wilmore Joint Planning Director

Max Conyers	Lexington Area MPO
Stephen De Witte	KYTC – Central Office Planning
Kenzie Gleason	Lexington Area MPO
Tony McGaha	KYTC – District 7 Construction
Casey Smith	KYTC – District 7 Planning
Rob Sprague	KYTC – District 7 Project Development
Chris Taylor	LFUCG – Division of Planning
Shane Tucker	KYTC – District 7 LPA
Thomas Witt	KYTC – Central Office Planning

Betty Hull Rasor Marketing Communications
Mary Rasor Rasor Marketing Communication

Brian Aldridge Stantec Consulting Services Inc.
Len Harper Stantec Consulting Services Inc.
Ashley Williamson Stantec Consulting Services Inc.
Graham Winchester Stantec Consulting Services Inc.

Brian Aldridge welcomed everyone and, after introductions, delivered a presentation on the progress to date for the Jessamine/Fayette Connectivity Study.

The following enumerated items were discussed.

1. The purpose of the meeting is to present the results from the existing conditions analysis and to get feedback from local officials and stakeholders on the upcoming public outreach strategies.
2. The previous name of the study, *Southeast Lexington Connectivity Study*, was Lexington-focused and did not include Nicholasville or Jessamine County. As a result, the study was renamed to the *Jessamine/Fayette Connectivity Study*. A website was developed to help distribute information about the study. The website is <http://www.jessfaystudy.com> which can be accessed from the District 7 website.
3. The first in person public meeting has been replaced with virtual engagement opportunities due to the COVID-19 pandemic. Stantec created a Story Map to communicate basic study information as well as a survey and mapping exercise to get feedback from stakeholders and the general public. The story map and survey are located on the website.



Stakeholders were asked to review the project website, Story Map, and survey and provide comments by September 25th. They were also asked to complete the survey themselves.

4. After September 25th postcards will be mailed to everyone inside the study focus area. The postcards will include a brief description of the project, the project website, a QR code, and the District 7 phone number for anyone that needs additional information or special assistance. The postcards will ask people to go to the website and provide feedback on the study.

In addition to the postcards, KYTC and the Lexington Area Metropolitan Planning Organization (LAMPO) will distribute study information and links to the website on

their social media accounts. Stakeholders were asked to share this information with their constituents.

5. Last Fall the project team met with the Jessamine County Transportation Task Force to complete a mapping exercise, shown in **Figure 1**, to depict “trouble” spots and potential areas to improve.

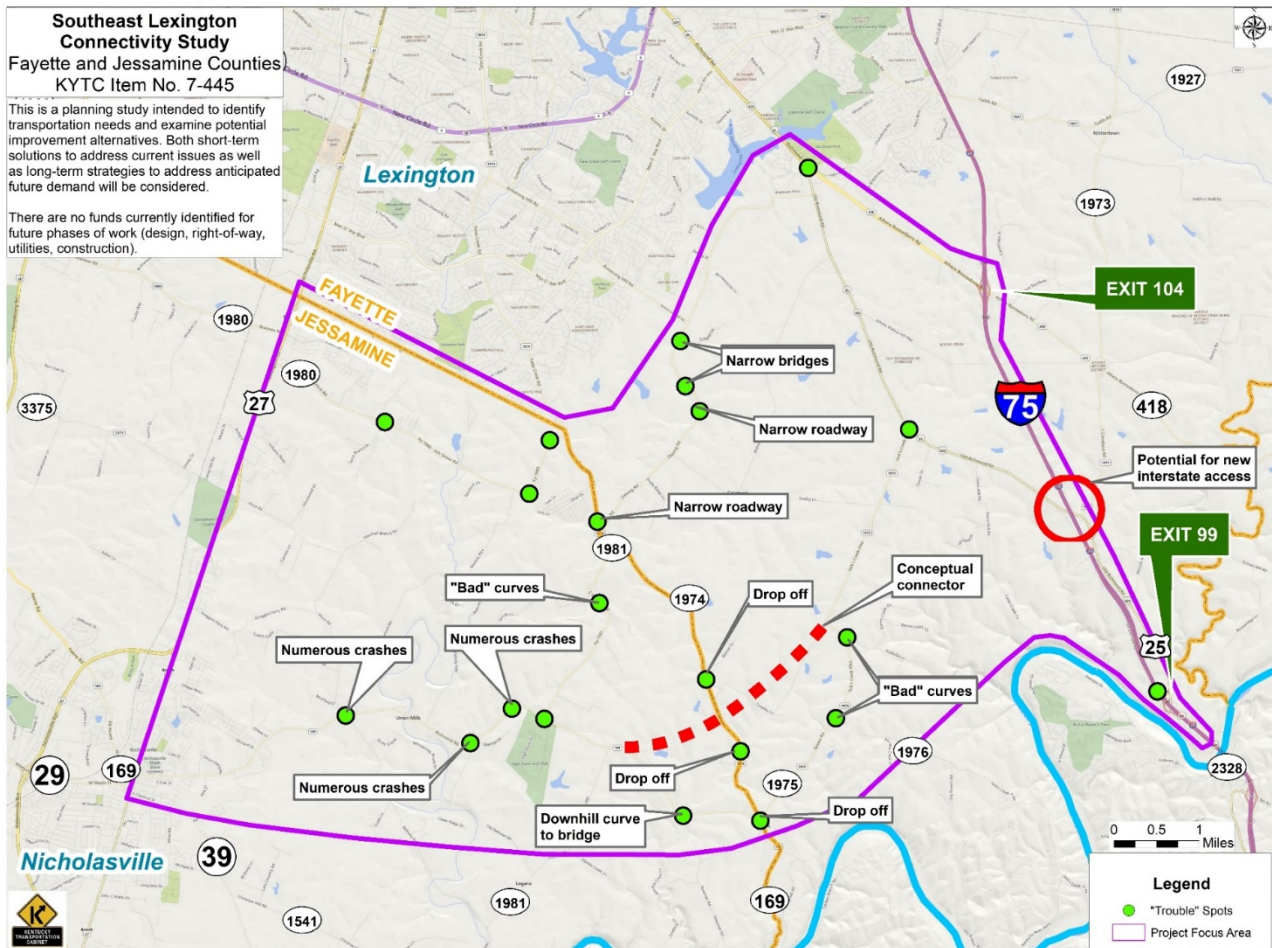


Figure 1: Trouble Spots as Identified by the Jessamine County Transportation Task Force

6. There was a brief discussion about the project boundaries. In lieu of the traditional “study area,” this study instead includes a focus area, an area in which transportation improvement concepts and strategies will be considered, and an influence area, a larger area within which traffic could potentially be affected by improvements in the focus area. The focus area and influence area are shown in **Figure 2**.

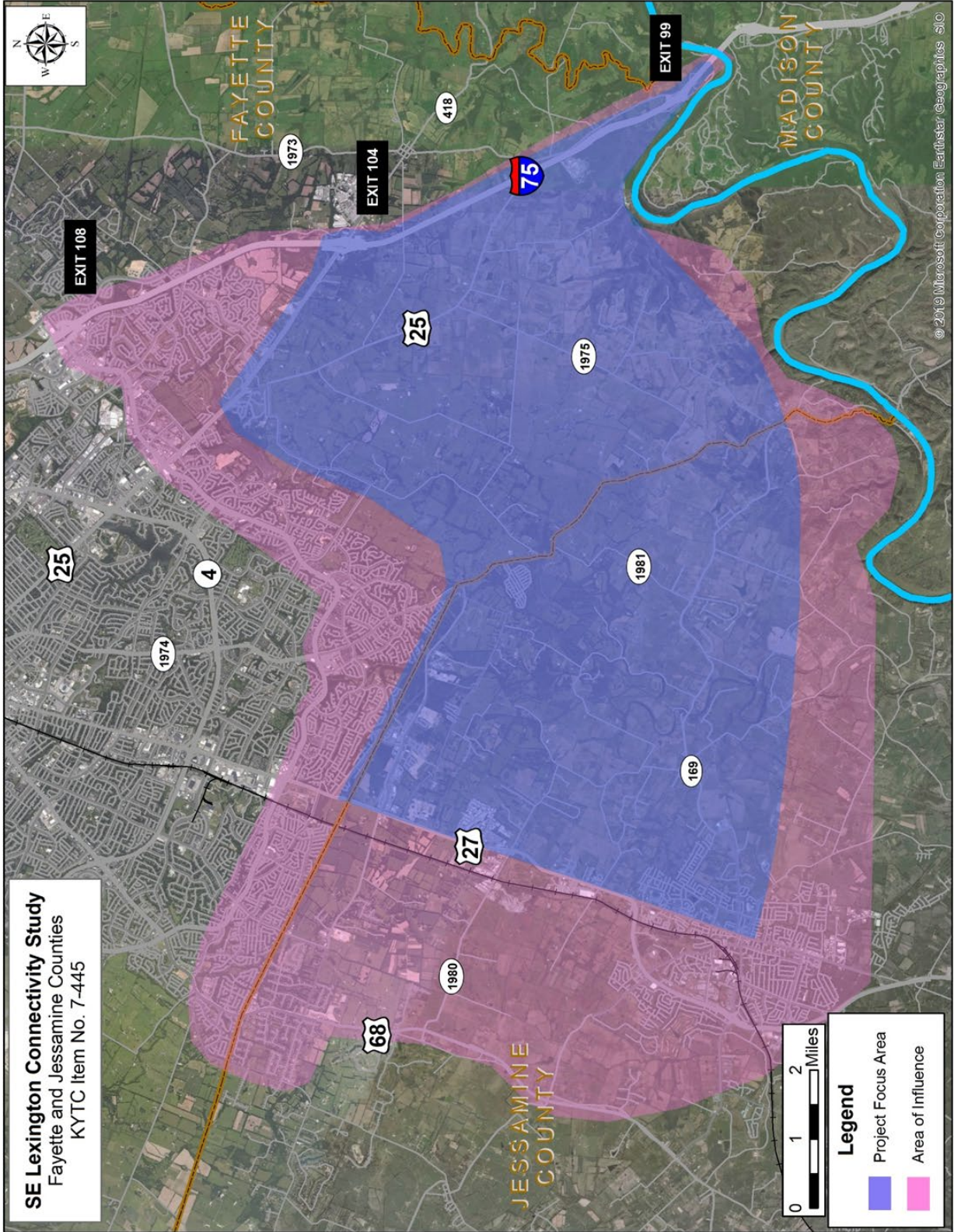


Figure 2: Study Focus and Influence Areas

7. The goals of the study include identifying transportation issues affecting mobility related to safety and congestion and to examine short-term, long-term, and local improvement concepts and strategies to address the identified issues.
8. There is one other major planned and committed project in the project focus area listed in Kentucky's FY 2018 – FY 2024 Highway Plan; the East Nicholasville Bypass Section 1A (KYTC Item No. 7-87.20). The 2020 Highway Plan includes \$7,000,000 in SPP funds for the construction phase in fiscal year 2022 and an additional \$9,900,000 in Federal funds for the construction phase in fiscal year 2023. As a result of this project, traffic forecasts are being reevaluated. Traffic forecasts for Jessamine/Fayette Connectivity Study will be updated to ensure consistency between the two projects.
9. The 2013 *US 27 Access Management Plan* was created to supplement the transportation component of the comprehensive plans for Jessamine and Fayette Counties. The primary goal was to establish a unique set of access permitting guidelines to be accepted and enforced by multiple agencies.

KYTC Item No. 7-430, *US 27 Access Management Project*, applied the guidelines established in the Access Management Plan. The purpose of the project was to increase mobility and safety, to preserve the traffic carrying capability of the existing facility, and to provide more efficient access connections between US 27 and the adjacent properties. The preliminary recommendations included improvements to the signalized intersections throughout the corridor. The Jessamine/Fayette Connectivity Study will consider the recommended improvements for US 27 as committed.

10. There are two previous studies that have explored options to provide an east-west connector from US 27 to I-75. This study is not an extension of previous studies. Instead, the project team will take a fresh look at improvement options that do not cross the Kentucky River.
 - i. *US 27 to I-75 Corridor Scoping Study* – This 2008 Kentucky Transportation Cabinet (KYTC) study sought to examine safety, access, mobility and travel time, and to evaluate long range growth management, environmental and other local/regional issues and concerns with respect to the need for and location of a new connector. The Jessamine/Fayette Connectivity Study would not recommend any improvements that cross or impact the Kentucky River.
 - ii. *I-75 Connector Preliminary Design and Environmental Study* – This was a joint effort between KYTC and the Federal Highway Administration (FHWA) to present an overview of the existing needs and deficiencies for the proposed connection between Nicholasville in Jessamine County and I-75 at Exit 95 in Madison County.

11. Highlights from the existing conditions analysis were discussed. The geotechnical and environmental overview were completed to identify areas that should be avoided if possible. Several Purchase of Development Rights (PDR) properties exist in the eastern portion of the study area. The study will attempt to avoid impacting PDR properties where possible.

Focus area roadways are generally two-lane collectors or local roads with narrow lanes and shoulders. This is especially true for east-west connectors between US 27 and I-75. Besides the north-south routes on the periphery of the focus area, US 27, US 25 and I-75, KY 169 is the only route rated for trucks above 44,000 pounds. Additionally, there are 19 bridges in the focus area, all with sufficiency ratings above 50 meaning they are not eligible for federal replacement funds. That said, many of the bridges are deemed functionally obsolete due to narrow lane widths and lack of shoulders.

12. A crash analysis was performed for the most recent three years, July 1, 2016 to June 31, 2019. Of the 3,508 crashes in the focus area over this three-year period, 15 (less than one percent) were fatal, 564 (16 percent) were injury, and 2,929 (84 percent) were property damage only. A map depicting the crash analysis is shown in **Figure 3**.

An additional analysis was performed excluding crashes on US 27, I-75, and in parking lots, removing nearly 2,000 crashes from the analysis. Of the 1,583 remaining crashes over the same three-year period, 12 (less than one percent) were fatal, 292 (18 percent) were injury, and 1,279 (81 percent) were property damage only. The most common crash types were single vehicle with 624 (40 percent) and rear end with 298 (19 percent).

- The number of serious injury and fatal collisions were noted by the project team and stakeholders. This study will look at how to reduce these crashes, especially as traffic volumes continue to grow.

13. Historical KYTC traffic volumes show an Annual Average Daily Traffic (AADT) of 35,900 vehicles per day (VPD) on US 27 and 70,000 VPD on I-75 in the project focus area. Rural east-west connectors have significantly lower traffic volumes, with KY 169 carrying 5,300 VPD, KY 1975 carrying 1,900 VPD, and KY 1980 carrying 3,100 VPD.

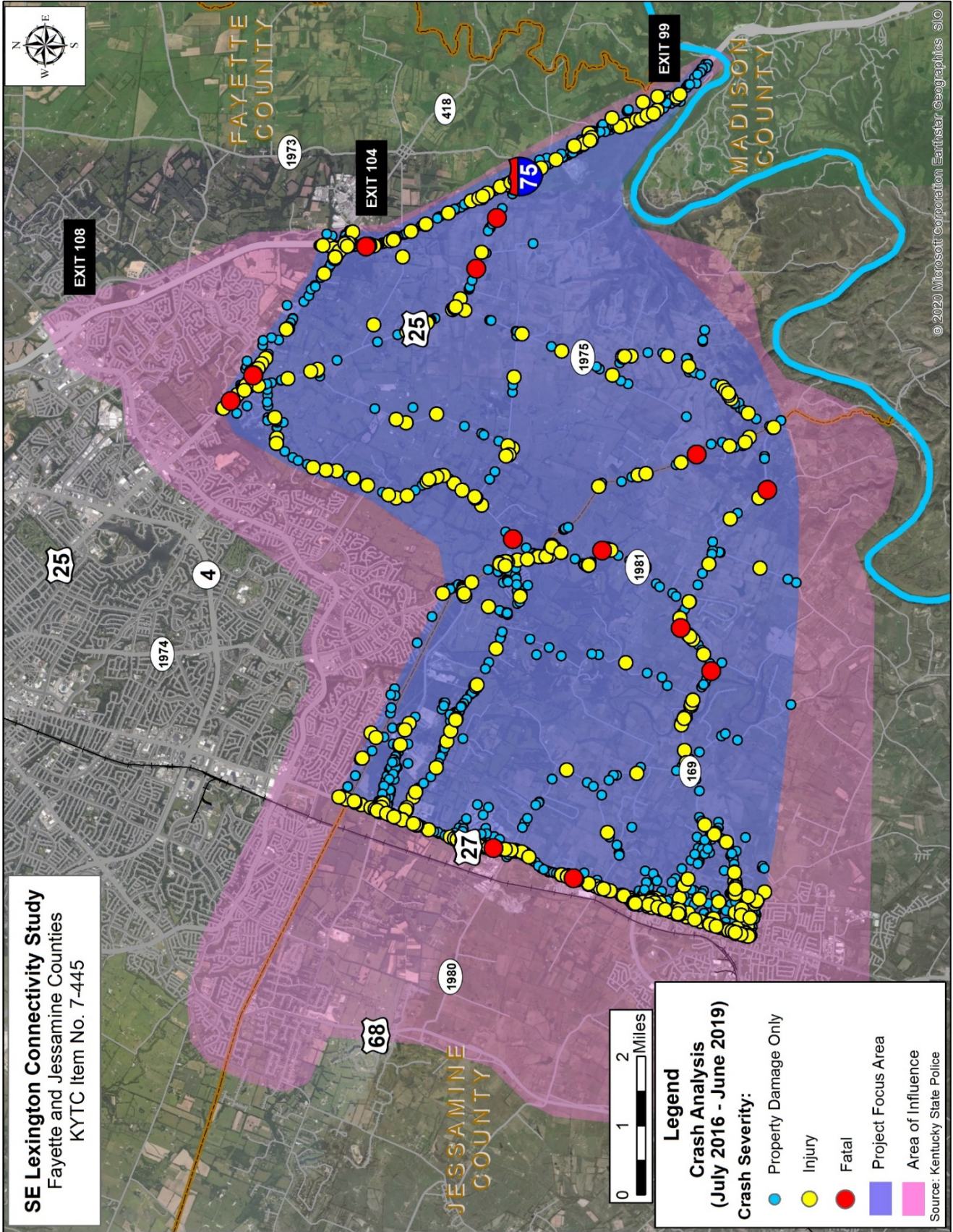


Figure 3: Crash Analysis (July 2016 – June 2019)

14. Based on Kentucky State Data Center projections, Fayette County's 2019 population of 323,000 is expected to grow almost 34 percent over the next 21 years to a 2040 population of 420,000. Jessamine County's population of 54,000 is expected to see even higher growth, with a 40 percent increase over the next 21 years to a 2040 population of 73,000.
15. The Lexington Area Metropolitan Organization (LAMPO) Travel Demand Model (TDM) is being used to develop traffic forecasts for the years 2030 and 2045 using a base year of 2020. The model was recently updated with the latest employment data from KYTC and the latest population data from LAMPO. Preliminary 2020 and 2045 No-Build assignments were presented for discussion. **These will be updated, as needed, based on the East Nicholasville Bypass Section 1A (KYTC Item No. 7-87.20) project forecasts.**

As congestion on US 27 and Man O' War Blvd continues to worsen, more and more traffic will divert to the smaller east-west collectors in the study area. The LAMPO TDM shows 40-75 percent growth between 2020 and 2045 on DeLong Road and 100 percent growth on Jacks Creek Pike between 2020 and 2045.

16. Brian ended the meeting with a discussion of the project schedule and next steps. The next step will be for Stantec conduct public outreach. Postcards will be mailed to everyone inside the study focus area and social media posts will be made by KYTC and LAMPO to provide information on the study and get feedback from the general public. The project team asked the local official and stakeholders to provide any comments they may have on the public involvement materials by Friday, September 25th. The next project team meeting will be in November. At that time, Stantec will present preliminary improvement concepts for the project team to review. After that, refined improvement concepts will be presented to the local officials/stakeholders in February to solicit feedback and suggested prioritization.
 - Question: Has this study information been shared with elected officials?
Answer: The study area elected officials were invited to this meeting. A follow-up email will be sent when the public involvement materials are distributed to the public.

The meeting ended at approximately 2:30 p.m. EDT.

Meeting Minutes

TO: Stephen De Witte
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KYTC Central Office
200 Mero Street
Frankfort, KY 40622

Casey Smith
Co-Project Manager
KYTC District Office #7
800 Newtown Court
Lexington, KY 40511

FROM: Brian Aldridge
Project Manager
Stantec Consulting Services Inc.

DATE: March 22, 2021

SUBJECT: Jessamine/Fayette Connectivity Study
Fayette and Jessamine Counties
KYTC Item No. 7-445
Project Team Meeting No. 2

The second project team meeting for the subject project was held on a Microsoft Teams Teleconference on March 12, 2021 at 1:30 p.m. EST. The following individuals were in attendance:

Jay Balaji	KYTC – Central Office Planning
Douglas Burton	KYTC – LFUCG
Stephen De Witte	KYTC – Central Office Planning
Jimmy Emmons	Lexington Area MPO
Natalie Flores	Bluegrass ADD
Kenzie Gleason	Lexington Area MPO
Stuart Kearns	KYTC – LFUCG
Natasha Lacy	KYTC – District 7
Matt Lawson	KYTC – Central Office Planning
Mikael Pelfrey	KYTC – Central Office Planning
Steve Ross	KYTC – Central Office Planning
Casey Smith	KYTC – District 7 Planning
Ryan Smith	KYTC – Central Office Design
David Souleyrette	KYTC – Central Office Planning
Rob Sprague	KYTC – District 7 Project Development
Scott Thomson	KYTC – Central Office Planning
Adam Ulrich	KYTC – KYTC Central Office Design
Thomas Witt	KYTC – Central Office Planning
Betty Hull	Rasor Marketing Communications
Mimi Rasor	Rasor Marketing Communications
Brian Aldridge	Stantec Consulting Services Inc.

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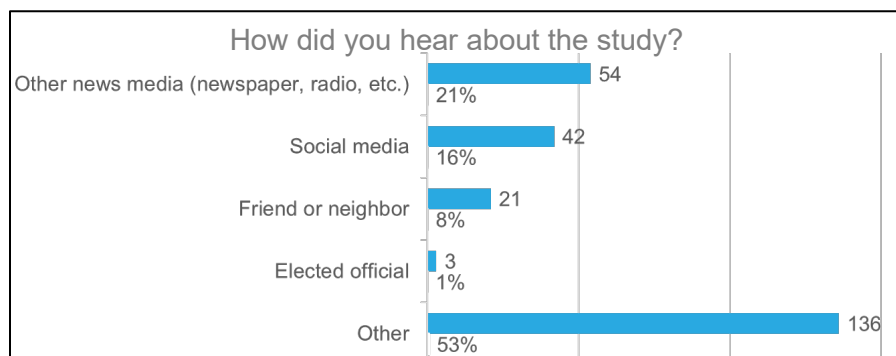
Brian Aldridge welcomed everyone and, after introductions, delivered a presentation on the progress to date for the Jessamine/Fayette Connectivity Study.

The following enumerated items were discussed.

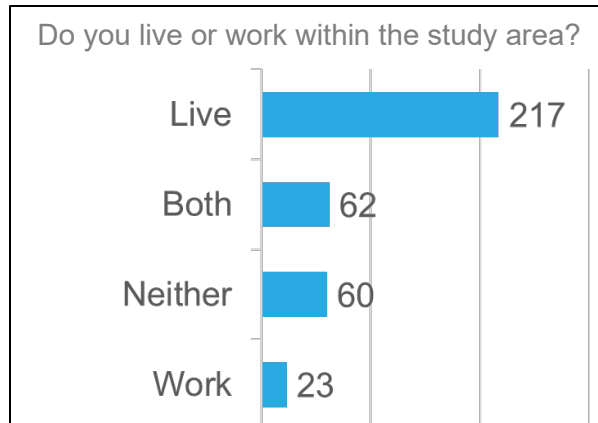
1. The purpose of the meeting is to present the results from the first round of public involvement and to get feedback from the project team on preliminary improvement concepts.
2. This project is federally funded with Metropolitan Planning Funds. Future phases of the project are not funded in Kentucky’s FY 2018 – FY 2024 Highway Plan or the recently enacted 2020 – 2022 Highway Plan.
3. The goals of the study include identifying transportation issues affecting mobility related to safety, congestion, and connectivity and to examine short-term, long-term, and local improvement concepts and strategies to address the identified issues.
4. There was a brief discussion of the feedback from the first round of public outreach. Due to Covid-19 restrictions, the project team was unable to host an in-person public meeting. Instead, other means of communication were used, including a project website, a project email address, an online Story Map, an online survey, an online mapping exercise, 4,300 mailed postcards, a press release, and social media posts. Additionally, the first Local Officials/Stakeholder Meeting was held on September 15, 2020. The online Story Map with a survey and mapping exercise was open to the public between September 14 and December 11, 2020. The following is a summary of the results from the survey.

There were 379 participants who fully or partially completed the survey. When asked how they heard about the study, 136 (53 percent) respondents chose ‘other’ which likely means they learned about the study from the postcard. Other news media (newspaper, radio, etc.) was the second highest with 54 responses (21 percent).

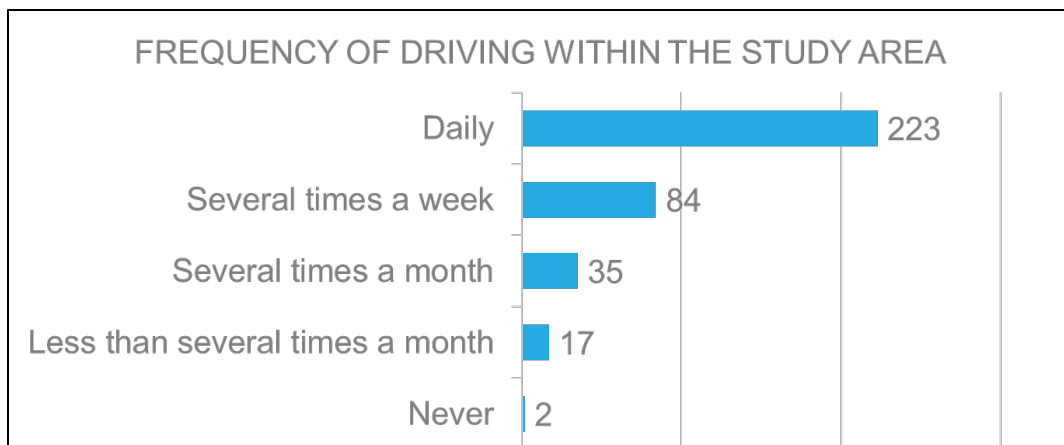
- It was noted that the postcards were able to reach people who do not have access to technology.



The next question asked if participants live or work within the study area. 302 (83 percent) responded that they live and/or work within the study area. The highest reported zip codes were 40356 (Jessamine County) and 40515 (southeast Fayette County), accounting for nearly 85 percent of the write in zip codes.



When asked how often they drive within the study area (besides US 27 and I-75), the majority (85 percent) of respondents indicated that they drive through the area daily or several times per week.



Respondents were then asked to rank the top three transportation issues in the study area. Increasing congestion, narrow travel lanes and shoulders, and too much traffic on local roads were the highest priorities. **Figure 1** presents the results from the mapping exercise where participants were asked to indicate the location of transportation issues in the study area.

- It was noted that increasing congestion was likely a high priority due to heavy traffic on US 27.
- Safety was not ranked as high priority, however many locations were indicated as having safety issues during the mapping exercise.

High Priority	Medium Priority	Low Priority
<ul style="list-style-type: none"> • Increasing congestion • Narrow travel lanes and shoulders • Too much traffic using local roads (and too many trucks on local roads) 	<ul style="list-style-type: none"> • Poor connectivity to the interstate • Speeding • Can't easily see what's up ahead/around the corner 	<ul style="list-style-type: none"> • High crash rates • Safety for bicyclists and pedestrians • Can't easily pass slower vehicles • Narrow bridges

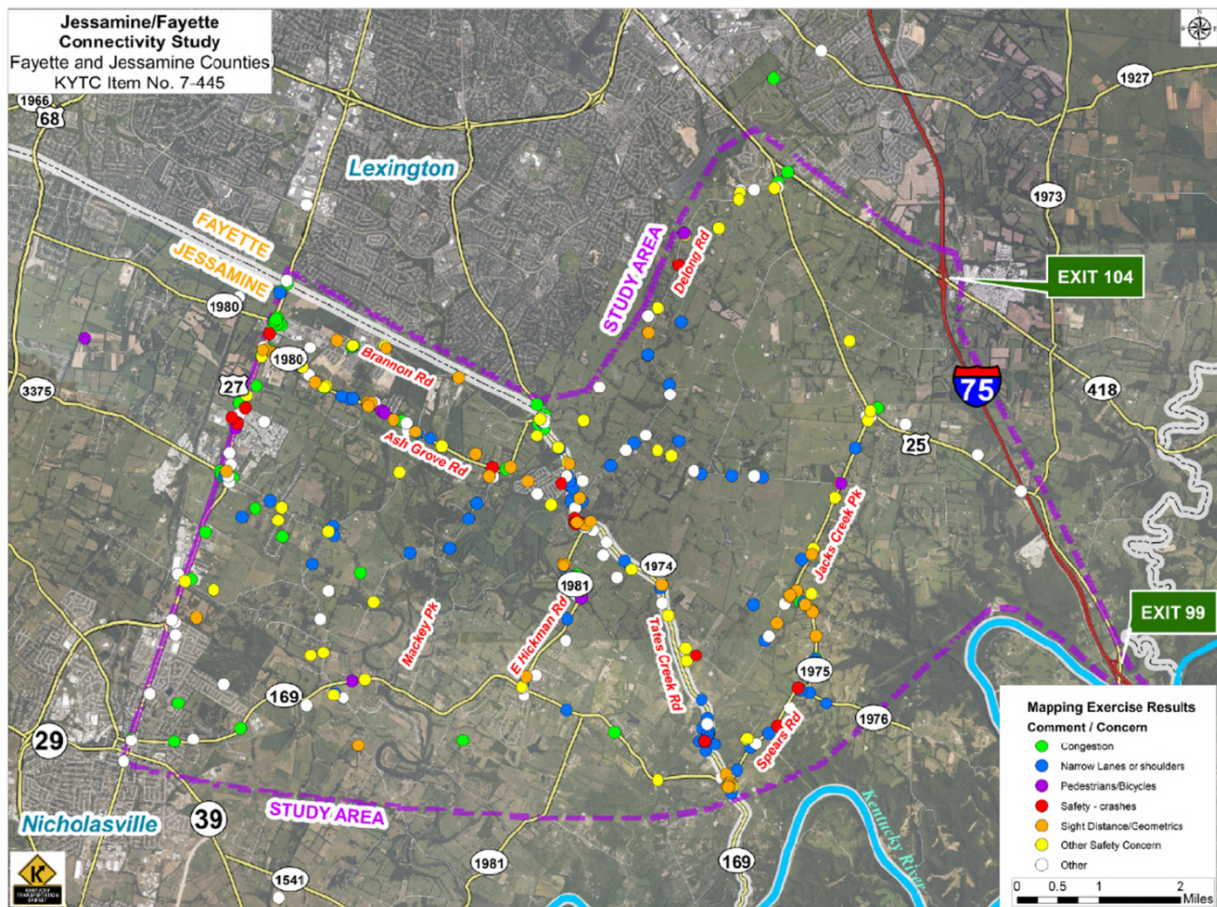
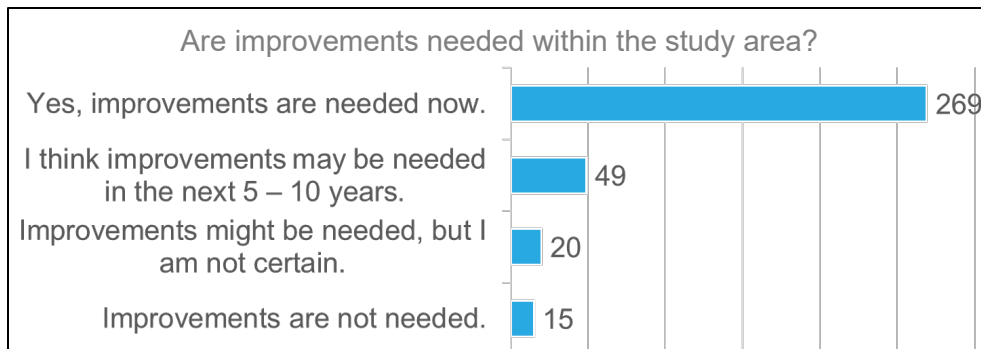
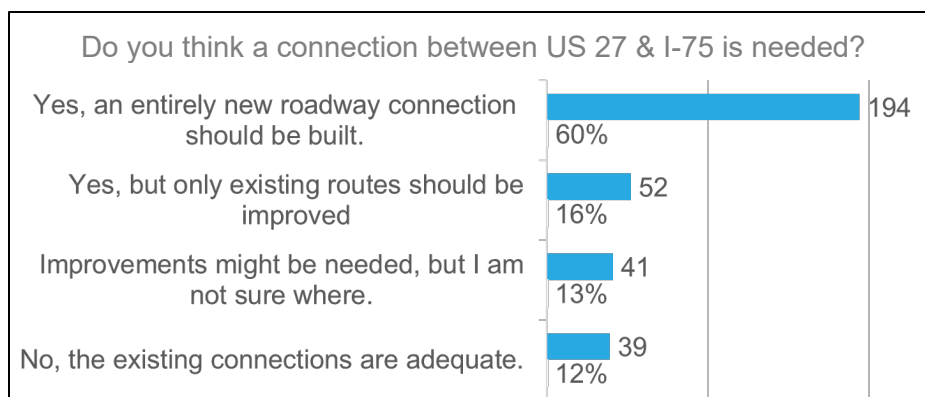


Figure 1: Public Outreach Mapping Exercise Results

When asked if transportation improvements are needed within the study area, 269 (76 percent) respondents indicated that improvements are needed now.



Respondents were then asked if a better connection is needed between US 27 and I-75. 194 respondents (60 percent) indicated an entirely new roadway connection should be built.



When asked which existing routes should be improved, the most common roads cited were Tates Creek Road, US 27, Brannon Road, Jacks Creek Pike, Ashgrove Road, and DeLong Road. Participants were then asked if a new connection is needed, where it should be built. There were several common themes with the responses, including:

- The eastern portion of the US 27 bypass in Nicholasville
- Brannon Crossing on Brannon Road
- Exit 99 on I-75
- Connect Tates Creek Road to I-75

Respondents were asked if there are sensitive resources within the focus area that should be avoided. Of the 21 percent that selected yes, the most common resources included farms, creeks, personal property, and Raven Run.

- It was noted the focus area is large and the 38 percent that did not select yes or no may have been unsure.

5. Highlights from the existing conditions analysis were discussed. Focus area roadways are generally two-lane collectors or local roads with narrow lanes and shoulders.

A crash analysis was performed for the most recent three years, July 1, 2017 to June 31, 2019. Of the 3,508 crashes in the focus area over this three-year period, 15 (less than one percent) were fatal, 564 (16 percent) were injury, and 2,929 (84 percent) were property damage only. The most common crash types were rear end with 1,067 (31 percent) and single vehicle with 912 (26 percent).

6. Historical KYTC traffic volumes show an Annual Average Daily Traffic (AADT) of 35,900 vehicles per day (VPD) on US 27 and 70,000 VPD on I-75 in the project focus area. Rural east-west connectors have significantly lower traffic volumes, with KY 169 carrying 5,300 VPD, KY 1975 carrying 1,900 VPD, and KY 1980 carrying 3,100 VPD.
7. Based on Kentucky State Data Center projections, Fayette County's 2019 population of 323,000 is expected to grow almost 34 percent over the next 21 years to a 2040 population of 420,000. Jessamine County's population of 54,000 is expected to see even higher growth, with a 40 percent increase over the next 21 years to a 2040 population of 73,000.
8. The Lexington Area Metropolitan Organization (LAMPO) Travel Demand Model (TDM) was used to develop traffic forecasts for the year 2045 using a base year of 2020. The model was recently updated with the latest employment data from KYTC and the latest population data from LAMPO. 2020 and 2045 No-Build assignments were presented, as shown in **Figure 2**.
 - There was discussion on the Lexington Urban Service Boundary (USB) expansion. Areas along Armstrong Mill and Delong Road are expected to be developed with single- and multi-family housing in the next 20 years with initial developments implemented within five years. Trips were added to the Armstrong Mill/Delong Road area for the 2045 model to account for the anticipated developments.

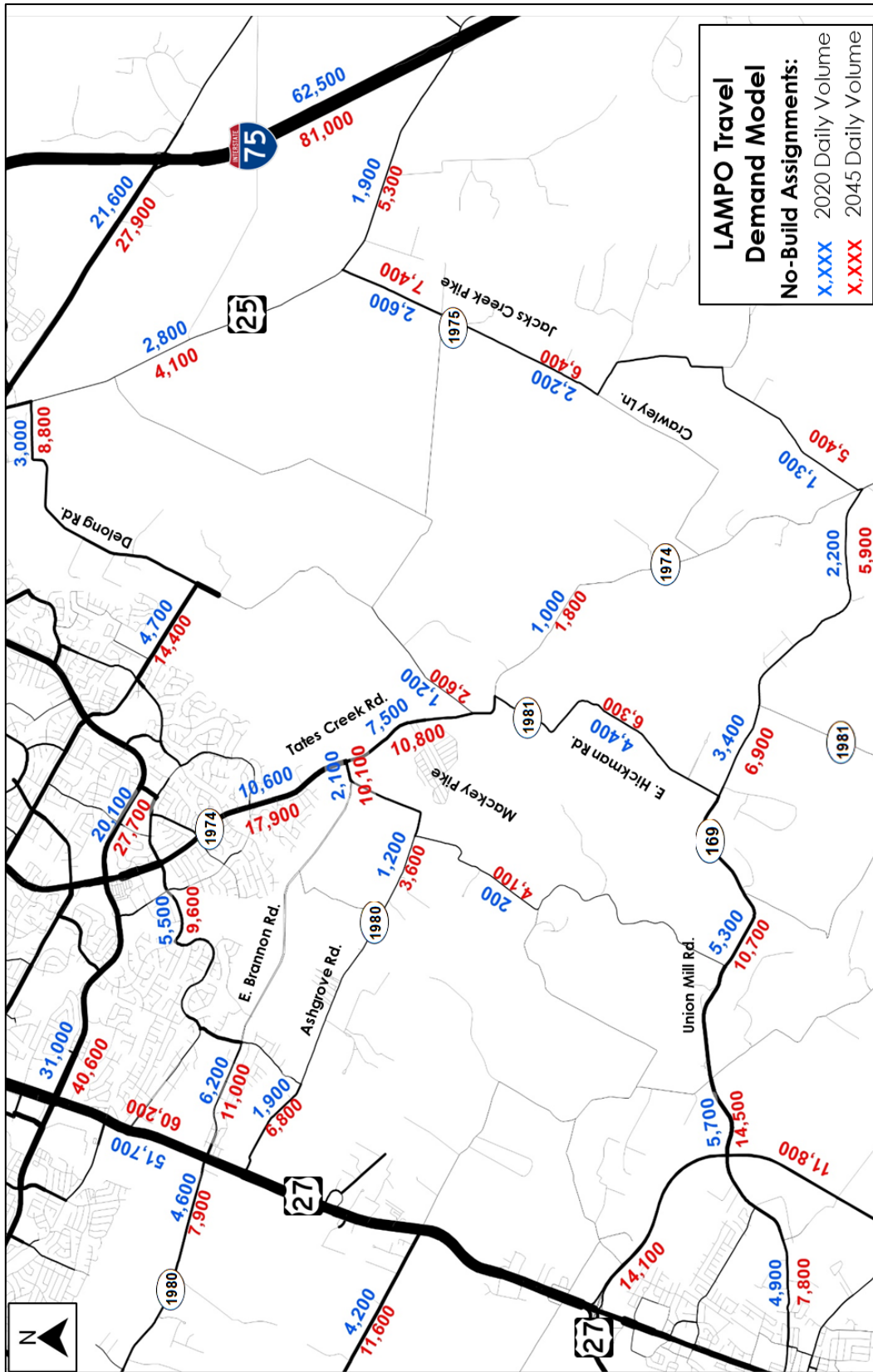


Figure 2: 2020 & 2045 LAMPO No-Build Assignments

Existing HERE speeds were compared to speed limits on study area roadways. Actual speeds are significantly lower than the speed limit on most of the two-lane routes between US 27 and I-75 likely due to narrow lanes/shoulders and poor geometrics, as shown in **Figure 3**.

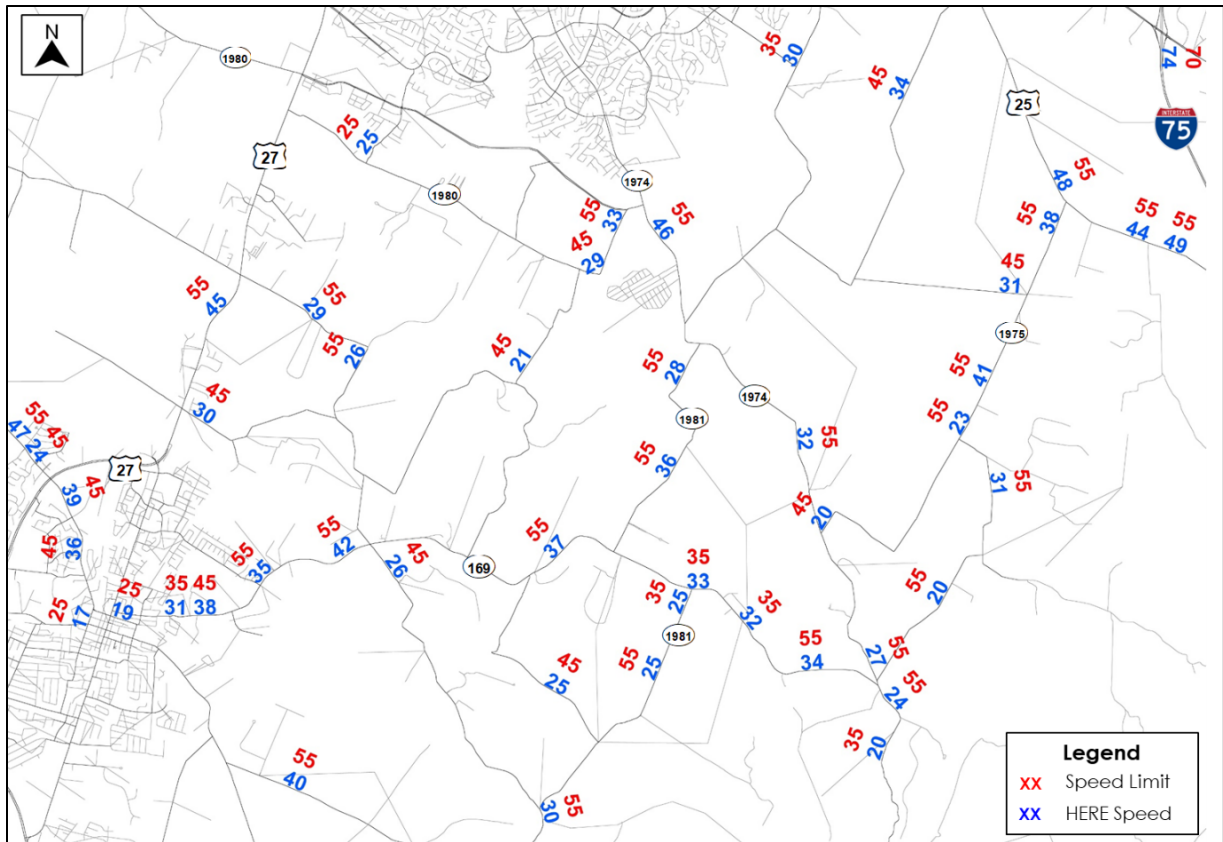


Figure 3: Speed Comparison

9. Preliminary improvement concepts were presented for discussion. Concept 1 and Concept 2 improve east-west mobility in the study area.

Concept 1 – KY 169 & Jacks Creek Pike Improvements

Concept 1 includes upgrading KY 169 (Union Mill Rd.) and KY 1975 (Jacks Creek Pike) to a 55-mph design speed by widening lanes/shoulders and improving geometrics. In addition to upgrading the existing routes, Concept 1 includes a new connector between KY 169 and KY 1975 through Crawley Lane north of the existing KY 169 intersection with KY 1974. Based on results from the 2045 LAMPO TDM, traffic on Concept 1 roadways is expected to be between 13,200 and 18,400 VPD, as shown in **Figure 4**. Results from the model also show a reduction in traffic on KY 1981 (East Hickman Road) by 2,600 VPD and an increase traffic on US 25 (Old Richmond Road) by 3,600 VPD. Traffic is also expected to decrease on KY 169, KY 1974, and KY 1975 south of the new intersection. The new alignment will be access controlled and will improve safety by limiting the number of driveways with direct access.

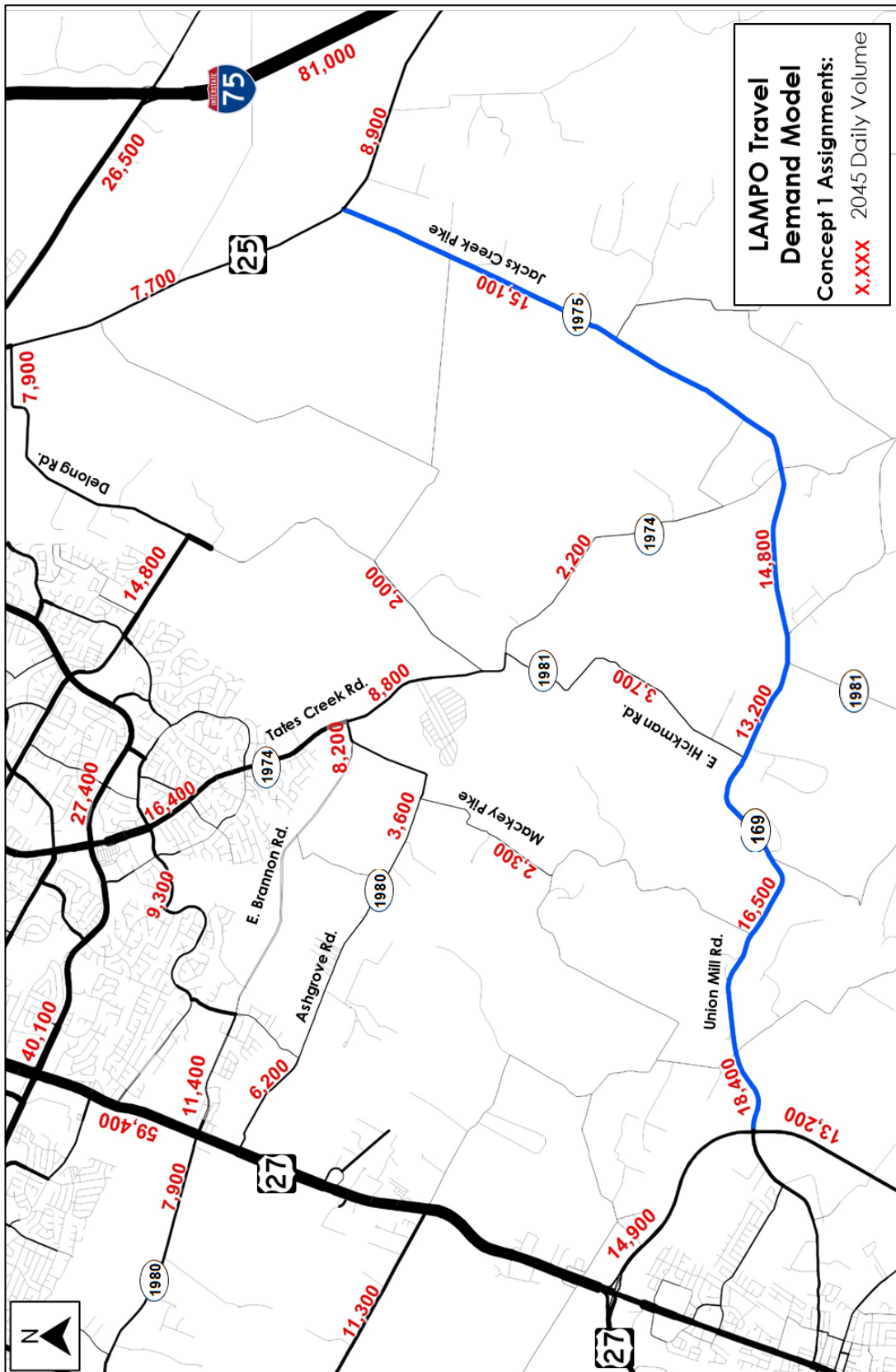


Figure 4: Concept 1 – 2045 LAMPO Assignments

- Concept 1 is not intended to be a major highway and will not induce additional developments in the area. The new connection will be a rural two-lane road that fits in with the current roadway network. The project team will keep land-use in mind while developing improvement concepts.
- The alignments presented are planning level and do not indicate exact locations of improvement concepts. Corridors will be widened to 2,000 feet when shown to the public.
- Question: Would a four lane Concept 1 reduce traffic on US 27?

Answer: In comparison to a two-lane concept, a four-lane concept would reduce traffic on US 27 by 3,000 VPD north of the Nicholasville Bypass and by 1,000 VPD near Brannon Crossing. Traffic would not be impacted north of Man O' War Boulevard.

Concept 2 – New I-75 Interchange at Old Richmond Rd. (US 25)

Concept 2 includes all Concept 1 improvements and a new I-75 interchange with US 25 at milepoint 101, south of the existing Athens Boonesboro Exit. Based on results from the 2045 LAMPO TDM, ramps on the new interchange are expected to carry 2,300 to 4,100 VPD. Traffic on the improved KY 169 and Jacks Creek Pike is expected to be slightly higher than in Concept 1, as shown in **Figure 5**. Traffic on adjacent roadways will be impacted similarly to Concept 1, except on the portion of US 25 between Jacks Creek Pike and the new interchange, where 3,000 additional VPD are expected.

Concept 3 – Tates Creek Rd. and E. Hickman Rd. Realignment

Concept 3 improves both east-west and north-south mobility and includes all Concept 1 and 2 improvements as well as the realignment of the Tates Creek Road intersections with DeLong Road and East Hickman Road and the realignment of the horizontal curves on East Hickman Road. Traffic on the realigned portions of Tates Creek Road and East Hickman Road is expected to increase by 3,500 VPD, as shown in **Figure 6**.

- It was noted that the horizontal curves on East Hickman Road are under consideration for a Highway Safety Improvement Program (HSIP) project to install a high friction surface treatment (HFST).
- The locations of the realignments are not final. They will be presented to the public as wide corridors.
- The realignment will make Tates Creek Rd. to East Hickman Rd. the through movement. It was noted that residents on East Hickman Road may have issues with this realignment bringing more traffic to the area.

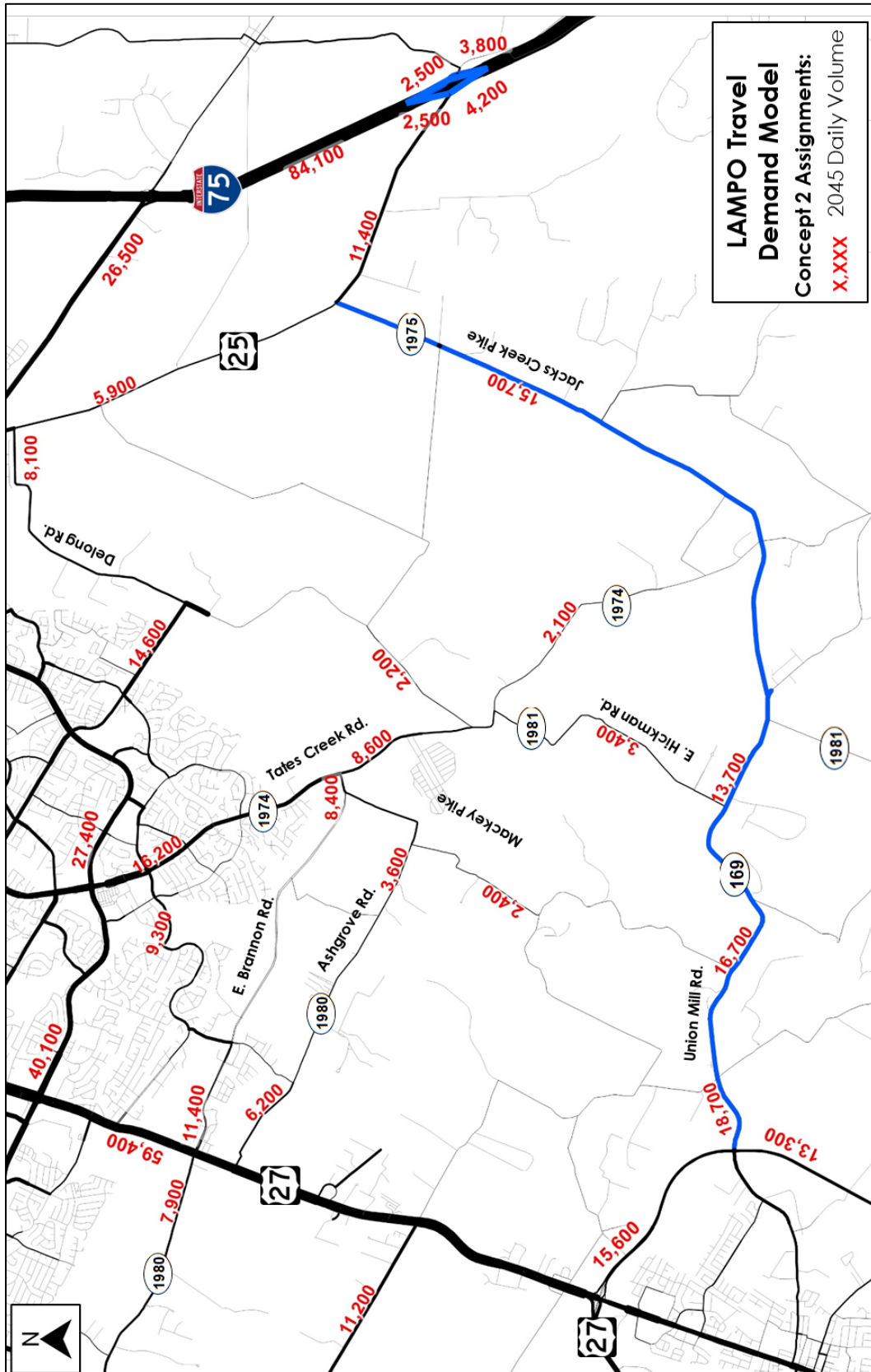


Figure 5: Concept 2 – 2045 LAMPO Assignments

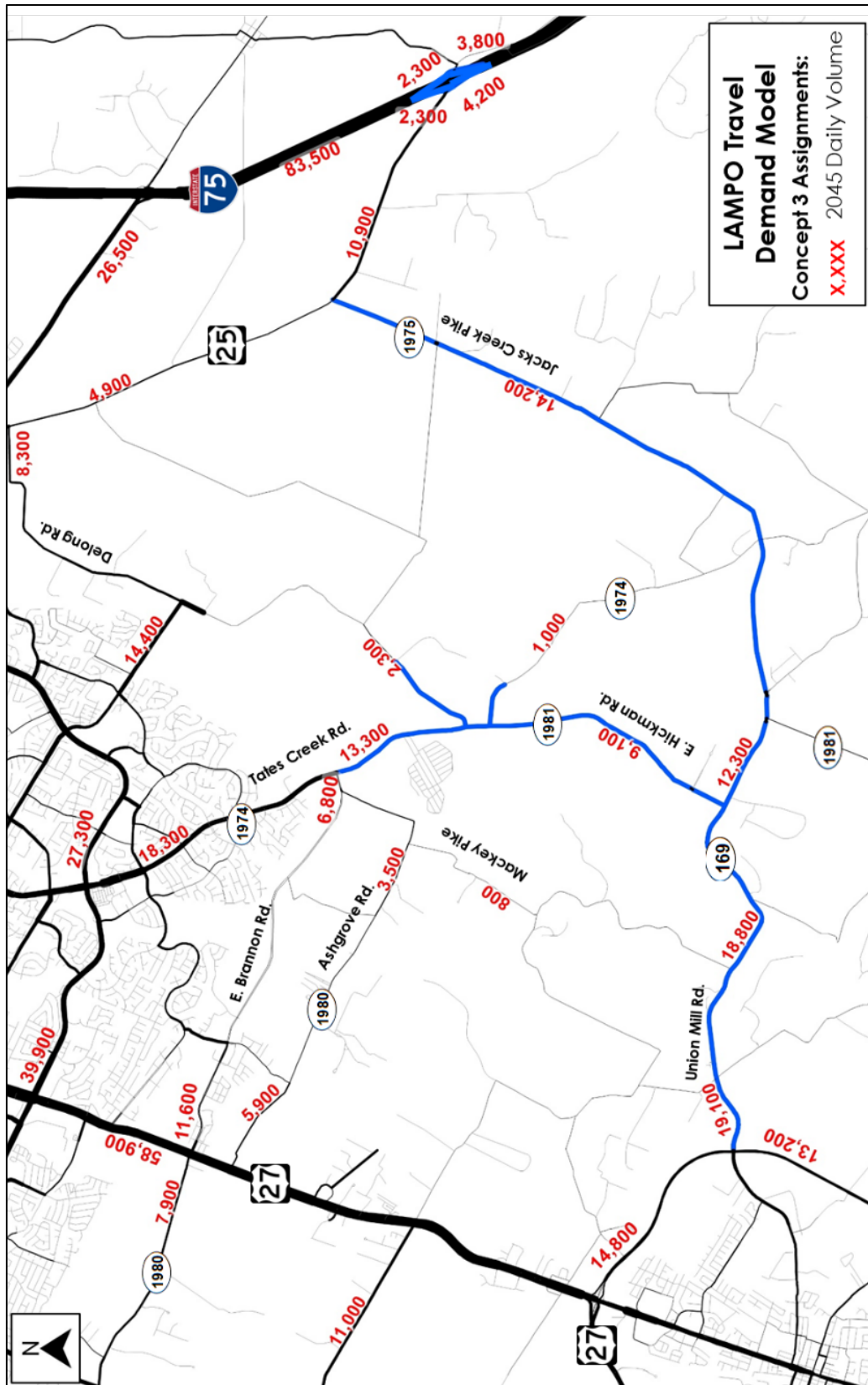


Figure 6: Concept 3 – 2045 LAMPO Assignments

Concept 4 – Brannon Road Connector

Concept 4 includes all Concept 3 improvements and the extension of Brannon Road from the existing intersection with Tates Creek Road to US 25 north of the Jacks Creek Pike intersection. The extension is expected to carry over 11,000 VPD, while also increasing traffic on East Brannon Road and Tates Creek north of the new intersection, as shown in **Figure 7**. This concept is expected to significantly decrease on Delong Road.

- It was noted that the Brannon Road extension would serve trips in southeastern Lexington while Concept 1 improvements would serve trips further to the south in Jessamine County.

The Brannon Road extension between Tates Creek Road and US 25 was also analyzed as a stand-alone project without the other improvements, as shown in **Figure 8**. Without the other improvements, the Brannon Road extension is expected to carry up to 14,100 VPD.

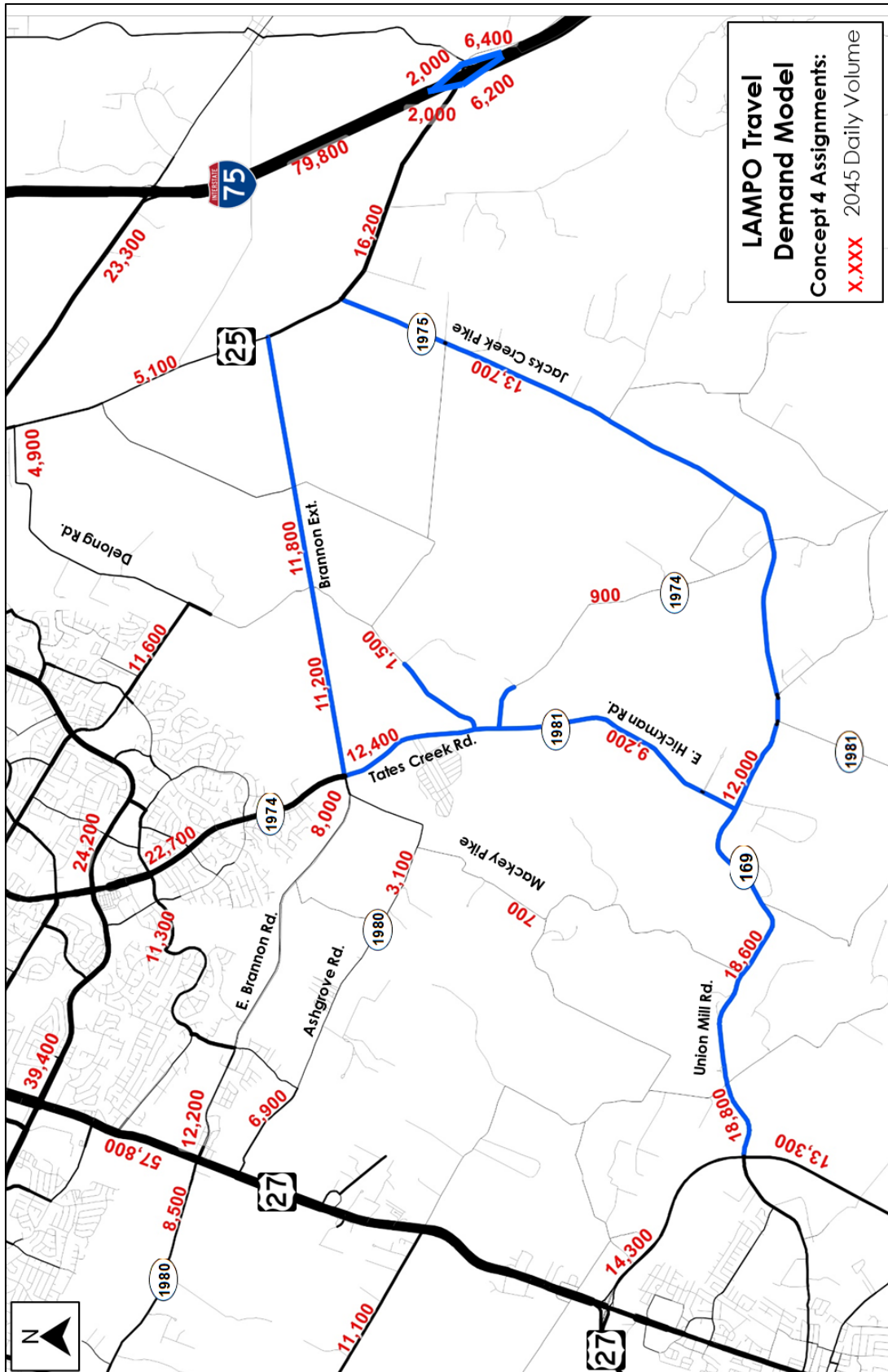


Figure 7: Concept 4 – 2045 LAMPO Assignments

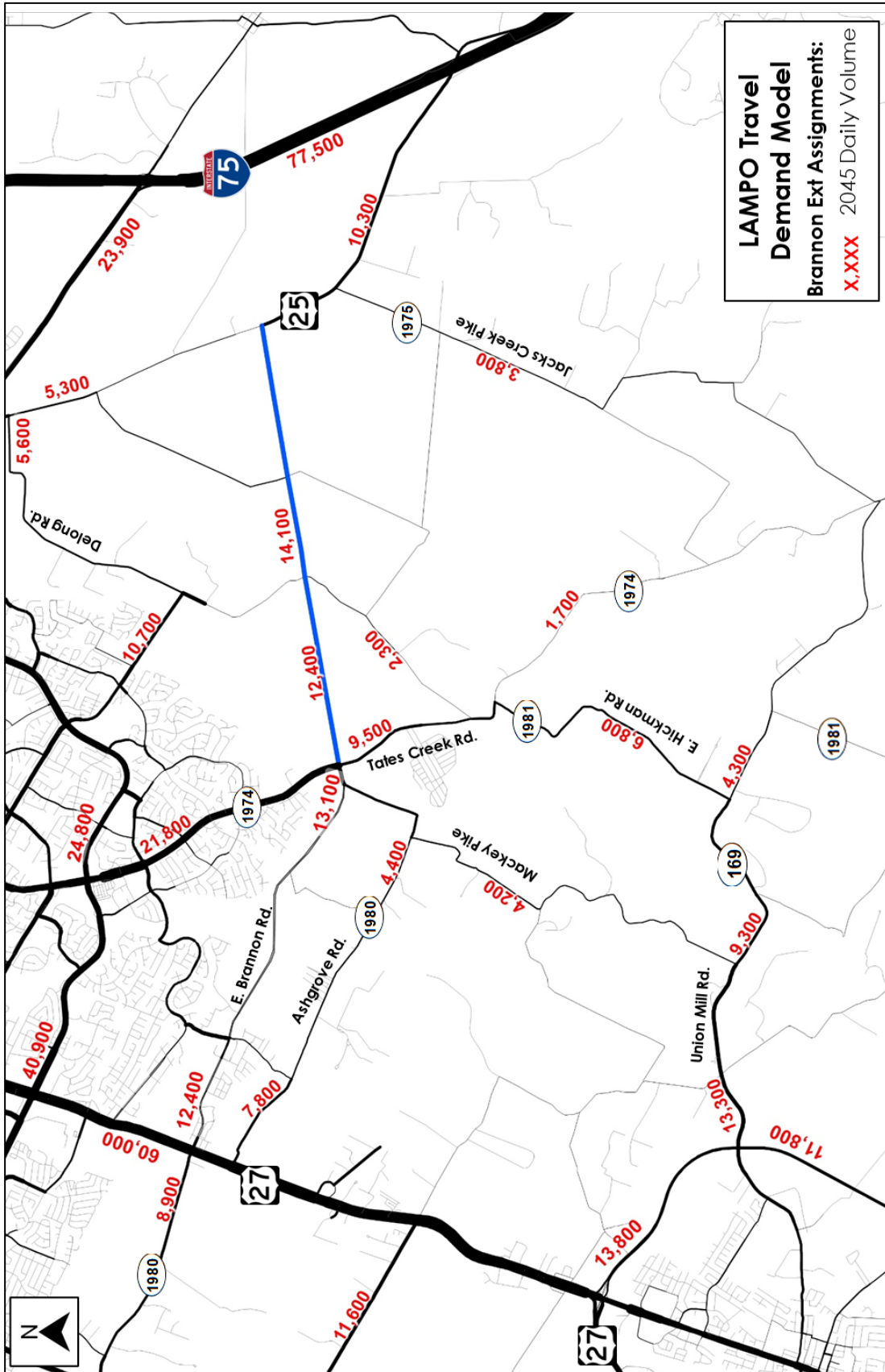


Figure 8: Brannon Extension – 2045 LAMPO Assignments

Preliminary construction cost estimates for each individual improvement were discussed and are shown in **Table 1**. Complete cost estimates including right-of-way will be developed for the revised improvement concepts after the second round of public involvement.

Table 1: Preliminary Construction Cost Estimates

Preliminary Construction Cost Estimates			
Concept	Description	Length (Miles)	Construction Cost Estimate (Millions)
Concept 1	KY 169 and Jacks Creek Pike	10.63	\$40.1
Concept 2	Old Richmond Road and New Interchange on I-75	2.24	\$25.0
Concept 3	Tates Creek Road and E Hickman Road	3.45	\$15.5
Concept 4	New E Brannon Road Connector	4.21	\$33.1

- In addition to the corridor-wide improvement concepts, spot improvements were developed to address safety issues at specific locations. These locations were identified from an analysis of crash and geometric data as well as results from the public outreach survey. Traditional ‘spot improvements’ that improve individual sections of a roadway are not being considered for this study. Improving small portions of rural two-lane roads can cause safety issues because drivers will increase speeds on the improved sections and maintain these higher speeds on unimproved sections with poor geometrics. The preliminary spot improvements are instead focused at intersections and on longer roadway segments.

Spot Improvement 1 –US 25 (Old Richmond Road) at KY 1975 (Jacks Creek Pike)

There were 12 crashes at this location over the past five years, five of which involved an injury. Four of these crashes were rear ends, two were angle, and two were opposing left-turn collisions. An improvement option at this intersection is to construct turn lanes on US 25 to reduce the conflict between through traffic and turning vehicles.

Spot Improvement 2 – US 25 (Old Richmond Road) at Delong Road

There were 11 crashes at this location over the past five years, eight of which were angle collisions. An improvement option at this intersection is to construct turn lanes on US 25 to reduce the conflict between through traffic and turning vehicles.

Spot Improvement 3 – KY 1974 (Tates Creek Road) between KY 1980 (East Hickman Road) and Delong Road

There were 55 crashes on this portion of Tates Creek Road over the past five years, one of which was fatal and 21 that involved an injury. An improvement option is to realign this portion of Tates Creek Road and East Hickman, including the intersection with Delong Road, to remove the horizontal curves and bring the design speed up to 45-mph.

Spot Improvement 4 – KY 1974 (Tates Creek Road) between KY 169 (Union Mill Road) and Crawley Lane

There were 15 crashes on this portion of Tates Creek, with three involving an injury. 11 of the crashes were single vehicle and four were sideswipe collisions. An improvement option is to realign Tates Creek Road, remove the three horizontal curves, and bring the roadway up to a 45-mph design speed.

Spot Improvement 5 – Delong Road between Walnut Hill Road and Colliver Lane

There were 26 crashes on this portion of Delong Road over the past five years, 10 of which resulted in an injury and 17 of which were single vehicle collisions. An improvement option is to realign this portion of Delong Road and eliminate several of the unsafe horizontal curves.

Spot Improvement 6 – Delong Road between Delong Lane and US 25 (Old Richmond Road)

There were 13 crashes on this portion of Delong Road over the past five years, four of which resulted in an injury and 10 of which were single vehicle. An improvement option is to realign this portion of Delong Road and remove several of the unsafe horizontal curves.

11. The next steps are for the project team to revise the improvement concepts based on feedback from the project team and prepare for the second Local Officials/Stakeholder Meeting. There was also discussion about the second Public Meeting. It will be held virtually with a set date and time to draw as much attention as possible. A presentation will be given and a survey will be released to solicit feedback. These materials will remain open to the public after the meeting.

The meeting ended at approximately 3:30 p.m. EST.

Meeting Minutes

TO: Stephen De Witte
Co-Project Manager
KYTC Central Office
200 Mero Street
Frankfort, KY 40622

Casey Smith
Co-Project Manager
KYTC District Office #7
800 Newtown Court
Lexington, KY 40511

FROM: Brian Aldridge
Project Manager
Stantec Consulting Services Inc.

DATE: June 28, 2021

SUBJECT: Jessamine/Fayette Connectivity Study
Fayette and Jessamine Counties
KYTC Item No. 7-445
Stakeholder Meeting No. 2

The second stakeholder meeting for the subject project was held on a Microsoft Teams Teleconference on June 24 at 1:30 p.m. EDT. The following individuals were in attendance:

Nancy Albright	LFUCG – Commissioner of Public Works
Doug Blackford	City of Nicholasville
August Brooks	
James Duncan	LFUCG
Mark Feibes	LFUCG – Division of Engineering
Natalie Flores-Esquivel	Bluegrass MPO
Todd Justice	Nicholasville Chief of Police
Ashleigh McGuire	Fayette Alliance
Julia Shaw	Lexington Police – Traffic Analyst
Tiffany Shewmaker	Jessamine County Office of the Judge Executive
Cherlynn Stevenson	Kentucky State Representative – 88 th District
Nancy Stone	Jessamine County Transportation Task Force
David West	Jessamine County Judge Executive

Stephen De Witte	KYTC – Central Office Planning
Chris Evilia	KYTC – District 7
Kenzie Gleason	Lexington Area MPO
Daniel Kucela	KYTC – District 7
Natasha Lacy	KYTC – District 7
Francis McDonnell	KYTC – District 7
Tony McGaha	KYTC – District 7
Casey Smith	KYTC – District 7
Rob Sprague	KYTC – District 7

Betty Hull	Rasor Marketing Communications
Mary Rasor	Rasor Marketing Communications
Haley Taylor	Rasor Marketing Communications

Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Graham Winchester	Stantec Consulting Services Inc.

Brian Aldridge welcomed everyone and, after introductions, delivered a presentation on the progress to date for the Jessamine/Fayette Connectivity Study.

The following enumerated items were discussed.

1. The purpose of the meeting is to present the results from the first round of public outreach and to get feedback from the stakeholders on initial improvement concepts.
2. This project is federally funded with Metropolitan Planning Funds. Future phases of the project are not funded in Kentucky's FY 2018 – FY 2024 Highway Plan or the recently enacted 2020 – 2022 Highway Plan.
3. The goals of the study include identifying transportation issues affecting mobility related to safety, congestion, and connectivity and to examine short-term, long-term, and local improvement concepts and strategies to address the identified issues.
4. There was a brief discussion of the feedback from the first round of public outreach. Due to Covid-19 restrictions, the project team was unable to host an in-person public meeting. Instead, other means of communication were used, including a project website, a project email address, an online Story Map, an online survey, an online mapping exercise, 4,300 mailed postcards, a press release, and social media posts. Additionally, the first Local Officials/Stakeholder Meeting was held on September 15, 2020. The online Story Map with a survey and mapping exercise was open to the public between September 14 and December 11, 2020. There were 379 participants who fully or partially completed the survey. The following is a summary of the results from the survey.

Respondents were asked to rank the top three transportation issues in the study area. Increasing congestion, narrow travel lanes and shoulders, and too much traffic on local roads were the highest priorities. **Figure 1** presents the results from the mapping exercise where participants were asked to indicate the location of transportation issues in the study area.

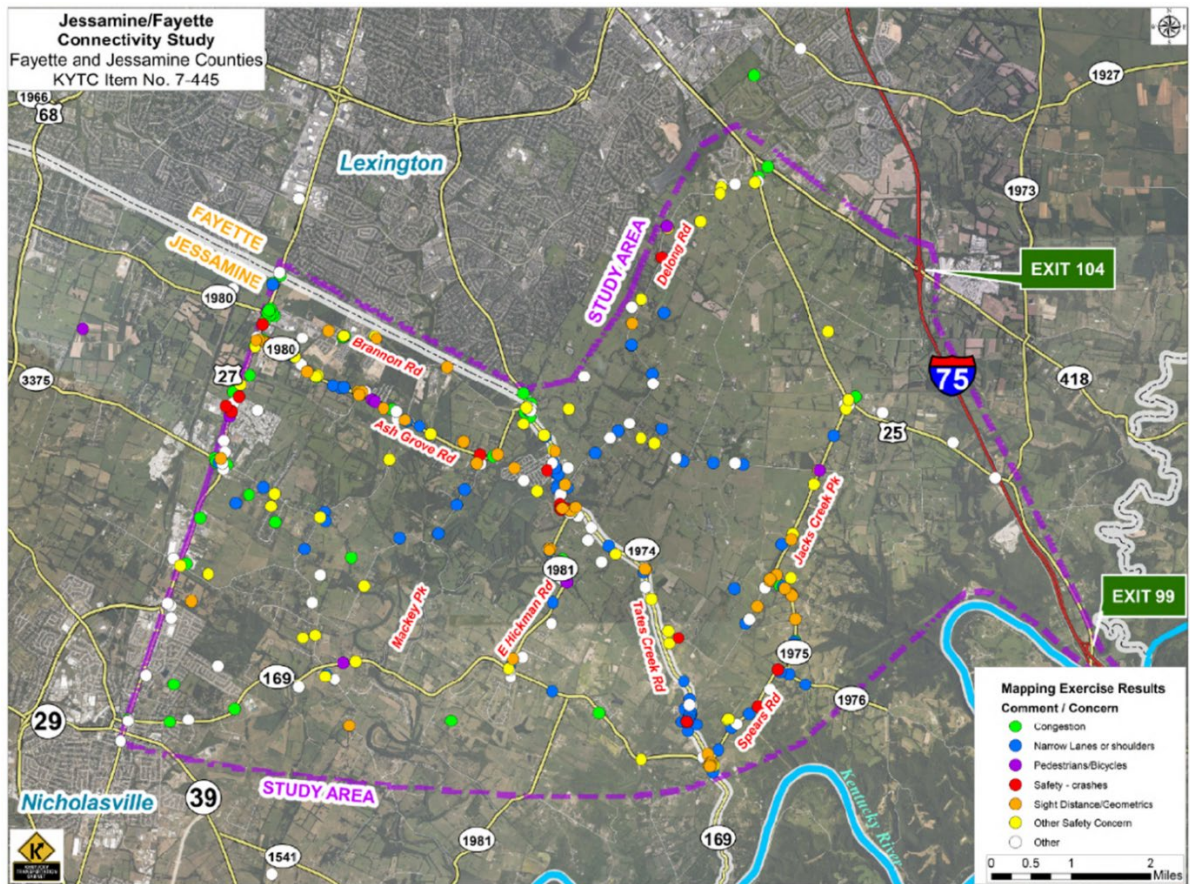


Figure 1: Public Outreach Mapping Exercise Results

When asked if transportation improvements are needed within the study area, 269 (76 percent) respondents indicated that improvements are needed now. Respondents were then asked if a better connection is needed between US 27 and I-75. 194 respondents (60 percent) indicated an entirely new roadway connection should be built.

When asked which existing routes should be improved, the most common roads cited were Tates Creek Road, US 27, Brannon Road, Jacks Creek Pike, Ashgrove Road, and DeLong Road. Participants were then asked if a new connection is needed, where it should be built. There were several common themes with the responses, including:

- The eastern portion of the US 27 bypass in Nicholasville
 - Brannon Crossing on Brannon Road
 - Exit 99 on I-75
 - Connect Tates Creek Road to I-75
5. Highlights from the existing conditions analysis were discussed. Focus area roadways are generally two-lane collectors or local roads with narrow lanes and shoulders.

A crash analysis was performed for the most recent three years, July 1, 2017 to June 31, 2019. Of the 3,508 crashes in the focus area over this three-year period, 15 (less than one percent) were fatal, 564 (16 percent) were injury, and 2,929 (84 percent) were property damage only. The most common crash types were rear end with 1,067 (31 percent) and single vehicle with 912 (26 percent).

6. Preliminary improvement concepts were presented for discussion. Concept 1 and Concept 2 improve east-west mobility in the study area.

Concept 1 – KY 169 & Jacks Creek Pike Improvements

Concept 1 includes upgrading KY 169 (Union Mill Rd.) and KY 1975 (Jacks Creek Pike) to a 55-mph design speed by widening lanes/shoulders and improving geometrics. In addition to upgrading the existing routes, Concept 1 includes a new connector between KY 169 and KY 1975 through Crawley Lane north of the existing KY 169 intersection with KY 1974. Based on results from the 2045 LAMPO TDM, traffic on Concept 1 roadways is expected to be between 13,200 and 18,400 VPD. Results from the model also show a reduction in traffic on KY 1981 (East Hickman Road) by 2,600 VPD and an increase traffic on US 25 (Old Richmond Road) by 3,600 VPD. Traffic is also expected to decrease on KY 169, KY 1974, and KY 1975 south of the new intersection. The new alignment will be access controlled and will improve safety by limiting the number of driveways with direct access.

Concept 2 – New I-75 Interchange at Old Richmond Rd. (US 25)

Concept 2 includes all Concept 1 improvements and a new I-75 interchange with US 25 at milepoint 101, south of the existing Athens Boonesboro Exit. Based on results from the 2045 LAMPO TDM, ramps on the new interchange are expected to carry 2,300 to 4,100 VPD. Traffic on the improved KY 169 and Jacks Creek Pike is expected to be slightly higher than in Concept 1. Traffic on adjacent roadways will be impacted similarly to Concept 1, except on the portion of US 25 between Jacks Creek Pike and the new interchange, where 3,000 additional VPD are expected.

Concept 3 – Tates Creek Rd. and E. Hickman Rd. Realignment

Concept 3 improves both east-west and north-south mobility and includes all Concept 1 and 2 improvements as well as the realignment of the Tates Creek Road intersections with Delong Road and East Hickman Road and the realignment of the horizontal curves on East Hickman Road. Traffic on the realigned portions of Tates Creek Road and East Hickman Road is expected to increase by 3,500 VPD.

Concept 4 – Brannon Road Connector

Concept 4 includes all Concept 3 improvements and the extension of Brannon Road from the existing intersection with Tates Creek Road to US 25 north of the Jacks Creek Pike intersection. The extension is expected to carry over 11,000 VPD, while also increasing traffic on East Brannon Road and Tates Creek north of the new intersection. This concept is expected to significantly decrease on Delong Road. The Brannon Road extension between Tates Creek Road and US 25 was also

analyzed as a stand-alone project without the other improvements. Without the other improvements, the Brannon Road extension is expected to carry up to 14,100 VPD.

- It was noted that this project could be considered as part of future plans if this area experiences more development.
- Question: Would a new Brannon extension overwhelm Old Richmond Road?
Answer: Upgrades to Old Richmond Road would be considered as part of this project.
- Question: How much of the corridor falls inside the USB?
Answer: The corridor will likely be completely outside of the USB.
- Question: How many farms/homes will be impacted?
Answer: We will try to minimize impacts to both. The final alignment would not be finalized until the design phase.
- There was some interest in extending Brannon Road to Delong Road and making improvements to Delong Road to accommodate the additional traffic.

Preliminary construction cost estimates for each individual improvement were discussed and are shown in **Table 1**. Complete cost estimates including right-of-way will be developed for the revised improvement concepts after the second round of public involvement.

Table 1: Preliminary Construction Cost Estimates

Preliminary Construction Cost Estimates			
Concept	Description	Length (Miles)	Construction Cost Estimate (Millions)
Concept 1	KY 169 and Jacks Creek Pike	10.63	\$40.1
Concept 2	Old Richmond Road and New Interchange on I-75	2.24	\$25.0
Concept 3	Tates Creek Road and E Hickman Road	3.45	\$15.5
Concept 4	New E Brannon Road Connector	4.21	\$33.1

7. In addition to the corridor-wide improvement concepts, spot improvements were developed to address safety issues at specific locations. These locations were identified from an analysis of crash and geometric data as well as results from the

public outreach survey. Traditional ‘spot improvements’ that improve individual sections of a roadway are not being considered for this study. Improving small portions of rural two-lane roads can cause safety issues because drivers will increase speeds on the improved sections and maintain these higher speeds on unimproved sections with poor geometrics. The preliminary spot improvements are instead focused at intersections and on longer roadway segments.

- Spot Improvement 1 – Construct turn lanes on Old Richmond Road at the Jacks Creek Pike intersection
 - Spot Improvement 2 – Construct turn lanes on Old Richmond Road at the Delong Road intersection
 - Spot Improvement 3 – Realign Delong Road between Delong Lane and Old Richmond Road
 - Spot Improvement 4 – Realign Delong Road between Walnut Hill Road and Colliver Lane
8. The next step are for the project team to revise the improvement concepts based on feedback from the local officials/stakeholder and the public.

The meeting ended at approximately 2:30 p.m. EDT.

Meeting Minutes

TO: Stephen De Witte
Co-Project Manager
KYTC Central Office
200 Mero Street
Frankfort, KY 40622

Casey Smith
Co-Project Manager
KYTC District Office #7
800 Newtown Court
Lexington, KY 40511

FROM: Brian Aldridge
Project Manager
Stantec Consulting Services Inc.

DATE: October 19, 2021

SUBJECT: Jessamine/Fayette Connectivity Study
Fayette and Jessamine Counties
KYTC Item No. 7-445
Project Team Meeting No. 3

The third project team meeting for the subject project was held on a Microsoft Teams Teleconference on October 18, 2021 at 11:00 a.m. EDT. The following individuals were in attendance:

Douglas Burton	LFUCG
Isidro Delgado	KYTC – Central Office Planning
Stephen De Witte	KYTC – Central Office Planning
Christopher Evilia	Lexington Area MPO
Natalie Flores-Esquivel	Bluegrass ADD
Kenzie Gleason	Lexington Area MPO
David Heil	KYTC – Central Office Planning
Natasha Lacy	KYTC – District 7
Francis McDonnell	KYTC – District 7
Tony McGaha	KYTC – District 7
Alex Mucci	KYTC – District 7
Beth Niemann	KYTC – Central Office Planning
Steve Ross	KYTC – Central Office Planning
Casey Smith	KYTC – District 7
Shane Tucker	KYTC – District 7
Thomas Witt	KYTC – Central Office Planning
Brian Aldridge	Stantec Consulting Services Inc.
Len Harper	Stantec Consulting Services Inc.
Graham Winchester	Stantec Consulting Services Inc.

Brian Aldridge welcomed everyone and, after introductions, delivered a presentation on the progress to date for the Jessamine/Fayette Connectivity Study.

The following enumerated items were discussed.

1. The purpose of the meeting is to present the results from the second round of public involvement and to get feedback from the project team on study conclusions.
2. This project is federally funded with Metropolitan Planning Funds. Future phases of the project are not funded in Kentucky’s FY 2018 – FY 2024 Highway Plan or the recently enacted 2020 – 2022 Highway Plan.
3. The goals of the study include identifying transportation issues affecting mobility related to safety, congestion, and connectivity and to examine short-term, long-term, and local improvement concepts and strategies to address the identified issues.
4. There was a brief discussion of the feedback from the first round of public outreach. Due to Covid-19 restrictions, the project team was unable to host an in-person public meeting during the first round of involvement. Instead, other means of communication were used, including a project website, a project email address, an online Story Map, an online survey, an online mapping exercise, 4,300 mailed postcards, a press release, and social media posts. The online Story Map with a survey and mapping exercise was open to the public between September 14 and December 11, 2020. Of the 376 participants, 269 (71 percent) believe improvements are needed now. When asked to rank the top transportation issues in the study area, increasing congestion, narrow travel lanes and shoulders, and too much traffic using local roads were the highest priorities.

High Priority	Medium Priority	Low Priority
<ul style="list-style-type: none"> • Increasing congestion • Narrow travel lanes and shoulders • Too much traffic using local roads (and too many trucks on local roads) 	<ul style="list-style-type: none"> • Poor connectivity to the interstate • Speeding • Can’t easily see what’s up ahead/around the corner 	<ul style="list-style-type: none"> • High crash rates • Safety for bicyclists and pedestrians • Can’t easily pass slower vehicles • Narrow bridges

5. After meeting with Local Officials/Stakeholders in June, another round of public involvement was conducted. This second round included an updated online story map with a new survey and a public meeting held on July 22nd at East Jessamine Middle School. While the purpose of the first survey was to solicit feedback from the

public regarding transportation issues and trouble spots, the second survey intended to gauge public interest of four improvement concepts, shown in **Figure 1**.

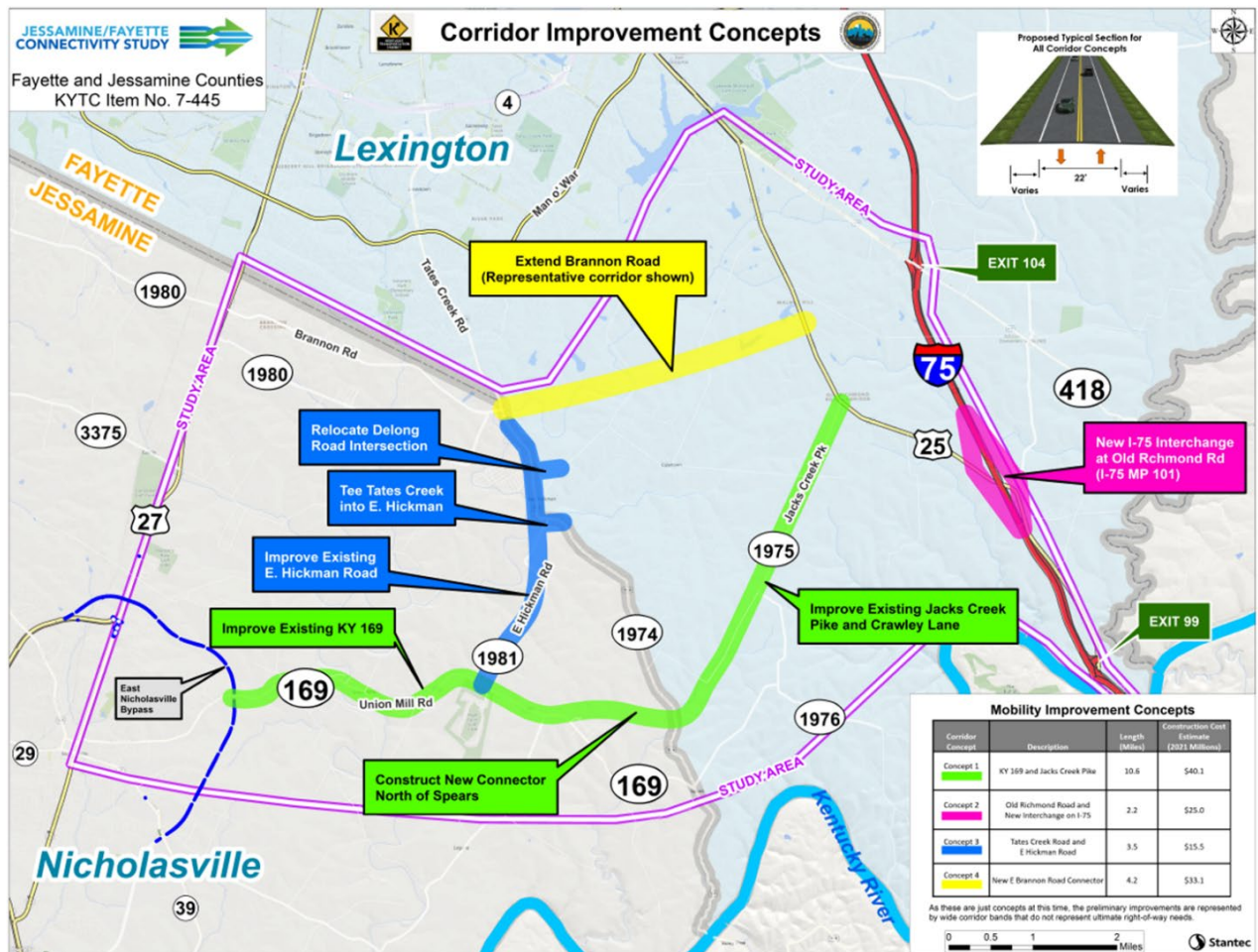


Figure 1: Corridor Improvement Concepts

There were 155 participants who fully or partially completed the survey. When asked how they heard about the study, 41 (32 percent) respondents indicated social media, 34 (27 percent) from the postcard, and 20 (16 percent) from a friend or neighbor. When asked if they live or work within the study area, 106 (68 percent) indicated they live and/or work in the study area. The highest reported zip codes were 40356 (Jessamine County) and 40515 (southeast Fayette County), accounting for 69 percent of the total zip codes submitted.

The four improvement concepts were then presented and questions were asked about each. The first concept includes improving existing Union Mill Rd. (KY 169) and Jacks Creek Pike (KY 1975) and a new connector between KY 169 and KY 1975 through Crawley Lane, as shown in red on **Figure 2**. When asked how often respondents currently use these routes, 66 percent indicated they use the routes at least once per week.



Figure 2: Union Mill Rd./Jacks Creek Pike Improvements & New I-75 Interchange

The second improvement concept includes a new I-75 interchange with US 25 (Old Richmond Rd.) just south of the existing Athens Boonesboro Exit, shown on Figure 2 in purple. 43 percent of respondents indicated that constructing a new I-75 interchange is very important.

The third concept includes realignment of the Yates Creek Road intersections with DeLong Road and East Hickman Road and the realignment of the horizontal curves on East Hickman Road, as shown in **Figure 3**. This concept will make Yates Creek Rd. to East Hickman Rd. the through movement. When asked how often respondents currently use these routes, 68 percent indicated they use the routes at least once per week.

The final improvement concept included in the survey involved the extension of Brannon Road from the existing intersection with Yates Creek Road to US 25 north of the Jacks Creek Pike intersection, as shown in **Figure 4**.



Figure 3: Yates Creek Rd. & E. Hickman Rd. Realignment

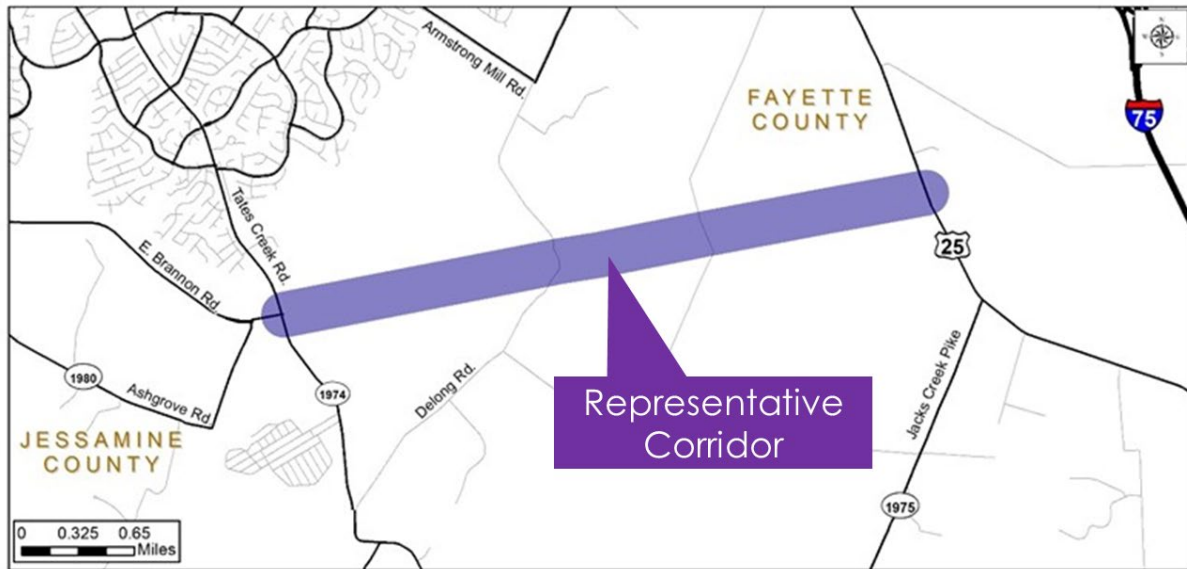
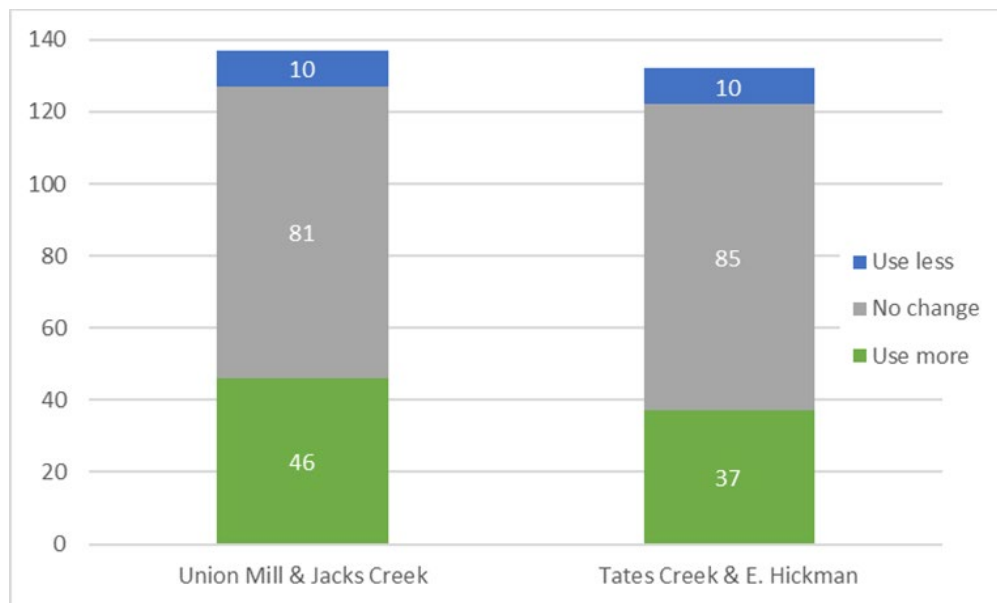


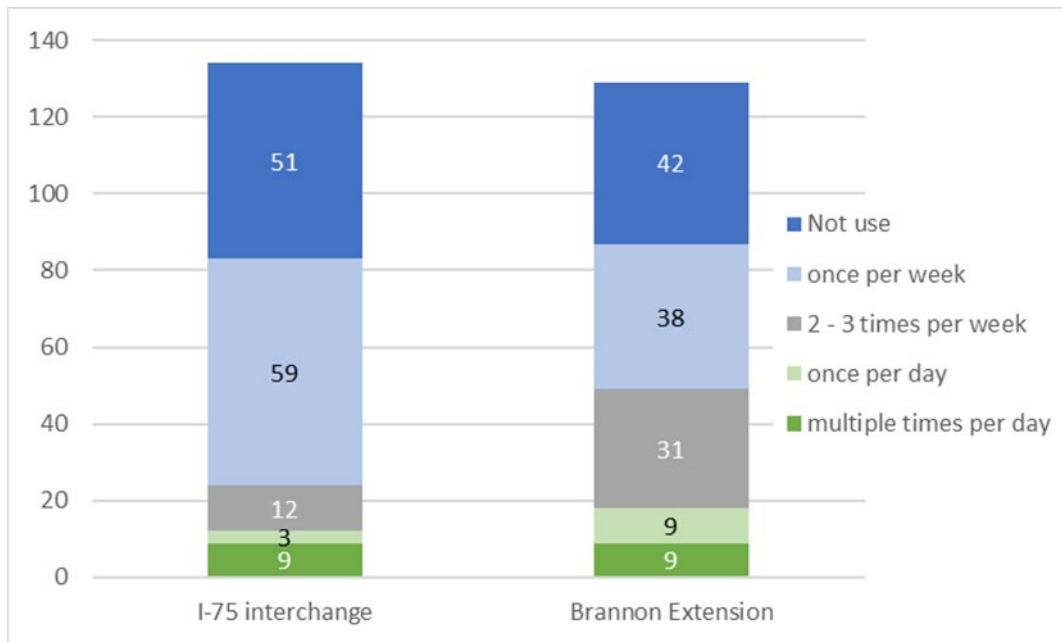
Figure 4: Brannon Road Extension

Respondents were asked questions for each of the improvement concepts regarding usage, connectivity, safety, and congestion. Below is a summary of the results.

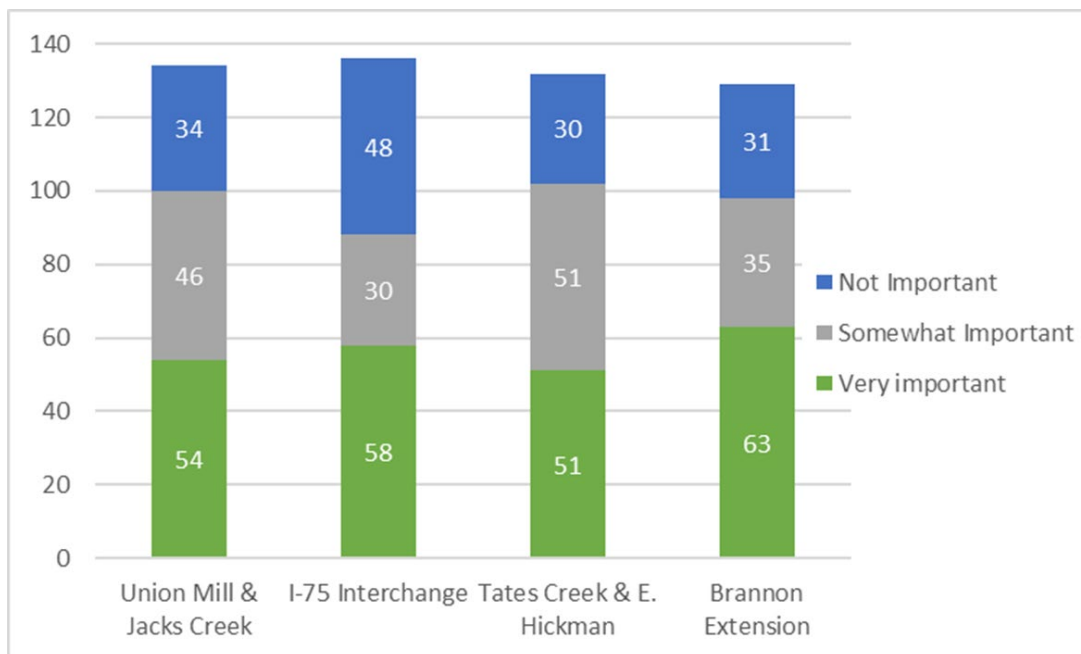
When asked how often they would use the improved roadways, 46 (34 percent) indicated they would use Union Mill and Jacks Creek Pike more than they do today while 37 (28 percent) indicated they would use Tates Creek and E. Hickman more.



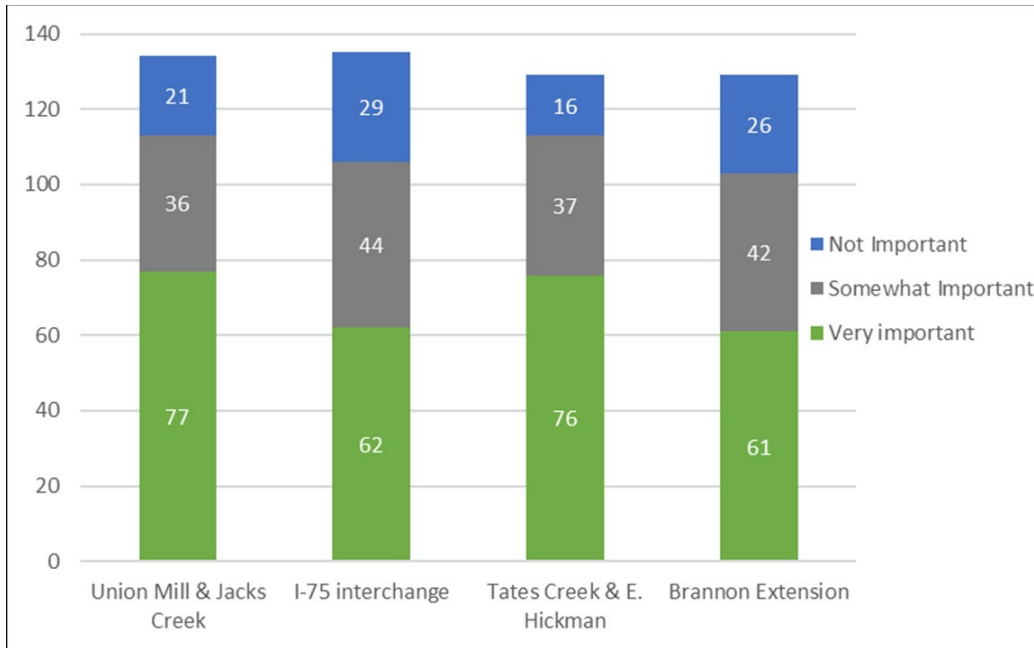
When asked how often they would use the new improvements, 83 (62 percent) indicated they would use a new I-75 interchange at least once per week while 87 (67 percent) indicated weekly use of the Brannon Extension.



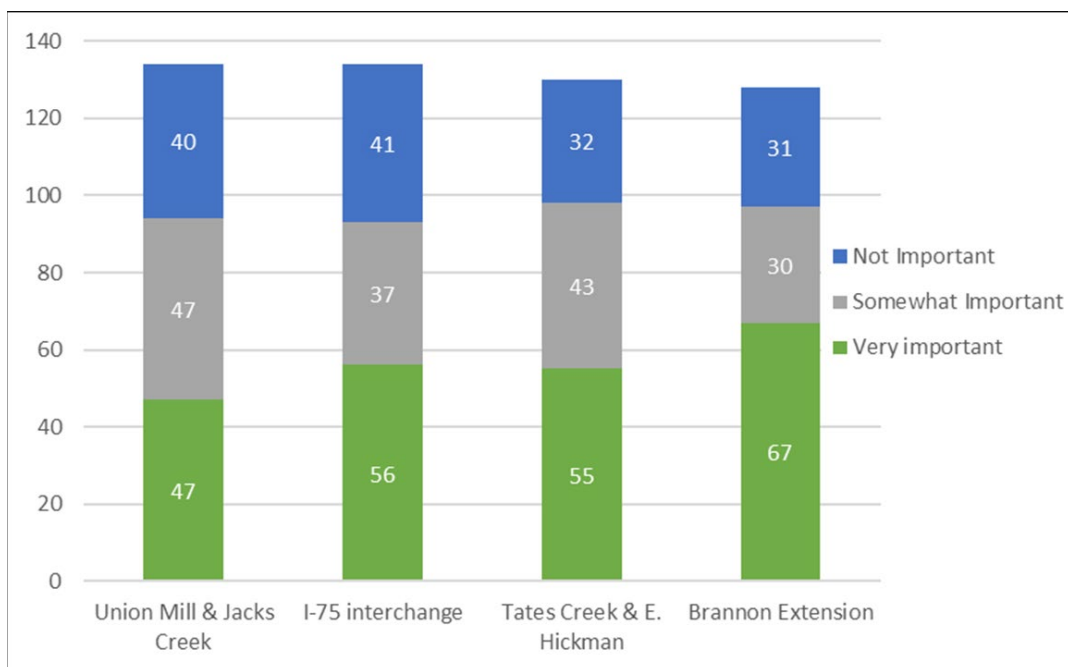
When asked about the importance of improving connectivity in the project area, the Brannon Extension received the most votes for ‘very important’ with 63, followed by a new I-75 interchange with 58 votes.



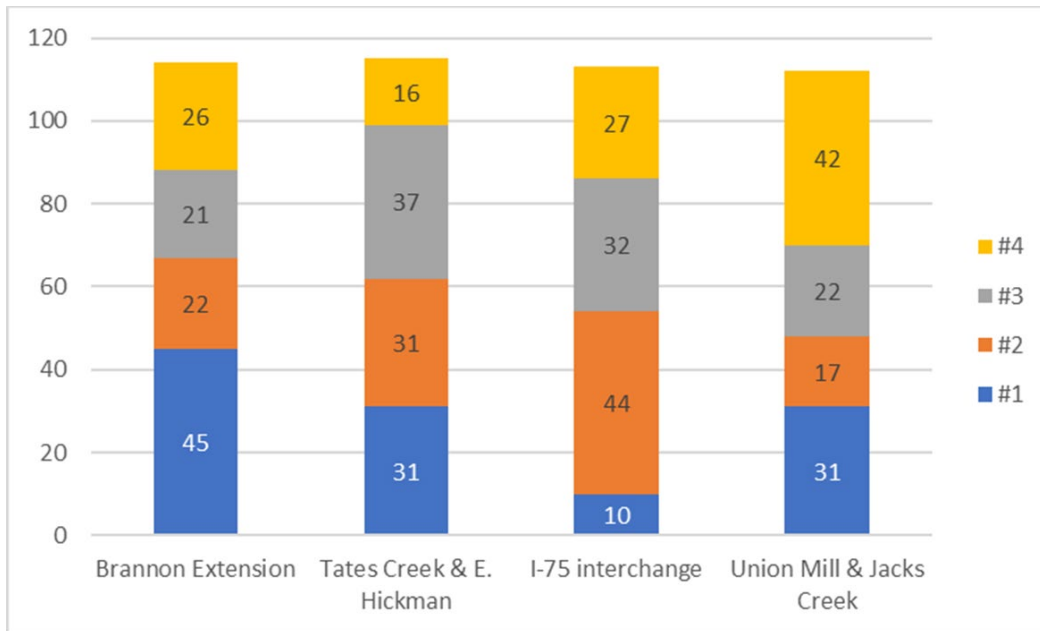
The next question asked about the importance of improving safety in the project area, the improvements to Union Mill Rd. and Jacks Creek Pike received the most votes for ‘very important’ with 77, followed by the realignment of Tates Creek Rd. and E. Hickman Rd with 76 votes.



When asked about the importance of improving congestion in the project area, the Brannon Extension received the most votes for ‘most important’ with 67.



At the end of the survey, respondents were asked to rank the improvement concepts #1 – #4, with 1 being the highest priority. A weighted ranking system was used to summarize the results, with a #1 ranking worth 4 points, a #2 ranking worth 3 points, and so on. The Brannon Extension received the most points, followed by the realignment of Tates Creek Road and East Hickman Road.



With only 68 percent of total respondents living and/or working in the study area, it was essential to separate out results from respondents in the study area. To do so, the survey results were summarized by geography using the zip code of the respondent. The two zip codes in the study area, and the most common zip codes, were 40515, southeast Fayette County, and 40356, northeast Jessamine County, shown in **Figure 5**.



Figure 5: Study Area Zip Codes

Based on results from surveys with these two zip codes, 40 percent of 40356 respondents would use KY 169 and KY 1975 more if the improvements were implemented while only 22 percent of 40515 respondents would use the improved routes more. Respondents from Jessamine County also believe that improving connectivity, safety, and congestion in the area is more important than those in Fayette County.

How often would you use the improved roadway?

Zip Code	Use More	No Change	Use Less
40515	22.0%	64.4%	13.6%
40356	40.0%	57.5%	2.5%

How important is it to improve connectivity in the area?

Zip Code	Very important	Somewhat Important	Not Important
40515	25.9%	27.6%	46.6%
40356	55.0%	35.0%	10.0%

How important is it to improve safety in the area?

Zip Code	Very important	Somewhat Important	Not Important
40515	47.4%	24.6%	28.1%
40356	62.5%	27.5%	10.0%

How important is it to improve congestion in the area?

Zip Code	Very important	Somewhat Important	Not Important
40515	29.8%	17.5%	52.6%
40356	37.5%	52.5%	10.0%

Additionally, 76 percent of 40356 respondents would use the Brannon Extension at least once per week while only 57 percent of 40515 respondents would use the new route. Respondents from Jessamine County also believe that improving connectivity, safety, and congestion in the area is more important than those in Fayette County.

How often would you use the improved roadway?

Zip Code	Multiple times per day	Once per day	2-3 times per week	Once per week	Would not use
40515	3.4%	3.4%	25.9%	24.1%	43.1%
40356	5.4%	5.4%	29.7%	35.1%	24.3%

How important is it to improve connectivity in the area?

Zip Code	Very important	Somewhat Important	Not Important
40515	35.1%	26.3%	38.6%
40356	48.6%	43.2%	8.1%

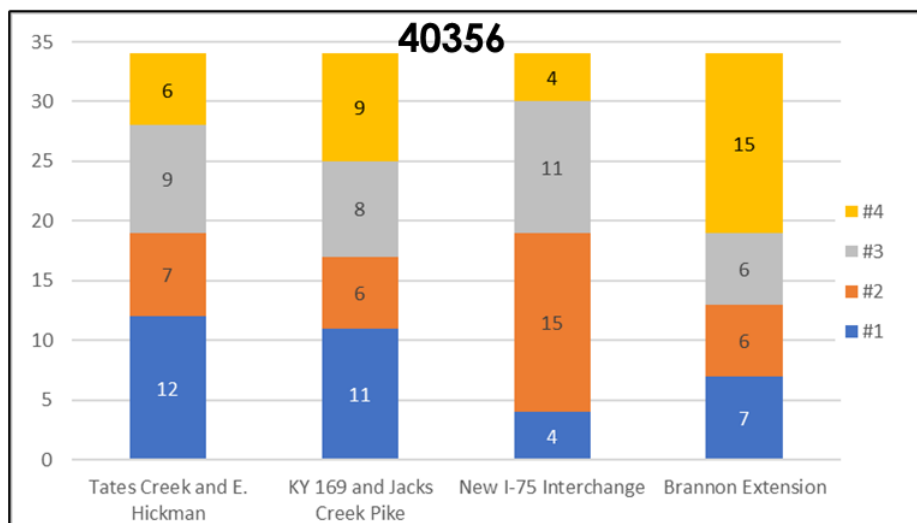
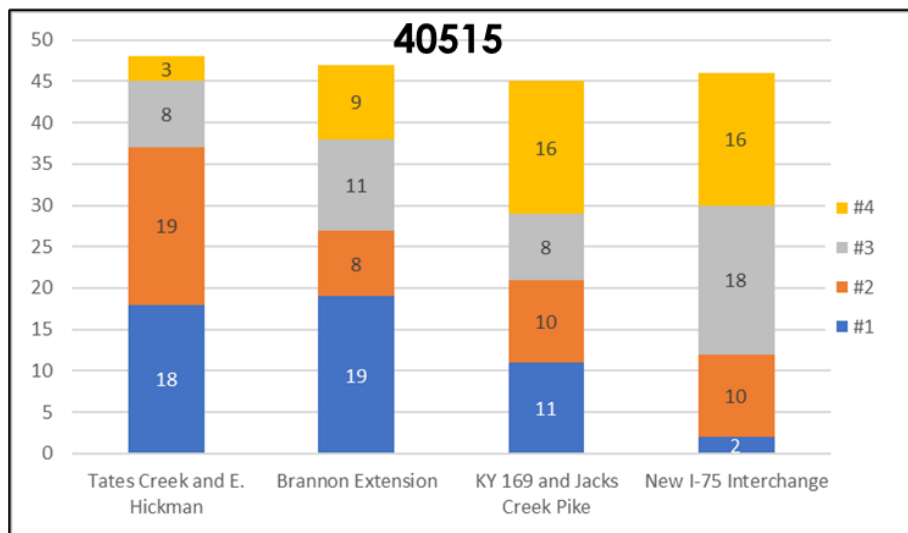
How important is it to improve safety in the area?

Zip Code	Very important	Somewhat Important	Not Important
40515	32.8%	34.5%	32.8%
40356	52.8%	38.9%	8.3%

How important is it to improve congestion in the area?

Zip Code	Very important	Somewhat Important	Not Important
40515	34.5%	27.6%	37.9%
40356	63.9%	30.6%	5.6%

When asked to rank the concepts, the realignment of Tates Creek and E. Hickman was the highest priority for respondents from both study area zip codes. Unsurprisingly, the Brannon Extension was the second highest priority for respondents from 40515 (Fayette County), while the improvements to KY 169 and KY 1975 was the second priority for respondents from 40356 (Jessamine County).



There was no obvious public consensus based on results from the survey. In general, safety is more of an issue to the public than connectivity and congestion. While many believe these improvements would be beneficial, others are concerned with disrupting farmland and increasing congestion. There were also several comments to consider multimodal accommodations along with any improvement concepts.

6. Preliminary cost estimates were then presented, as shown in **Table 1**, along with comments from the public survey regarding each concept.

Table 1: Preliminary Construction Cost Estimates

Preliminary Construction Cost Estimates			
Concept	Description	Length (Miles)	Construction Cost Estimate (Millions)
Concept 1	KY 169 and Jacks Creek Pike	10.63	\$40.1
Concept 2	Old Richmond Road and New Interchange on I-75	2.24	\$25.0
Concept 3	Tates Creek Road and E Hickman Road	3.45	\$15.5
Concept 4	New E Brannon Road Connector	4.21	\$33.1

Union Mill Rd. & Jacks Creek Pike Improvements

Based on comments received from the survey, concerns with this concept include ruining the natural beauty of the land and increasing congestion and speeds by providing an ‘expressway.’ It was reiterated that the typical section for this concept, and all concepts, includes two 11-foot lanes and a paved shoulder to maintain the rural ‘feel’ of the area.

Based on a base year Lexington Area MPO (LAMPO) Travel Demand Model (TDM) select link analysis, most of the traffic using Jacks Creek Pike is coming from Nicholasville and using Union Mill Road (KY 169). Half of the traffic travels south to the KY 169/KY 1974 intersection while the other half uses E. Hickman Road, as shown in **Figure 6**. Improving KY 169 and realigning the intersection with KY 1974 would provide a safer, more efficient route for these vehicles trying to reach US 25.

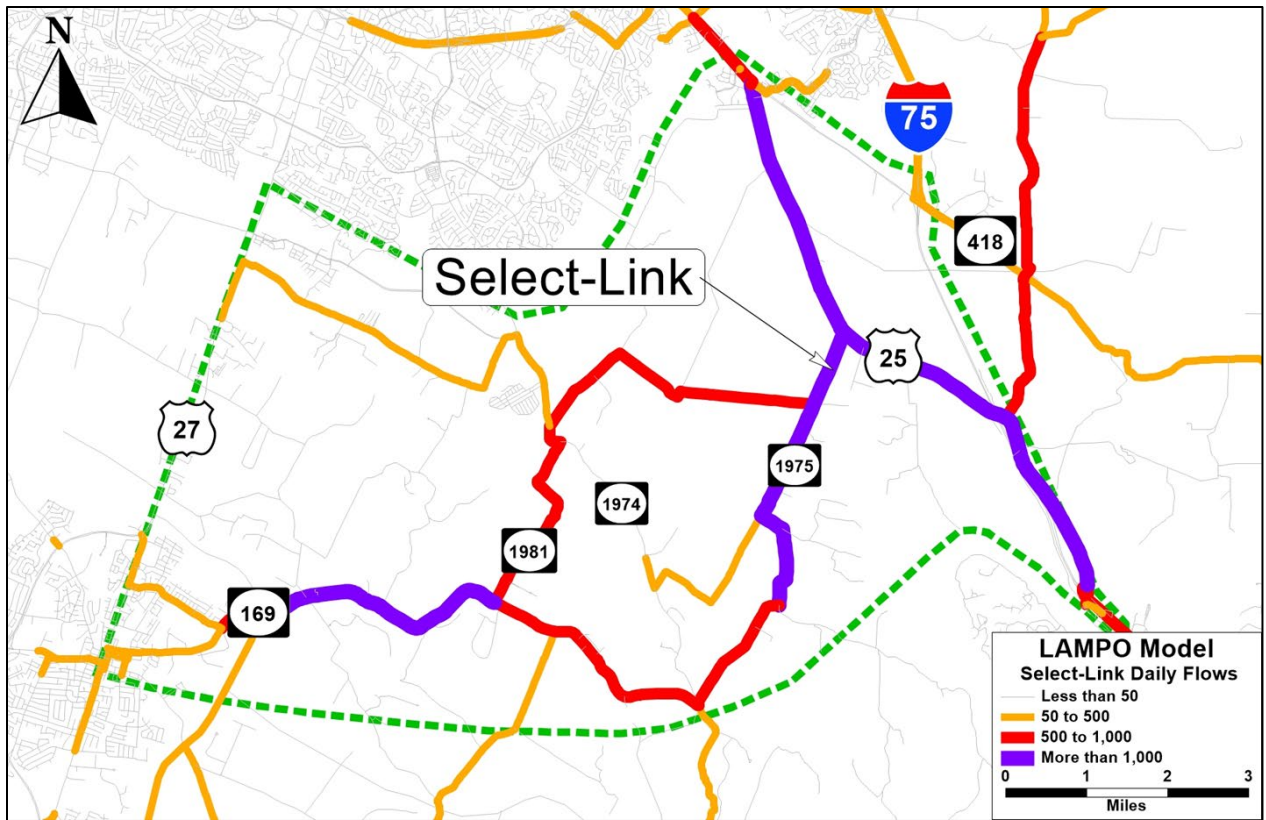


Figure 6: Existing LAMPO TDM Jacks Creek Pike Select Link Analysis

New I-75 Interchange at US 25

Based on comments received from the survey, concerns with this concept include that it is not necessary because existing interchanges area adequate, that it would increase congestion in the area, and that it would impact the Elk Lick Creek watershed and the Floracliff Nature Sanctuary. This concept would be constructed in conjunction with improvements to Jacks Creek Pike and US 25 to account for the increased congestion. Additionally, an Environmental Overview was performed as part of this study. If any concepts are moved into the design phase, additional environmental analyses will be performed.

Tates Creek Rd. and E. Hickman Rd. Realignment

Based on comments received from the survey, there are concerns over losing farmland during right-of-way acquisitions. Other respondents have concerns with safety and speeding on the existing routes and believe this project is needed.

Brannon Road Connector

This concept received overall positive comments. However, there were some vocal opponents including Bluegrass Alliance and Overbrook Farm. The main concerns were that this project would destroy farmland and bring more traffic into the area.

Based on a base year LAMPO TDM select link analysis, most of the traffic using Delong Road is coming from Armstrong Mill, US 25, and KY 169, as shown in Figure 7.

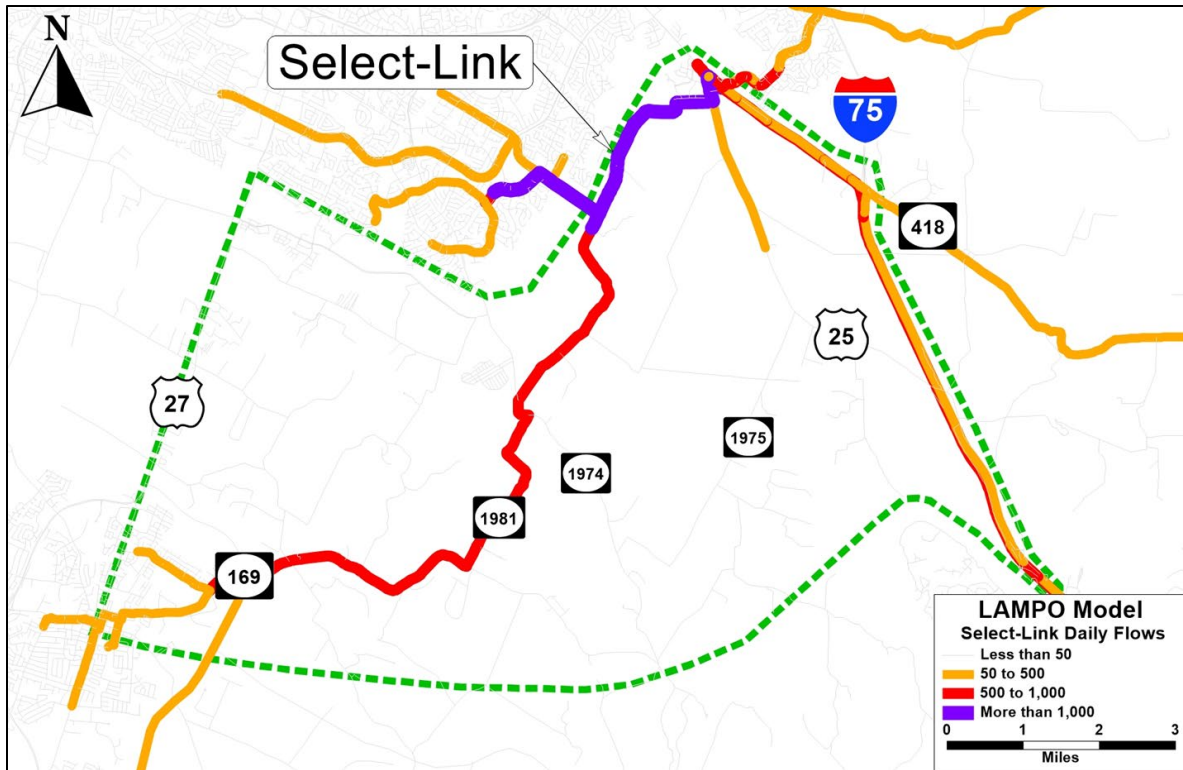


Figure 7: Existing LAMPO TDM Delong Road Select Link Analysis

7. An additional Brannon Extension concept was discussed to avoid extending past the Urban Service Boundary and taking farmland. Instead, Brannon Road could be extended to a realigned Delong Road at the Tates Creek intersection, as shown in Figure 8.
 - Question: Was this concept shown to Overbrook Farm?
Answer: No, it had not been shown to the project team at the time of the meeting.

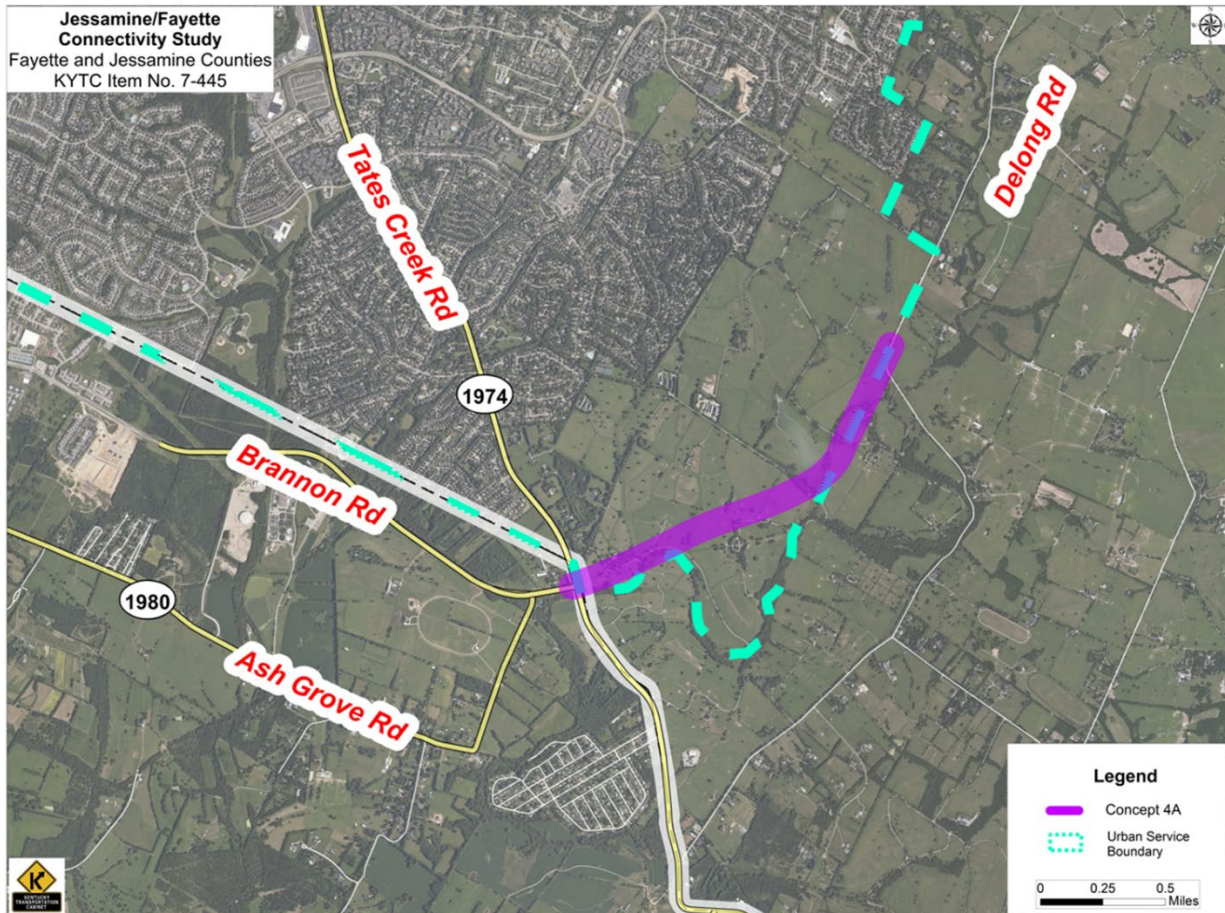


Figure 8: Brannon Road Extension to Delong Road

- There was a discussion of study conclusions. Rather than presenting recommendations in the report, the project team will focus on the data-driven process by which each improvement concept was analyzed. Instead of high, medium, and low priority, the concepts will be categorized as follows:

Concepts to Consider for Advancement

- Realignment of Tate's Creek Road (KY 1974) and East Hickman Road (KY 1981)
- Spot Improvements
 - Turn Lanes at the Old Richmond Road intersections with Jacks Creek Pike and Delong Road
 - Realign Delong Road between Delong Lane and Old Richmond Road
 - Realign Delong Road between Walnut Hill and Colliver Lane

Concepts for Future Consideration after the East Nicholasville Bypass is Completed

- Improvements to Union Mill Road (KY 169) and Jacks Creek Pike (KY 1975)
- New I-75 Interchange at Old Richmond Road

Concepts for Consideration as Part of Future Development along Delong Road

- Tates Creek/Delong Road Connector
 - It was noted that the alignment will be considered during the design phase.
 - This concept is not intended to spur development, but instead to be prepared for when development occurs.
9. The next steps are for Stantec to present an abbreviated version of this presentation to the Lexington City Council meeting on October 27th and to finalize a draft report.

The meeting ended at approximately 12:15 p.m. EDT.

**LETTERS RECEIVED FROM
STAKEHOLDERS DURING THE
SECOND PUBLIC OUTREACH
WINDOW**

September 22, 2021

Via Email:

Mr. Brian Aldridge
Stantec
10509 Timberwood Circle Suite 100
Louisville, KY 40223-5308

RE: Jessamine / Fayette Connectivity Study- Overbrook Farm

Dear Brian,

Thank you for the Zoom call on Friday, September 17th, 2021, with you, Craig Benz of LFUCG and Mark Butler with Bill Young, Chris Young, John Lovern and myself on behalf of Overbrook Farm and the Young Family interests in the area of the above referenced study. We all appreciated your time and presentation with regard to the purpose of the study. We do understand that the study represents a very preliminary initial step to review the connectivity issues of southern Jessamine and Fayette County through to I-75, but we want to make sure that you understand Overbrook's issues and concerns.

Overbrook farm is made up of approximately 1,800 acres bordered by Tates Creek Pike, Hartland Subdivision, and Delong Road, approximately 400 acres of which are in the urban service area and an additional 600 acres are in Expansion Area 1 of the Urban Service Area. The Young family owns Grassland, a farm consisting of approximately 700 acres off of Shelby Lane, which is also in the study area.

While we discussed a number of concerns and related matters as to the study we have two very strong specific concerns which we expressed in the meeting and which we also want to make sure are made a part of the record and emphasized by this letter:

1. The Brannon Road Connection Concept as reflected in your July 2021 public presentation appears to go directly through the horse farm operations of Overbrook Farm effectively dividing pasturage and separating it from barns and other farm facilities. While we understand that the line was a simple concept, the beginning point at Brannon Road dictates that any extension would have to go directly through the heart of Overbrook Farm. This is of extreme concern to the Youngs as a road of that magnitude and the activity associated with it going directly through the farm would essentially make further horse operations on the farm impossible either inside or outside the urban service area, and would eliminate Overbrook as a viable thoroughbred farm. Suffice it to say that Overbrook Farm and its principals are vehemently opposed to any such plan, even in concept form.

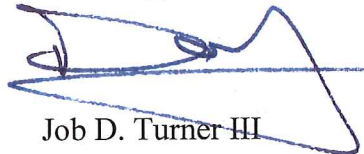
2. The proposed Spot Improvement Concept number 4 (realigning Delong Road between Walnut Hill and Colliver Lane) affects a section of Delong Road which borders Overbrook Farm and is a delightful winding country road through significant tree stands and a pristine creek. Any realignment of this section of Delong Road would result in irreparable damage to this truly unique road section and to Overbrook's scenic beauty. Overbrook Farm and its principals would likewise be vehemently opposed to any such realignment even in concept form.

We specifically request written notice to us (email, followed by mailing) related to any and all actions, as well as any discussions of such actions, proposed to be taken by the Lexington Fayette Urban County Government and the Kentucky Department of Transportation related to this study area. That notice can be sent to me and to John Lovern, P.O. Box 1110, Lexington, KY 40588, jlovern@wtyoung.com.

We request that this letter be made a part of the formal record of the study and strongly considered in any further decisions and/or action on the items noted.

Thank you very much for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Job D. Turner III", written over a horizontal line.

Job D. Turner III

Cc:
Craig Bencz
William T. Young, Jr.
Christopher Young
John Lovern

September 13, 2021

Governor Andy Beshear
700 Capitol Avenue, Suite 100
Frankfort, Kentucky 40601

Dear Governor Beshear,

The Fayette County Rural Land Management Board voted unanimously on August 25, 2021 to oppose the Jessamine/Fayette Connectivity Study (KYTC Item No. 7-445) as shown. The Board is in opposition to the concepts for the Jessamine-Fayette County connector road to Interstate I-75 through the southeast part of Fayette County. Please find included with this letter a 4-page outline of objections and issues related to this Stantec study commissioned by the KYTC and corroborating exhibits and correspondences. Federal Core Function Requirements were not followed for possible future inclusion in the Lexington Area Metropolitan Planning Organization (MPO). Early transparency and the initial input from major Fayette County citizens/property owners and stakeholders would have saved time and money.

There was a limited amount of public input because the July 22, 2021 Jessamine County meeting and the accompanying survey were not designed to receive actual southeast Fayette County responses. Please note in the attached copy of the survey that the zip code 40515 for the area of Fayette County where the proposed connector road is being studied is not included. The meeting was poorly attended due to Covid. Residents who did attend have commented that the survey was biased and did not ask any questions pertaining to community character, environmental impacts to the Kentucky River tributaries or Fayette County's long-range land use planning. It seemed to only be interested in which option to build a road to I-75. And, the online survey response time was short.

No one has objected to the MPOs projects as listed in the adopted 2021-2024 transportation improvement plan (TIP). Based on the statistics shown within the MPO, it appears the majority of impetus for a connector road to Interstate-75 comes from Jessamine County since southeast Fayette County already has three existing interchange sites to I-75 within 8 miles. The majority of negative impacts associated with a new road and an additional interchange are located in Fayette County.

We respectfully request that southeastern Fayette County options for a connector road to I-75 and the accompanying additional interchange be removed from the Jessamine/Fayette Connectivity Study.

Thank you and sincerely,



Gloria C. Martin, Chair
Fayette County Rural Land Management Board

The Fayette County Rural Land Management Board (RLMB), which has government oversight for the rural service area (RSA) in Fayette County and currently holds permanent conservation easements on thousands of acres of within the proposed study area, was not consulted or made aware of this study prior to commencing the study.

These are the RLMB powers and duties: Ordinance No.4-2000, 1-13-00. LFUCG Sec. 26-6 (2)- Board powers and duties. *“Enter into contracts and agreements with the urban county government, other governmental entities, and also private persons, firms and corporations in furtherance of the purpose of this chapter.*

In addition: * The **MPO Federal Core Function Requirements:** *“engage other plans, projects and programs to ensure mutual goals and objectives.”*

Legal issues to consider with such a connectivity study:

*This road study **has not been formally adopted** within the 2020-2045 Lexington Area Metropolitan Planning Organization’s MPO Transportation Plan for Fayette/Jessamine Counties.

* This *“connectivity study”* **has not been included in the short and/or long-range MPO plans,** including the MTP (Metropolitan Transportation Plan) and TIP (Transportation Improvement Plan).

* This connector road study **is listed nowhere in the project tables of adopted MPO.**

* This connector road study has **no intent listed in the TIP.**

* There are **other government adopted long-range plans and documents in conflict** with the connectivity study which were neither consulted or included prior to advancing this study.

***Significant Fayette County adopted plans were not consulted prior to proceeding with the study:**

*The **Fayette County Comprehensive Plan** with numerous long-range plans including:

* The **Fayette County Rural Land Management Plan:** adopted in 1999as one of its major elements, has been updated more than once per KRS requirements since the 1999 RLMPlan was adopted and included within all the updated Comprehensive Plans.

* There are major other government **physical and financial negative impacts** and conflicts between adopted plans and the connectivity road study.

* RLMP has spent federal, state and local funding

*begun purchase of conservation/agricultural easements in 1999.

* Adopted **Long-range 20+ -year plan** - 1999.

* Adopted Goal of purchasing **50,000 acres of easements** in Fayette County.

* **Thousands of acres** of viable and productive agricultural farmland are under conservation easements within the study areas and would be negatively impacted by any connector roadway or the construction of one.

*The Fayette County **Greenspace Plan,** adopted in 1994, and Greenspace Commission.

*The Fayette County **Corridors Committee.**

***Tourism** is a significant part of the local and state economy and is supported with major goals in the adopted Lexington-Fayette Comprehensive Plan.

- * The southeastern part of Fayette County has designed and **adopted driving tours** on the state designated scenic byways marked with signage.
- * The Bluegrass Driving tour is provided by the Kiwanis Club.
- * **State Designated Scenic Byways** are an integral part of the self-guided driving tours and noted and adopted in several of the planning documents.
- * **Old Richmond Road** is a state designated Scenic Byway & on driving tours.
- * **National Register of Historic Places**: There are numerous farms and designated properties with national register status listed within the proposed study area.
- * Any federal funds used for a road project that impacts these properties mandates a **Section 106 review** of the National Historic Preservation Act for *all* those historic properties "*to avoid, minimize or mitigate any adverse effects on historic properties*".

***The cost for a connector road through conservation easements would be prohibitive:**

- *The land to implement a connector road *would require **condemnation.***
- * The entities that funded farm easements **require repayment if condemned.**
- * **AT LEAST \$84,033,581** has already been invested in *just* PDR easements in Fay.Co.
- * The **Federal government** has invested **\$26,039,837** toward purchase of easements.
Plus \$1,250,000 in ISTEA funds in FY-99.
- *The **State of Kentucky** has invested **\$15,550,000** toward purchase of easements.
Plus \$750,000 in FY-2000 to pay for the original feasibility study.
- *The **Lexington-Fayette Urban County Government (LFUCG)** has invested **\$40,443,744.**
- ***Plus, 37 farm owners have donated millions of \$ more in their *donated easements.***
- *There are also **other farms and single-family home sites** that would be impacted.
- * An **I-75 Interchange** on Old Richmond Road would require loss of existing easements.

- * **The Bluegrass Conservancy**, another non-profit organization, holds agricultural/ conservation easements on farms and properties within the proposed study area in Fayette County.
- * These easements also contain properties on the National Register.
- * These easements would also require condemnation and Section 106 reviews.

***Southeast Fayette County has adequate Interstate Access points:**

- *There are 3 **existing interstate access points** within an 8-mile area serving southeast Fayette County for both I-75 north-south and Interstate I-64 east-west directions.

Exit 104 at Athens-Boonesboro Road
Exit 99 at Clays Ferry
Exit 108 at Man 'O War at Hamburg

- * Adding additional **cut-through traffic from Jessamine County** to shorten their drive time by only a few minutes to have additional interstate access would exacerbate traffic woes onto the existing roads in southeast Fayette County. The addition of semi-truck and STAA vehicles on the existing rural secondary roads # 1975 Spears-Jacks Creek and U.S. Hwy 25 (Old Richmond Road) in the rural service area would hinder safety for the *necessary* agricultural vehicles (tractors, hay & tobacco wagons, horse and cattle trailers, etc.) on the roads.

* **Fayette County would not benefit** from a new connector road to I-75 through its highly productive multi-million-dollar improved agricultural farmland properties and associated ag-businesses.

* *“Seventy percent of the labor force living in Fayette County works in Fay. Co.”*

(Source: current MPO. p.13)

Negative impacts to Fayette County:

- * economic viability of primary soils and farmland would be lost.
- * highly productive working farms would be lost.
- * agriculturally-related businesses would be lost.
- * jobs would be lost.
- * payroll taxes would be lost.
- * property taxes would be lost.
- * tourism revenues associated with them would be lost.
- * environmental concerns would multiply with air and water quality.
- * Kentucky River tributaries would be negatively impacted.
- * wildlife habitat would be lost.
- * noise and light pollution would increase.
- * cultural landscape resources would be lost.
- * historic resources would be lost.
- * MPO states % of most Jessamine Co. traffic does not work in southeast Fayette Co.
- * An even smaller % of southeast Fayette Co. residents work in Jessamine Co.

* **SUMMARY:** There were significant **federal core functions and requirements** that should have happened in order to develop or devise such a costly and time-consuming study prior to the stage at which the study has advanced.

- * **Fiscal considerations** were not included in the MPO Plan for the project.
- * **Environmental impacts** were not considered or included in the MPO Plan for project.
- * **Historic impacts** were not considered or included in the MPO Plan for the project.
- * **Existing adopted plans** were not considered.
- * **Adequate public input** was not obtained prior to beginning project.
- * **Public notification was inadequate.**
- * **Public input** and Public comment were limited.
 - * MPO report states small % of comments from either county.
 - * Very **Limited notifications** posted for a **July 2020** public meeting.
 - * Only Limited number of property owners were notified about a **July 2021** mtg.
 - * Postcards arrived in mailbox *after* the meeting date.
 - * **Covid prohibited attendance** at the *only* 2 public meetings in 2020 & 2021 meetings.

* **The only mentions for any type of Jessamine County “connector road” within the MTP Project Categories** are on page 88 and 129 of the current MPO where it clearly states such an infrastructure project in the past had *“been removed due to a number of factors that included too expensive to implement and the considerable environmental obstacles”*. And, *“commenters cited high project costs, environmental and scenic impacts”*.

* Nothing has changed since that was written to make it any more likely to study or construct.

- * Property costs per acre have increased in Fayette County.
- * Fiscal costs for all transportation projects have increased.
- * The number of agricultural /conservation easements in Fayette County have increased.
- * Environmental obstacles and restrictions have increased.
- * More National Register Properties have been recognized and designated.
- * Other MPO Fayette County and Jessamine County projects are still pressing.

Other Transportation Projects in both counties that could use some additional funds:

- * Pavement maintenance.
- * Guardrail maintenance.
- * Drainage and flooding over and along rural roadways.
- * Better mowing and landscape restoration.
- * Enhance roadway landscaping to promote tourism.
- * Better lighting to eliminate light pollution.
- * Litter pickups along arterials.
- * Existing Shoulders repaired.
- * Shoulders added.
- * Bridges repaired.
- * Turn lanes added.
- * Striping added to roads.
- * Reflectors replaced and added to centerline markings for nighttime safety.
- * Additional signage.
- * Bicycle lanes added.
- * Alternate truck routes.
- * Traffic calming.
- * Eliminate "cut-through" semi and STAA trucks on rural roadways.
- * Enforcement of existing laws and regulations.

Please find the following items attached to the letter of opposition concerning the study area in southeastern Fayette County that would include a new connector road to I-75.

* A copy of page 126 (Appendix C) in the adopted MPO showing the March 2019 Herald-Leader newspaper classified section for notice of a 2019 public review period for the 2045 MPO and the 2045 MTP. *NOTE: there is NO mention for such a connectivity study or connector road in the classified notice OR in the adopted 2045 Plans.*

* The July 17, 2020 MPO website seeking public input on the FY 2021-2024 TIP. *NOTE: There is NO mention for such a connectivity study or connector road in the adopted TIP.*

* July 22, 2021 public meeting. A copy of the “postal customer” postcard *some* of the property owners found in their mailboxes in mid-July 2021 about a Fayette/Jessamine Connectivity Study public meeting.

- * Many property owners in southeast Fayette County did not get a postcard.
 - * Some postcards arrived after the meeting date.
- * No notifications were sent to the state representatives for the area.
- * No notifications were sent to Fayette County Councilmembers.
- * No postcards were sent to the Rural Land Management Board Members.
- * This meeting was held during the Covid pandemic, participation was limited.
- * A presentation *only* was made with exhibits on display.
- * Gave output to attendees but *took no input* from them.
- * No comments to hear thoughts were taken at the meeting.
- * The map shown on the survey was NOT the same map as shown in the study.
 - * *Survey not well designed for input with the maps in study area.*
 - * *Survey only on line for a short period of time.*

* End of July 2021 and August 2021: Property owners in “study area” began texting and emailing trying to find out who, what, when and where the connectivity study had originated. There was *Immediate opposition*.

* Neighborhood Presidents and property owners contacted councilmember, state representative and chair of RLMB. *NOTE: Councilmember, State Representative, Chair of RLMB knew nothing about it.*

* The August 24, 2021 email from the MPO Transportation Planning Manager to the Director of the Rural Land Management Board answering the question the Director had about the study and explaining who had commissioned the study.

* A copy of the map sent to RLMB Director as mentioned in the 8-24-21 email. *NOTE: As shown on the map, The Brannon Road Extension, The New Connector North of Spears connected to Improve Existing Jacks Creek and the New I-75 Interchange at Old Richmond Road impact agricultural/conservation easements held by the RLMB and the Bluegrass Conservancy.*

*September 7, 2021- Email sent to Councilmember Plomin from Christopher Evilia, MPO Transportation Planning Manager, answering her questions that the KYTC was managing the road connectivity project and funded through state toll credits as the match.

* A copy of the map as part of the Fayette/Jessamine Connectivity Study showing the Brannon road Extension through the RLMB and Bluegrass Conservancy easements.

*September 2021 -The map the LFUCG prepared at the request of the RLMB Chair to show how the proposals for improvements, new roads and new I-75 interchange would have a negative impact or obliterate the agricultural/conservation easements held by the LFUCG Rural Land Management Board and the Bluegrass Conservancy.

***Owners of thousands of acres within the study area oppose a connector road from Jessamine County through southeastern Fayette County to I-75.**

Appendix C Participation

MTP 2045 Legal Ad

THURSDAY MARCH 14 2019
KENTUCKY.COM

HERALD-LEADER

Classified 5B

Legals & Public Notices

determining that the property owner abutting the rights of way to be closed has been identified, provided with written notice of the proposed closing, and consented thereto in writing, and authorizing the Mayor on behalf of the Urban County Government to acquire easement deeds and any other documents necessary for transferring the former rights-of-way to the abutting owner, subject to the reservation of easements and restrictions. Passed March 7, 2019.

THIRTY (30) DAY PUBLIC REVIEW OF THE LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION'S 2045 METROPOLITAN TRANSPORTATION PLAN (MTP)

The Metropolitan Planning Organization (MPO) will have a 30-day public review period for the 2045 Metropolitan Transportation Plan (MTP) beginning March 14, 2019 and ending on April 13, 2019. The MTP is a long-range plan that outlines goals, strategies, projects and programs for improving transportation in Fayette and Jessamine County.

The MTP can be reviewed at <http://lexareamtp.org/> or printed copies are available from 8 a.m. - 4 p.m. Monday through Friday at: 1) the Lexington Area MPO, 101 E Vine St., Room 735, Lexington, KY 40507; or 2) the Nicholasville Planning Commission, ORCA, Nicholasville City Hall, 517 N Main St., Nicholasville, KY 40356.

A public meeting on the MTP will be held in Fayette County on March 26, 2019 from 5:30 PM to 7:00 PM (open house) at the Tates Creek Public Library, 3628 Walden Dr., Lexington, KY 40517.

Written comments on the MTP may be sent to the MPO by e-mail at kgleason@lexingtonky.gov (SUBJECT: 2045 MTP) or at the mailing address listed above. If you are a person with a disability and require assistance to participate in the review process or if you have questions or concerns, please contact MPO staff, Kerzie Gleason at 859-258-3605 or at the email address above.

0241112311

B4 Thursday, March 14, 2019
www.jessaminejournal.com

PUBLIC NOTICE THIRTY (30) DAY PUBLIC REVIEW OF THE LEXINGTON AREA METROPOLITAN PLANNING ORGANIZATION'S 2045 METROPOLITAN TRANSPORTATION PLAN (MTP)

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Public Notices

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Lexington area MPO seeking public input on Transportation Improvement Program

🕒 July 17, 2020 👁 603 Views

LEXINGTON, Ky. — The Lexington Area Metropolitan Planning Organization (MPO) is seeking public input on the FY 2021 – FY 2024 Transportation Improvement Program (TIP).

The MPO is the transportation planning agency for Fayette and Jessamine counties and a small portion of Scott County. The TIP is a list of transportation programs and projects that transportation funds will be allocated to during the next four years. Projects that seek the use of federal transportation funds are required to be in the TIP.

Major projects in this TIP update include:

- Safety and congestion improvements along Richmond Road
- Improvements to Brannon Road and Ashgrove Pike
- Funding for Public Transportation
- Bridge maintenance and interstate paving projects
- Improvements to New Circle Road
- Continuation of the Eastern Nicholasville Bypass from KY 39 to KY 169
- Safety Improvements to the Wilmore “Y” Intersection of KY 29 and US 68

Public review and comment on the Transportation Improvement Program will be accepted until Aug. 15, 2020.

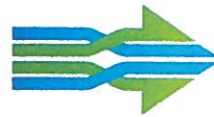
The TIP can be reviewed at <http://lexareampo.org/>.

Questions and comments on the draft TIP may be directed to Stuart Kearns with the Lexington Area MPO at gkearns@lexingtonky.gov or 859-258-3180. Written comments may be mailed to the MPO at:



**The Kentucky Transportation Cabinet and
Lexington Area Metropolitan Planning
Organization Need Your Input**

**JESSAMINE/FAYETTE
CONNECTIVITY STUDY**



PUBLIC MEETING

Thursday, July 22, 2021
East Jessamine Middle School
901 Union Mill Road, Nicholasville, KY
5:00 – 7:00 PM EDT

A live presentation will be delivered at 5:30 PM. A virtual presentation and all meeting materials will be available through the study website.

**Please visit JessFayStudy.com
for more details**



Visit us on the web:

www.JessFayStudy.com



**Please plan to join us, in-person
or virtual, on July 22, 2021**

JESSAMINE/FAYETTE CONNECTIVITY STUDY



The Jessamine/Fayette Connectivity Study is examining conditions related to safety and mobility. The study team has developed preliminary concepts to improve transportation connections between northeast Jessamine and southeast Fayette counties.

Your input is an integral part of the planning process.

A Public Meeting will take place Thursday, July 22, from 5:00 – 7:00 PM. Meeting materials will also be available on the study website beginning July 22.



KENTUCKY
TRANSPORTATION
CABINET

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

info@JessFayStudy.com

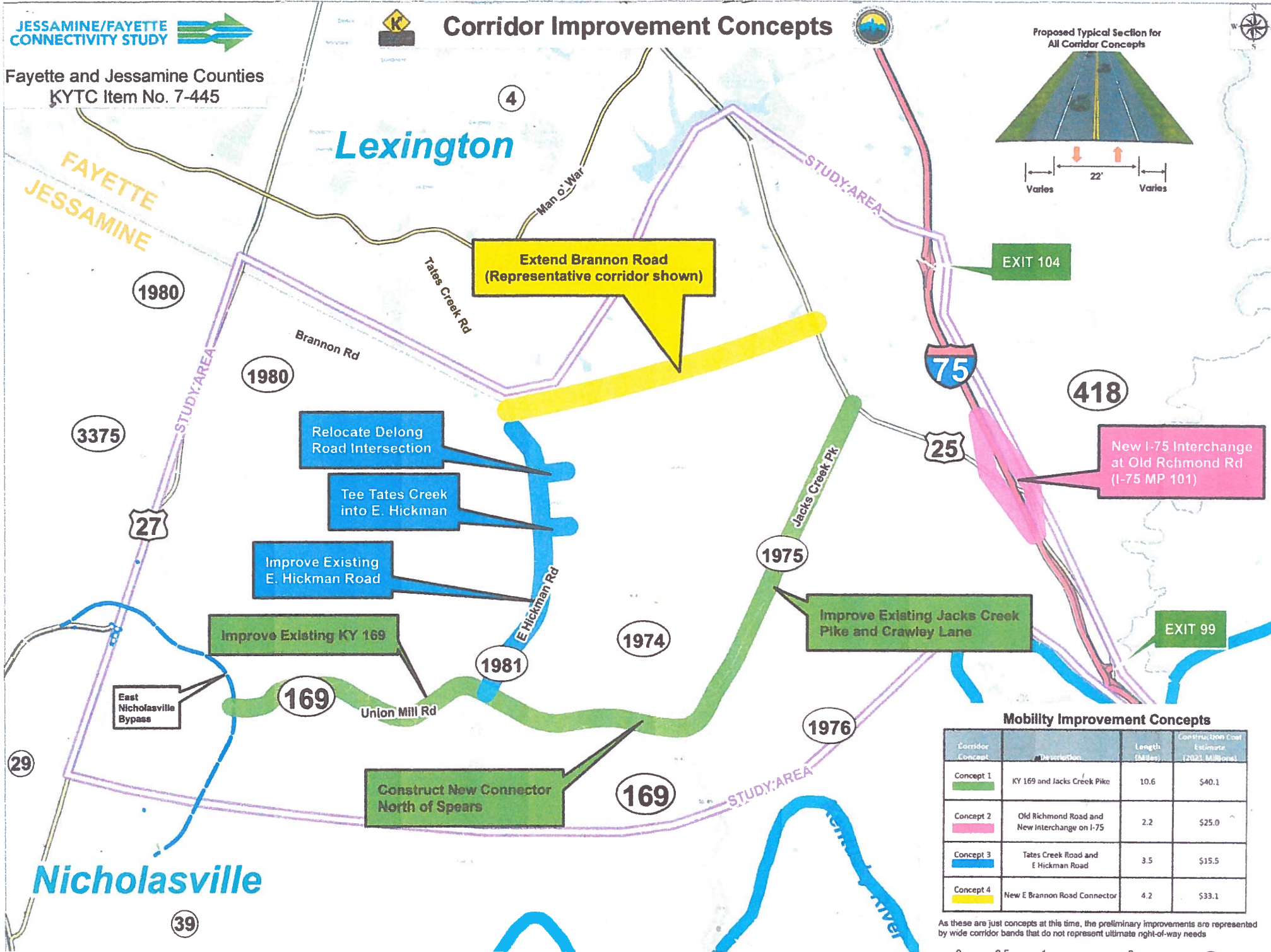
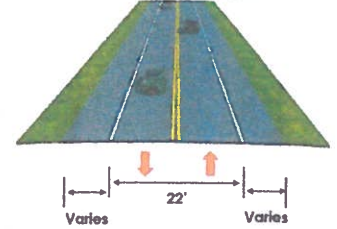
[KYTC District 7 \(859\) 246-2355](tel:(859)246-2355)

PRSR STD
ECRWSS
U.S.POSTAGE
PAID
EDDM Retail

Local
Postal Customer

Corridor Improvement Concepts

Proposed Typical Section for All Corridor Concepts



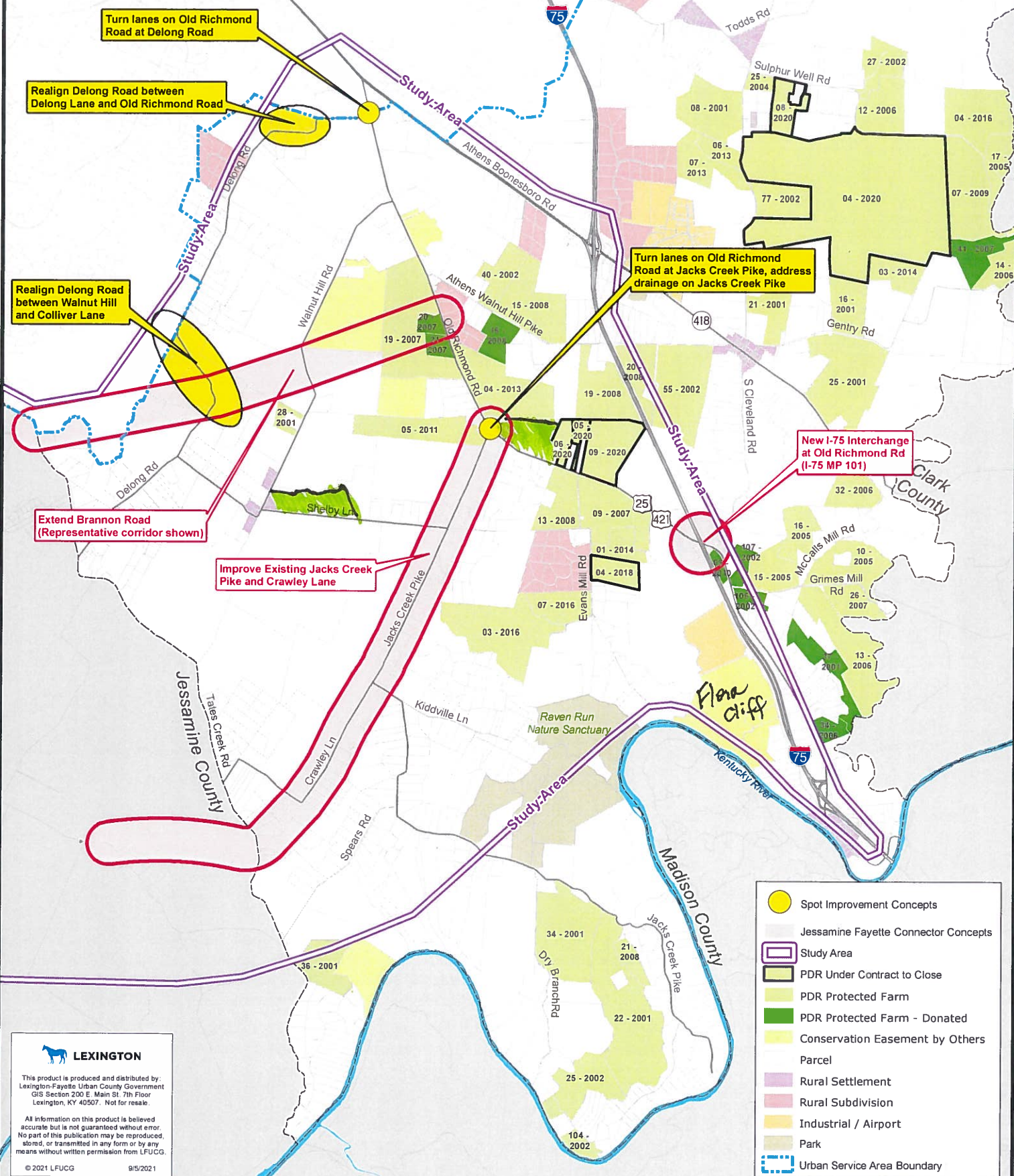
Mobility Improvement Concepts

Corridor Concept	Description	Length (Miles)	Construction Cost Estimate (2023, Millions)
Concept 1	KY 169 and Jacks Creek Pike	10.6	\$40.1
Concept 2	Old Richmond Road and New Interchange on I-75	2.2	\$25.0
Concept 3	Tates Creek Road and E Hickman Road	3.5	\$15.5
Concept 4	New E Brannon Road Connector	4.2	\$33.1

As these are just concepts at this time, the preliminary improvements are represented by wide corridor bands that do not represent ultimate right-of-way needs

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- Spot Improvement Concepts
- Jessamine Fayette Connector Concepts
- Study Area
- PDR Under Contract to Close
- PDR Protected Farm
- PDR Protected Farm - Donated
- Conservation Easement by Others
- Parcel
- Rural Settlement
- Rural Subdivision
- Industrial / Airport
- Park
- Urban Service Area Boundary

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FW: Jessamine-Fayette Connectivity Study Questions

2 messages

Eve Wallingford <ewallingford@lexingtonky.gov>

To: Kathy Plomin <kplomin@lexingtonky.gov>

Cc: mary diane hanna <marydianehanna@yahoo.com>, "chas7416@gmail.com" <chas7416@gmail.com>

Tue, Sep 7, 2021 at 10:51 AM

Hello Kathy,

Please see the response below that I received this morning from the MPO office. Let me know if there are any follow-up concerns or questions I can inquire about.

Thank you very much!

Eve Wallingford, MPA
Legislative Aide

Office of 12th District Councilmember Kathy Plomin
ewallingford@lexingtonky.gov

(859) 280-8265 Office



LEXINGTON

Sign-up for the [12th District Newsletter](#) to stay up to date on district news & events!

From: Christopher Evilia <cevilia@lexingtonky.gov>

Sent: Tuesday, September 7, 2021 10:47 AM

To: Eve Wallingford <ewallingford@lexingtonky.gov>

Cc: James Duncan <jduncan3@lexingtonky.gov>; Kevin Atkins <katkins@lexingtonky.gov>

Subject: Jessamine-Fayette Connectivity Study Questions

RE: Councilmember Plomin inquiry regarding project lead and funding source for Jessamine-Fayette Connectivity Study

Eve,

The Jessamine-Fayette Connectivity Study is an effort of the Central Office of the Kentucky Transportation Cabinet (KYTC) who is managing the project and selected the private sector consultants. The study was funded through federal metropolitan planning dollars that the KYTC uses at their discretion with state toll credits as the match. Regarding the MPO role, we are providing staff support to assist with the study but we do not have an official role until a request is made to amend the Metropolitan Transportation Plan (MTP). Since the study is still on-going, no request has been made to include project recommendations within the MTP.

Jessamine/Fayette Connectivity Study

Thank you for your time to evaluate potential roadway improvements in the Southeast Lexington area.

In addition to traffic studies and future growth projections, as well as previous public input, the project team has developed four conceptual improvements to increase safety and connectivity in the following areas:

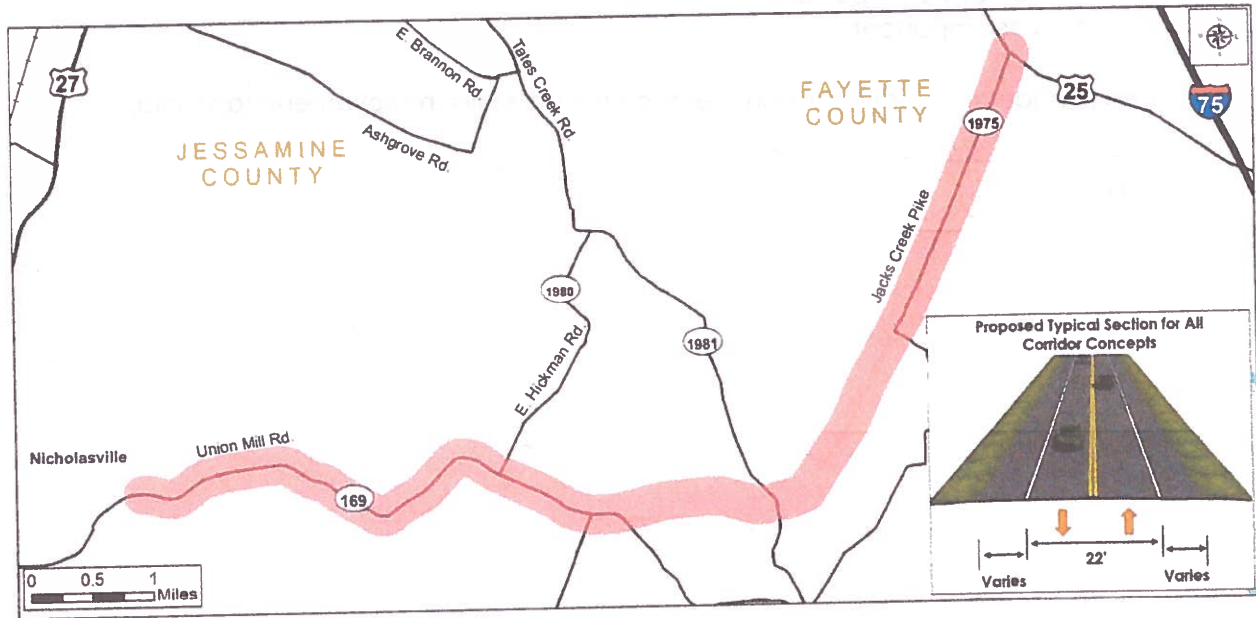
- Union Mill Road (KY 169) and Jacks Creek Pike (KY 1975)
- New I-75 Interchange at US 25 (Old Richmond Road)
- Tates Creek Road (KY 1974) and East Hickman Road (KY 1981)
- Brannon Road Extension

Please provide your perspective on how you feel each potential improvement would impact your travel through the area and the level of importance. If you don't regularly travel through any of the areas included, please answer accordingly.

Estimated completion time: 15 minutes.

Union Mill Road (KY 169) and Jacks Creek Pike (KY 1975) Improvements

This improvement concept includes widening the existing lanes to 11-feet (no additional lanes are proposed), widening shoulders, and improving sharp curves on Union Mill Road (KY 169) and Jacks Creek Pike (KY 1975). These improvements would allow drivers to maintain an average speed of 45 mph along the corridors. In addition to upgrading the existing routes, this concept also includes a new two-lane connector between Union Mill Road and Jacks Creek Pike. The new road would connect to Crawley Lane north of the existing Union Mill Road intersection with Tates Creek Road. The proposed improvements are for a two-lane road, a four-lane road is not being considered as part of this concept.

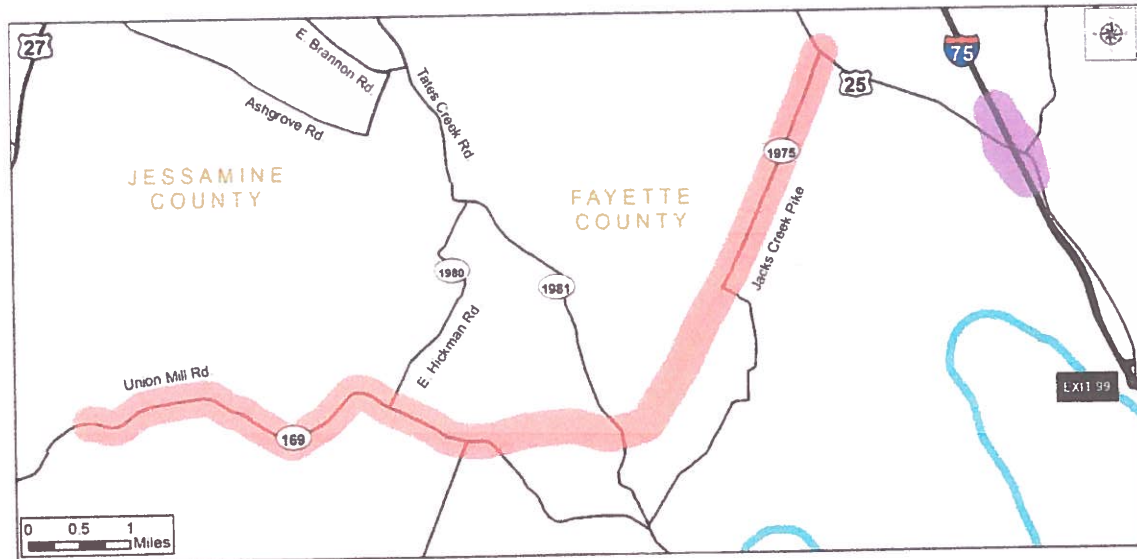


Connectivity

- How often do you use the highlighted sections of Union Mill Road (KY 169) or Jacks Creek Pike (KY 1975)?
 - Do not use
 - Once a week
 - About 2 to 3 times per week
 - Once per day
 - Multiple times per day
- How would your personal use of these routes change if the improvement concept were constructed?
 - Would use less
 - Would not change
 - Would use more
- How important is it to improve east-west connectivity in this area?
 - Not important
 - Somewhat important
 - Very important

New I-75 Interchange at US 25 (Old Richmond Road)

This concept builds upon the improvements to Union Mill Road (KY 169) and Jacks Creek Pike (KY 1975) and includes a new I-75 interchange at US 25 (Old Richmond Rd.) at milepoint 101, south of Exit 104 at Athens Boonesboro.



Connectivity

9. How important do you feel a new I-75 interchange is at US 25 (Old Richmond Road)?
- Not important
 - Somewhat important
 - Very important
10. How often would you use an I-75 interchange with US 25 (Old Richmond Road)?
- Would not use
 - Would use once a week
 - About 2 to 3 times per week
 - Would use once per day
 - Would use multiple times per day

Safety

11. How important is it to improve safety in this area?
- Not important
 - Somewhat important
 - Very important

Congestion

12. How important is it to ease congestion in this area?
- Not important
 - Somewhat important
 - Very important

9080.41 Acres

I 75/Connector Road Opposition by Road/Address= 9080.041

Old Richmond Road

5776 Old Richmond Road
5670 Old Richmond Road
7601 Old Richmond Road
6767 Old Richmond Road
5928 Old Richmond Road
5000 Old Richmond Road
6250 Old Richmond Road
6483 Old Richmond Road
5660 Old Richmond Road
6050 Old Richmond Road
7010 Old Richmond Road
7525 Old Richmond Road
6020 Old Richmond Road
4801 Old Richmond Road
4850 Old Richmond Road
5301 Old Richmond Road
5664 Old Richmond Road
5740 Old Richmond Road
5742 Old Richmond Road
6202 Old Richmond Road
6364 Old Richmond Road
5450 Old Richmond Road
4485 Old Richmond Road
6398 Old Richmond Road
5700 Old Richmond Road
5366 Old Richmond Road
4959 Old Richmond Road
6921 Old Richmond Road
6840 Old Richmond Road
6910 Old Richmond Road
4770 Old Richmond Road
8806 Old Richmond Road
6301 Old Richmond Road
6100 Old Richmond Road
5820 Old Richmond Road
4851 Old Richmond Road
5755 Old Richmond Road
5800 Old Richmond Road
6327 Old Richmond Road
6401 Old Richmond Road
6365 Old Richmond Road
5991 Old Richmond Road
8035 Old Richmond Rd

Jack's Creek Road

1851 Jack's Creek Pike
2480 Jack's Creek Pike
7085 Jacks Creek Pike
1601 Jack's Creek Road
5021 Jack's Creek Pike
2885 Jack's Creek Pike
2590 Jack's Creek Pike
6309 Old Jack's Creek Pike
6901 Jack's Creek Pike
5459 Jack's Creek Pike
6515 Jack's Creek Pike
6174 Jack's Creek Road
5407 Jack's Creek Pike
1886 Jacks Creek Road
1837 Jack's Creek Pike
4981 Jack's Creek Pike
1600 Jack's Creek Road
5405 Jack's Creek Pike

Raven Creek/Bend/Crest

3101 Raven Creek Drive
3201 Raven Creek Drive
3001 Raven Creek Drive
3051 Raven Creek Drive
5400 Raven Creek Court
5351 Raven Creek Court
5301 Raven Creek Court
5350 Raven Creek Court
5200 Raven Creek Court
5001 Ravens Bend Court
4413 Raven's Crest Lane
4300 Ravens Crest Lane

Crawley Lane

4354 Crawley Lane
3920 Crawley Lane
3508 Crawley Lane
4263 Crawley Lane
4505 Crawley Lane
3782 Crawley Lane
4154 Crawley Lane
4076 Crawley Lane
4529 Crawley Lane
4513 Crawley Lane

Walnut Hill Road

1111 Walnut Hill Road
1451 Walnut Hill Road
1824 Walnut Hill Road
1260 Walnut Hill Road
1501 Walnut Hill Road
1301 Walnut Hill Road
1201 Walnut Hill Road
901 Walnut Hill Road
1725 Walnut Hill Road
3038 Walnut Hill Road
3112 Walnut Hill Road
650 Walnut Hill Road
4800 Walnut Hill Road
825 Walnut Hill Road

Delong Road

1131 Delong Road
475 Delong Road
2618 Delong Road
1361 Delong Circle
1373 Delong Road
1151 Delong Road
551 Delong Road
501 Delong Road
2618 Delong Road
951 Delong Road
2000 Delong Road

Athen's Walnut Hill Road

5150 Athens Walnut Hill Road
4780 Athens Walnut Hill Road
5500 Athens Walnut Hill Road
5188 Athen Walnut Hill Road
5180 Athen Walnut Hill Road
5751 Athens Walnut Hill Road

4998 Athens Boonesboro Road

4998 Athens Boonesboro Road

Ashley Woods Road

112 Ashley Woods Road
111 Ashley Woods Road
195 Ashley Woods Road

Tates Creek Road

7704 Tates Creek Road
7690 Tates Creek Road
7677 Tates Creek Road
8200 Tates Creek Road
7789 Tates Creek Road

South Cleveland Road

949 South Cleveland Road
501 South Cleveland Road
800 South Cleveland Road
1099 South Cleveland Road
610 South Cleveland Road

Damar Road & Court

121 Damar Drive
141 Damar Drive
120 Damar Drive
140 Damar Drive
6000 Damar Court
6041 Damar Court
6021 Damar Court

Cedar Creek

6025 Cedar Creek Lane
6150 Cedar Creek Lane
6209 Cedar Creek Lane
6050 Cedar Creek Lane
6120 Cedar Creek Lane

Leanne Lane

6651 Leanne Lane
6801 Leeann Lane
7077 Leeann Lane

Turner Station Road

7098 Turner Station Road

White's Lane

5153 White's Lane
5162 White's Lane
5188 White's Lane
5185 White's Lane
5133 White's Lane
5142 White's Lane
5032 White's Lane
5143 White's Lane
5199 White's Lane

Shelby Lane

4247 Shelby Lane
4551 Shelby Lane

Shepherd Lane

5153 Shepherd Lane
5124 Shephard Lane
5196 Shephard Lane

Kiddville Lane

5005 Kiddville Lane

Spears

4151 Spears Road
6448 Spears Point Lane

Kentucky River Parkway

3201 Raven Creek Drive

Hickory Hill Road

9290 Hickory Hill Road
9240 Hickory Hill Road

Clear Lake Drive

1850 Clear Lake Drive
1824 Clear Lake Drive
1790 Clear Lake Drive
1851 Clear Lake Drive

Grimes Mill Road

6707 Grimes Mill Road
7416 Grimes Mill Road
6855 Grimes Mill Road
2470 Grimes Mill Road

McCall's Mill Road

600 McCalls Mill Road
963 McCall's Mill Road
921 McCall's Mill Road
510 McCall's Mill Road
823 McCall's Mill Road
310 McCall's Mill Road
785 McCall's Mill Road
755 McCall's Mill Road
701 McCall's Mill Road

Clover Creek Lane

4700 Clover Creek Lane
4751 Clover Creek Lane

Evan's Mill Road

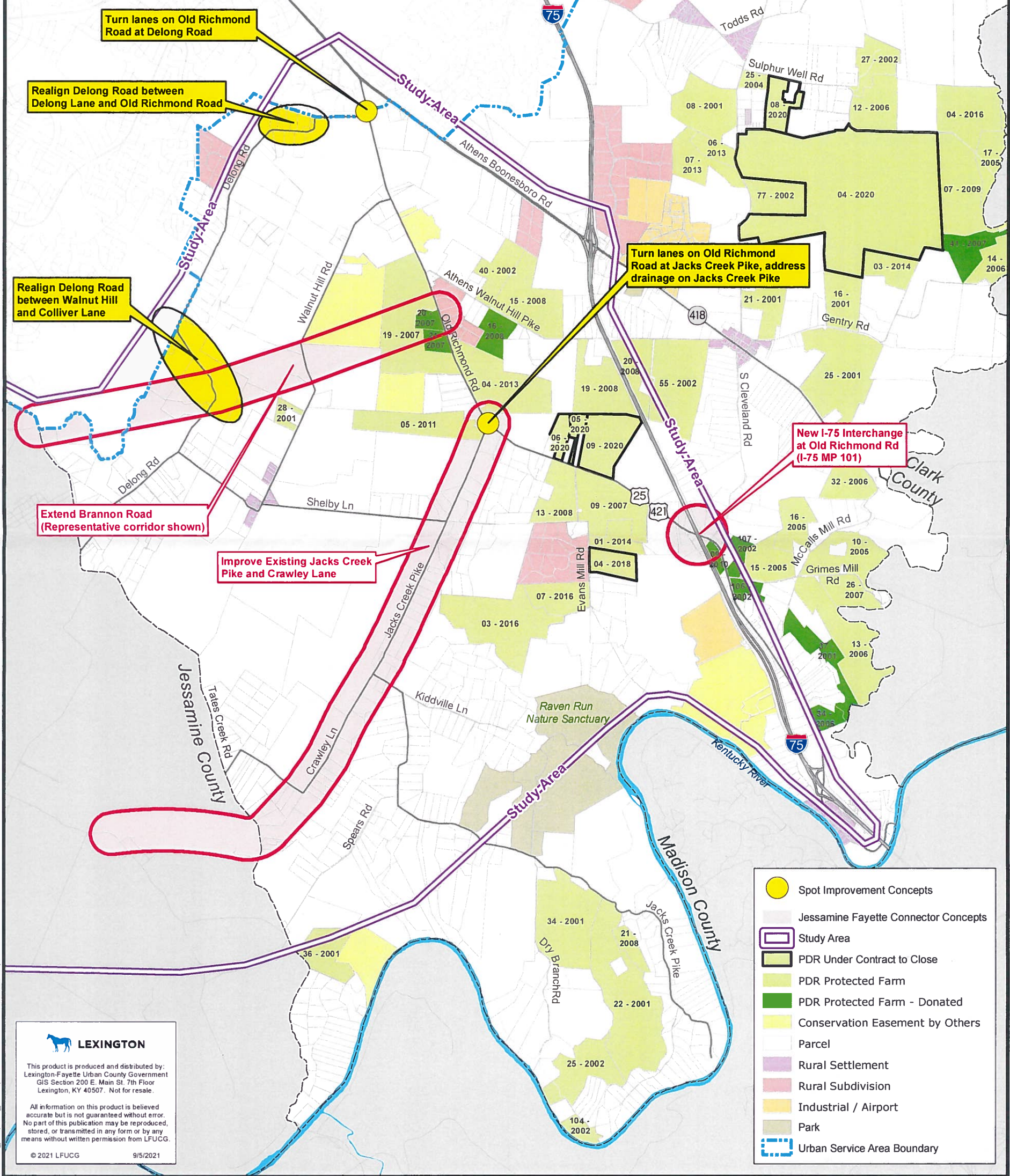
1520 Evans Mill Road
1310 Evans Mill Road
1861 Evans Mill Road
1571 Evans Mill Road
1770 Evans Mill Road
1700 Evans Mill Road
1801 Evans Mill Road
1830 Evans Mill Road
1809 Evans Mill Road

Hillgate Road

2000 Hillgate Drive
1760 Hillgate Drive
2033 Hillgate Drive
1957 Hillgate Drive
2011 Hillgate Drive
1875 Hillgate Drive
1751 Hillgate Drive

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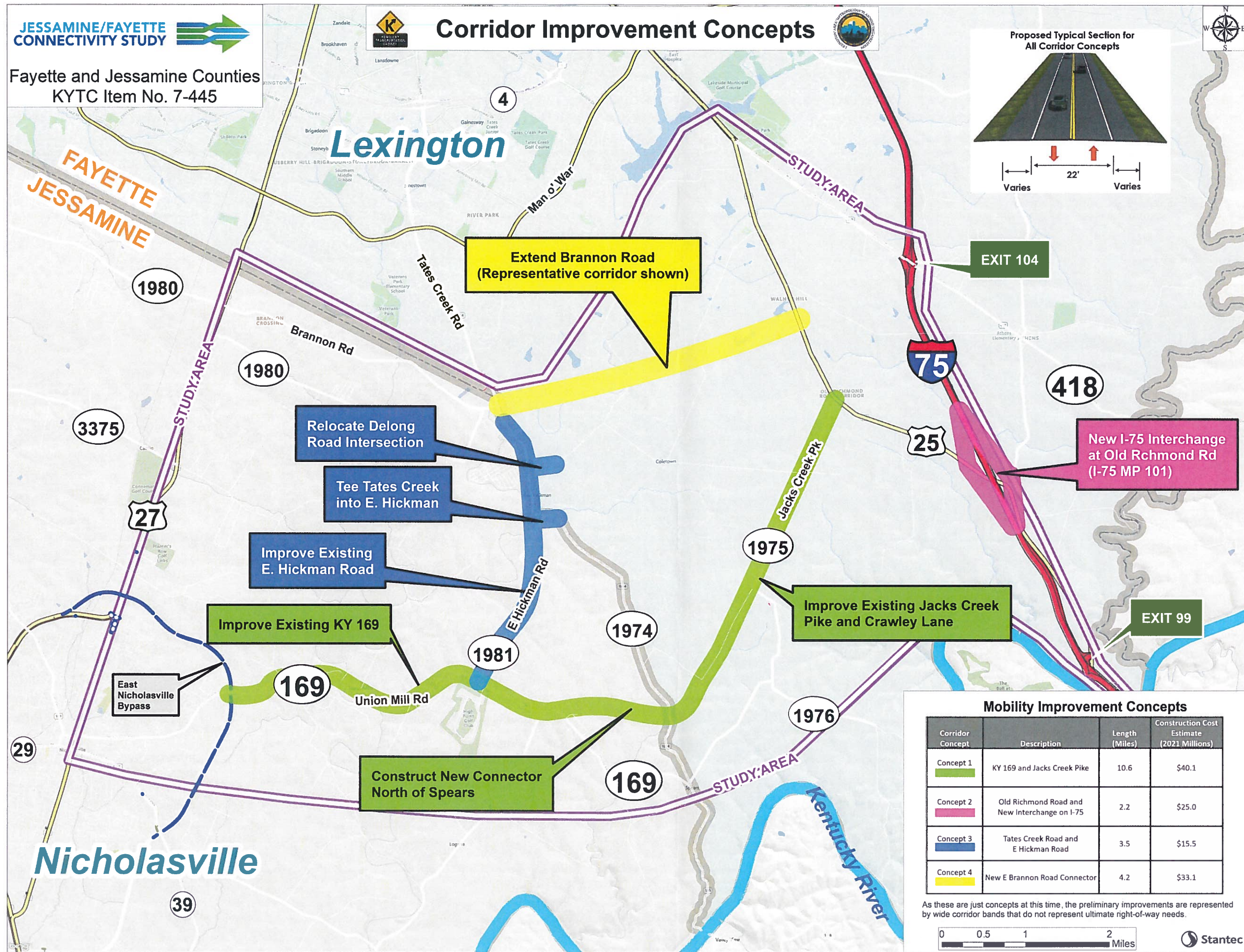
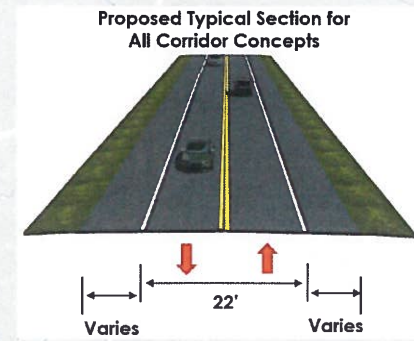
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Corridor Improvement Concepts



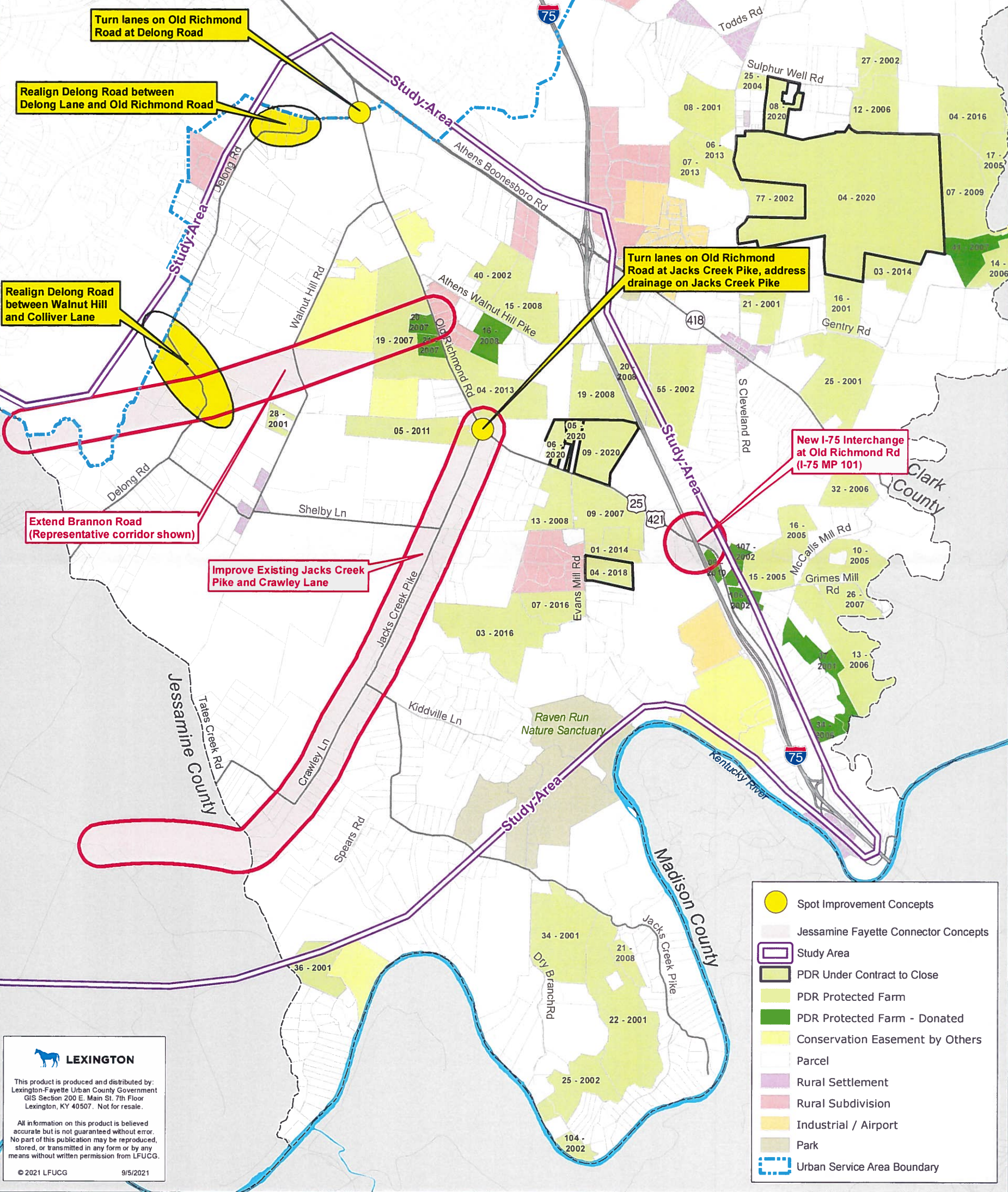
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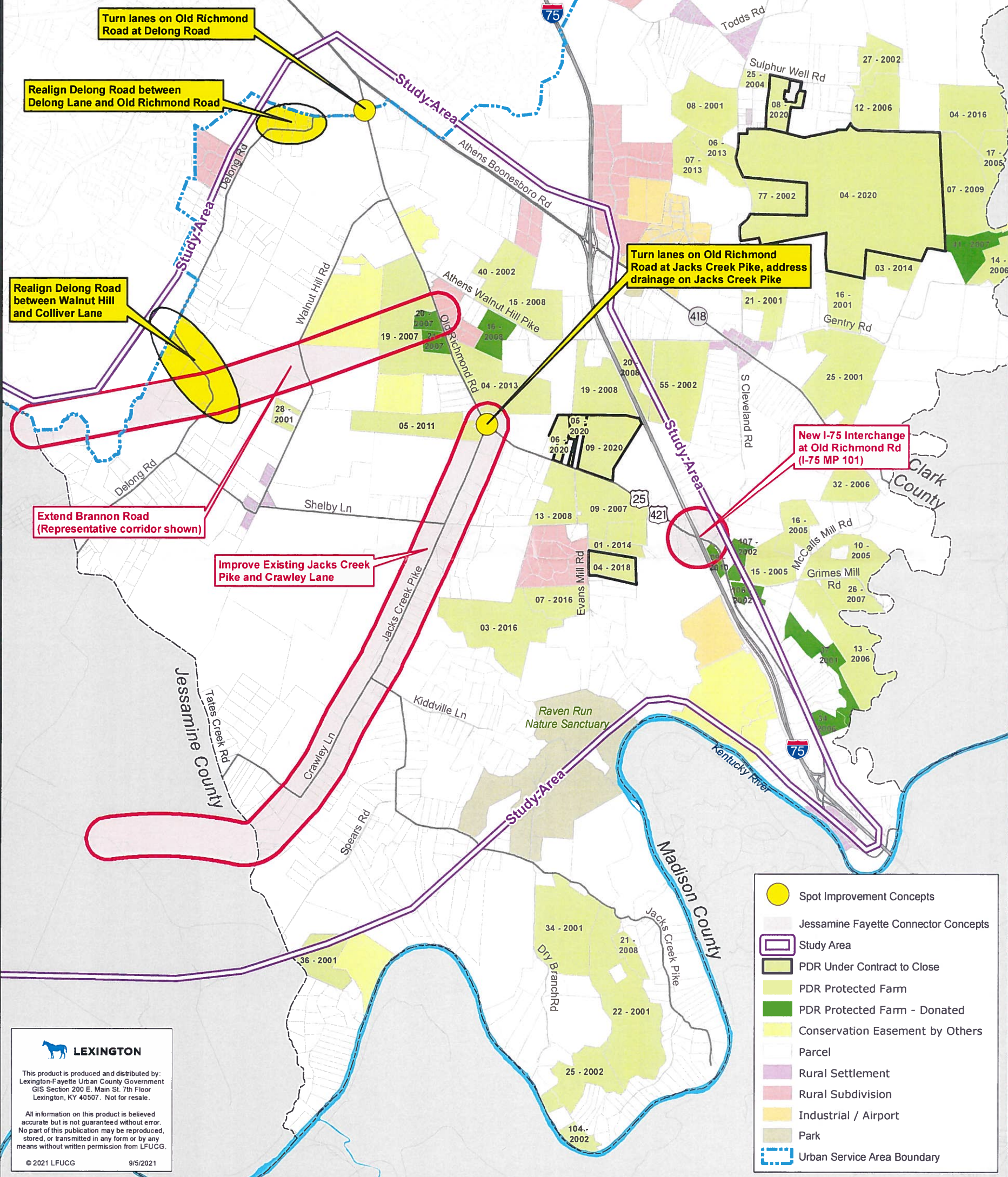
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