



Groundbreaking by Design.

MEETING MINUTES

Project: East Lebanon Connectivity Study
Items No. 4-80152 and 4-80153
Marion County

Purpose: Project Team Meeting No. 1

Place: KYTC District 4 and Virtual Meeting

Meeting Date: November 8, 2021 at 1:30 PM

Prepared By: Qk4

Participants:

Brad Bottoms	KYTC D4
Kevin Blain	KYTC D4
Mike Price	KYTC D4
Joe Ferguson	KYTC D4
Jared Clemons	KYTC D4
Josh Hornbeck	KYTC D4
Steve Ross	KYTC Planning
Jay Balaji	KYTC Planning
Dave Heil	KYTC Planning
Adam Ulrich	KYTC Design
Taylor Kelly	Qk4
Rebecca Thompson	Qk4
Steve Trevino	Qk4
Rebecca Hammond	Qk4
Brad Gregory	HMB
Matt Sipes	HMB
Michael Leathers	HMB

Kevin Blain opened the meeting, welcoming attendees. The purpose of the meeting is to review the existing conditions information for the study, which focuses on connectivity in eastern Lebanon in Marion County. Two nearby items are included in this contract, both of which have FY 2022 federal funding for design in the 2020 Highway Plan:

- Item No. 4-80152, reducing congestion along US 68 near its intersection with KY 2154
- Item No. 4-80153, extending KY 2154 from KY 208 to KY 49

Rebecca Thompson reviewed the existing transportation context: other area studies/project concepts, functional classification designations, and freight routes. As part of the upcoming discussion with local officials, the team will ask about upcoming developments that may influence future traffic flows. In the latest SHIFT scoring, this study is covered by four components:

Component	2022 SHIFT Notes
Item No. 4-80152 (US 68/KY 2154 intersection)	double boosted
Item No. 4-80153 (New Route, KY 208 to KY 49)	double boosted
CHAF IP20200040 (New Route, KY 49 to US 68)	not boosted
CHAF IP20200039 (New Route, US 68 to KY 55)	not boosted

- If the previous projects/studies map is shared beyond KYTC, the alignment shown for CHAF IP20080739 should be softened; it is generally anticipated to follow the old railroad bed but no planning work has been completed to date.

Rebecca Hammond and Steve Trevino reviewed existing traffic flows. State-maintained study routes and key intersections operate at Level of Service (LOS) C or better during both peak hours. The exception is the stop-controlled westbound left turn from KY 2154 to KY 55 into town in the morning, which is over capacity. KYTC provided updated traffic model files just prior to the meeting; preliminary results suggest minimal growth in households or employment in the vicinity. Qk4 will reassess based on the latest model version.

- Is there a way to overlay the posted speed limits with the travel speed map?
- During upcoming coordination with local officials, Qk4 will ask about any other planned developments that could influence regional traffic flows.

Rebecca Hammond reviewed crash data, which was concentrated in the northeast section of the study area along KY 55, US 68, and KY 2154 (Corporate Drive) between them. During 2015-2020, there were 179 crashes on state-maintained highways in the study area limits, with no fatalities and 27 injury collisions. There were no crashes involving bicycles but one pedestrian strike occurred—two employees in/near the cooperage parking lot. By type, most crashes are rear ends (US 68 and KY 2154) or angle crashes (KY 55). Several segments and intersections have a Level of Service of Safety rating of 3-4, indicating crashes are happening more often than expected.

- Local leaders have expressed interest in realigning the KY 55/KY 2154 intersections to match up, shifting the east approach up to the signalized intersection with the west approach.

Rebecca Thompson presented the environmental overview mapping, describing key resources in the study area to consider as we begin developing corridors.

- Qk4 will follow up regarding the barn/grain mill near the southern study area limit to get more information about the likely extent.
- Fagan Branch is just off the map to the south but provides the area's water supply. The map may need to shift to be sure its visible.

The purpose and need for Item No. 4-80153 is to improve connectivity east of Lebanon. The spoke/wheel layout of the city's highway network provides few connections beyond the downtown core; funneling traffic downtown increases congestion and travel times. Meanwhile, narrow two-lane roads beyond the city center provide limited access and can be challenging for larger vehicles. Other project goals include complementing regional/local economic development efforts and minimizing impacts to the environment. The purpose and need may continue to evolve as community input is gathered.

The team discussed upcoming local officials/stakeholders and public meeting logistics. December 14 was tentatively set as the in-person meeting date with an online component published beforehand. The public meeting will occur in the evening (4-8 PM) with a briefing for local officials/stakeholders earlier in the afternoon.

- . Kevin will lead efforts to create a mailing list for local officials/stakeholders.
- . Kevin will investigate public meeting locations; the high school gym or Centre Square were suggested. It would be ideal to have both meetings at one site, which could be a challenge with high school scheduling.
- . Qk4 will draft ads, media releases, and a postcard.
- . Qk4 will set up the survey and continue developing the interactive website.
- . A series of brief video clips would help explain the project, ensure consistent messaging, and fit nicely into the website. Explaining how we arrived at the current study area will be important.

Brad Gregory presented an update on the US 68 widening component. HMB developed typical section options to extend the three-lane stretch near the schools westward to the three-lane section approaching the KY 2154 intersection. With no definitive guidance about spacing between travel lanes and sidewalk, options with curb/gutter or a 6-foot buffer strip were explored, widening symmetrically or to the north to understand implications for the proposed cooerage tunnel.

- . Flumes instead of a sewer could reduce costs/impacts.
- . Findings should clearly state assumed constraints (e.g., top of culvert elevation, cover depth, constructability concerns) since the tunnel is a separate design effort by others. They hope to have the tunnel built by next summer to minimize traffic impacts on the adjacent schools.
- . To maintain landscaping, a 3:1 slope would be preferable.
- . The three-lane section should be reflected in the travel demand model.

A value engineering review will likely occur in the late winter—prior to the next round of stakeholder coordination—which could impact the planning study schedule.

End of Minutes



MEETING MINUTES

Project: East Lebanon Connectivity Study
 Items No. 4-80152 and 4-80153
 Marion County

Purpose: Local Officials and Stakeholders Meeting

Place: Marion County Centre Square
 239 N. Spaulding Street, Lebanon

Meeting Date: December 14, 2021 at 2:00 PM

Prepared By: Qk4

Participants:

John Thomas	City of Lebanon
Brad Stotts	Kentucky State Police P15
Fred Cornett	Kentucky State Police P15
Chris Coyle	Lebanon Fire Department
Daren Thompson	Lebanon Water
Mike Aball	Marion County Board of Education
Scott Spalding	Marion County Board of Education
Melissa Newcomb	Marion County Economic Development
Brooklyn Leer	Marion County Economic Development
David Daugherty	Marion County Fiscal Court
Boyd L Randolph	Marion County Public Schools
Jimmy Higdon	State Senate
Michael Leathers	HMB
Brad Bottoms	KYTC D4
Chris Jessie	KYTC D4
Joe Ferguson	KYTC D4
Kevin Blain	KYTC D4
Rebecca Hammond	Qk4
Rebecca Thompson	Qk4
Taylor Kelly	Qk4

Kevin Blain opened the meeting, welcoming attendees and giving background on the project. The purpose of the meeting is to review the existing conditions information collected, walk through the website created for the study, and discuss the set up for the upcoming public meeting in Lebanon, Marion County. The study area encompasses a large portion of Eastern and Southern Lebanon from the new KY 2154/ KY 55 intersection southeast to US 68

around to the southern end of KY 2145 and encompasses two previously identified projects, both of which have FY 2022 federal funding for design in the 2020 Highway Plan:

- Item No. 4-80152, reducing congestion along US 68 near its intersection with KY 2154
- Item No. 4-80153, extending KY 2154 from KY 208 to KY 49

Rebecca Thompson reviewed the study tasks and existing regional projects. Public input will be gathered at the public meeting later today and throughout December then the project team will begin to develop improvement concepts. Another meeting will be scheduled once the range of options has been developed, with a preview for this group prior to the larger public outreach effort. Additional development identified by local officials and stakeholders included:

- Diageo distillery expansion east from their existing location
- New duplexes and similar developments along Country Club Drive
- New Calvary school to be built on the same property as the existing school

Rebecca reviewed the existing functional roadway classifications and traffic flows. State-maintained study routes and key intersections operate at Level of Service (LOS) C or better during both peak hours. The exception is the stop-controlled westbound left turn from KY 2154 to KY 55 into town in the morning, which is over capacity resulting in a LOS F in the AM peak. The travel speed map created from data logger runs shows major slowdowns at key intersections specifically along US 68, KY 55, and KY 3221. Attendees noted the following concerns:

- Regular public complaints about semi-trucks and tractor trailers traveling through town, causing backups and property damage.
- Main Street near the schools/cooperage is busy during peak times.
- Need for dedicated left turn arrows and updated phasing at multiple intersections

Rebecca reviewed crash data, which was concentrated in the northeast section of the study area along KY 55, US 68, and KY 2154 (Corporate Drive) between them. The rest of the more rural roads through the study areas have narrow lanes and shoulders but considerably lower traffic volumes, reducing exposure. During 2015 through 2020, there were 207 crashes within the study area limits, with one fatality and 30 injury collisions. There were no crashes involving bicycles but one pedestrian strike occurred—two employees in/near the cooperage parking lot. By type, most crashes are rear ends (US 68 and KY 2154) or angle crashes (KY 55).

- KY 2154 & KY 429 was identified as a problem intersection, with local interest in signalization.
- Directional crash data, specifically on US 68 near the schools and cooperage requested.

Rebecca presented the environmental overview mapping, describing key resources in the study area to consider as we begin developing corridors.

The draft purpose and need for Item No. 4-80153 is to improve connectivity east of Lebanon while supporting economic development efforts and minimizing impacts. The public meeting and online survey data received throughout December will help inform this statement and concept development moving forward.

Rebecca reviewed the interactive website and public meeting station layout, encouraging stakeholders to return tonight and/or promote the meeting with their contacts.

End of Minutes

MEETING MINUTES



Project: East Lebanon Connectivity Study
Items No. 4-80152 and 4-80153
Marion County

Purpose: Public Meeting

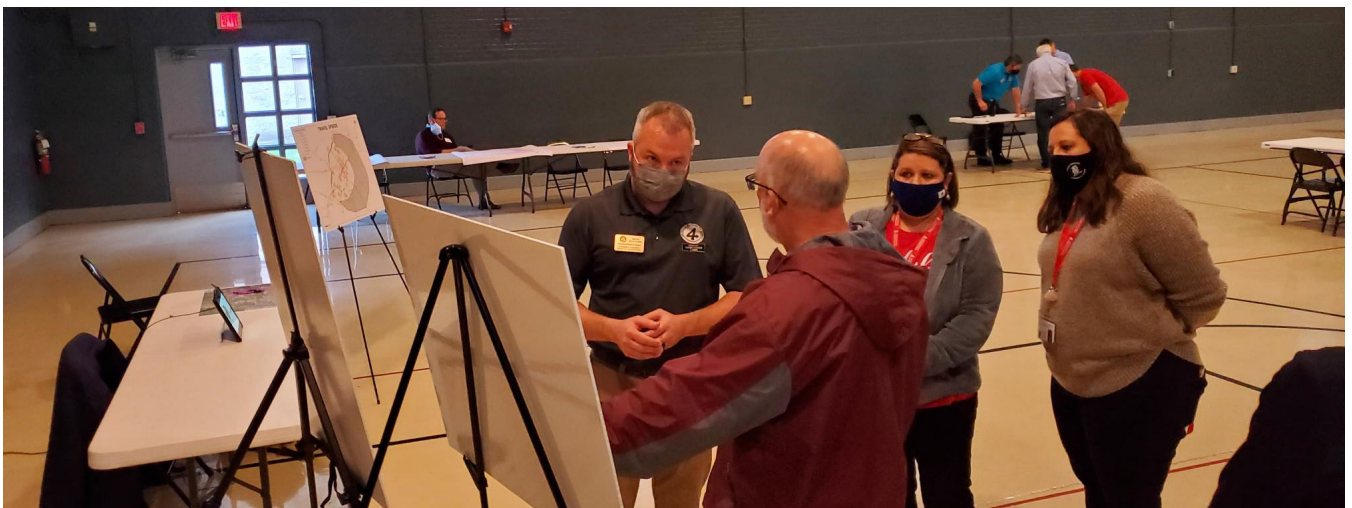
Place: Marion County Centre Square Gym
239 N. Spaulding Ave, Lebanon

Meeting Date: December 14, 2021
4:00-8:00 PM

The first public meeting for the East Lebanon Connectivity Study was held on Tuesday, December 14 at the Centre Square Gym in Lebanon. To accommodate social distancing protocols, the meeting had no formal presentation and was laid out in station format. The project website contained mirror information and survey questions to the meeting for those who preferred not to or couldn't attend in person. The public meeting and accompanying survey were promoted via District 4 social media accounts, a postcard to study area residents, media releases, the study website, and roadside signs. A member of the project team from KYTC District 4, Qk4, or HMB was at each station to discuss the project with members of the public and answer any questions. In total, 37 community members attended the meeting in addition to the project team.

- Station 1 included an introduction video of District 4 project manager Kevin Blain explaining the East Lebanon study and study area limits.
- Station 2 included a video explaining the five year of crash history and large-scale boards presenting the data.
- Station 3 included a video explaining traffic within the study area including the results of the turning movement counts, capacity analysis, data logger runs and more. Large-scale exhibit boards presented key traffic and travel time maps.
- Station 4 included a large-scale map of the study area—giving the public an opportunity to add notes to the map regarding areas of concern, transportation issues, suggested improvements, and more.
- Station 5 included an environmental resources and community features map—giving the public an opportunity to add notes to the map regarding any additional constraints.
- Station 6 included a large-scale map of the US 68/Corporate Drive intersection—giving the public opportunities to add notes about traffic, geometry, and other concerns near the intersection. The station also included a public survey sheet and survey board to mimic the online survey experience.

End of Minutes



EAST LEBANON CONNECTIVITY STUDY: Public Input Summary

Project: East Lebanon Connectivity Study
Marion County
Item Nos. 4-80152 & 80153

Purpose: Summary of Public Survey Responses
December 2021

A public survey and interactive story map were published online during December 2021 to collect community input on congestion at the US 62/Main Street intersection and other transportation issues occurring in East Lebanon. The public meeting and accompanying survey were promoted via District 4 social media accounts, a postcard to study area residents, media releases, the study website, and roadside signs. Local officials, stakeholders, and members of the public who attended the December 14, 2021, public meeting were also asked to help promote the effort.

Throughout the comment period, 108 individuals submitted survey responses online. An additional nine survey responses were collected from individuals who attended the in-person public meeting. This memo summarizes both sets of input received.

Question 1: Do you live/work in the study area? (select one)

Figure 1 summarizes the input received from the online and paper surveys on Question 1. The majority of respondents (77%) live and/or work in the study area.

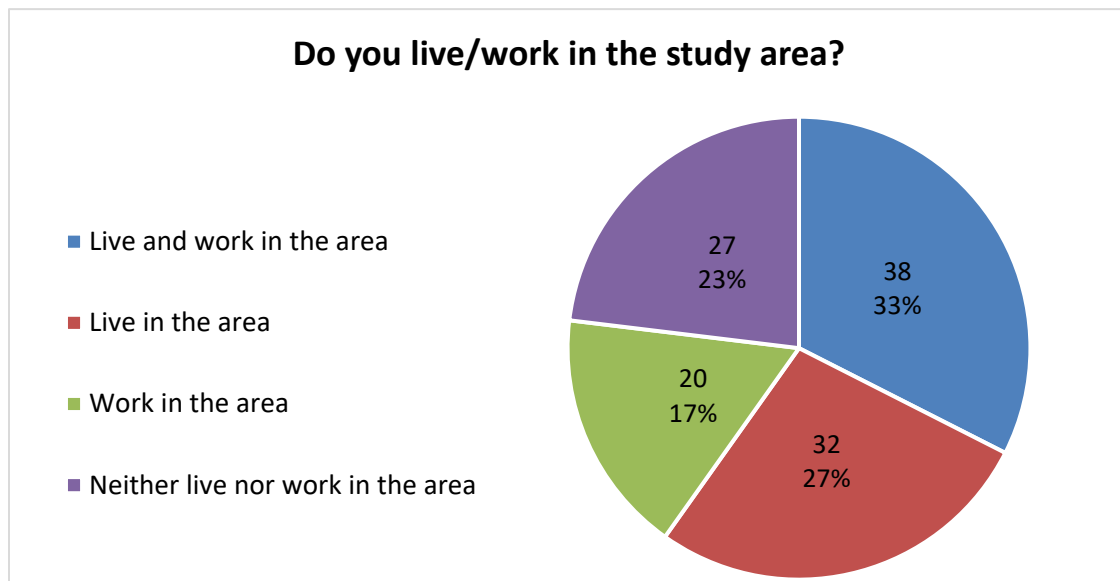


Figure 1: Question 1 Responses

Question 2: How often do you travel in the study area? (select one)

Figure 2 summarizes the input received from the online and paper surveys on Question 2. As shown, 84% of survey respondents travel in the study area daily, suggesting the audience is very familiar with the current highway network and its transportation needs.

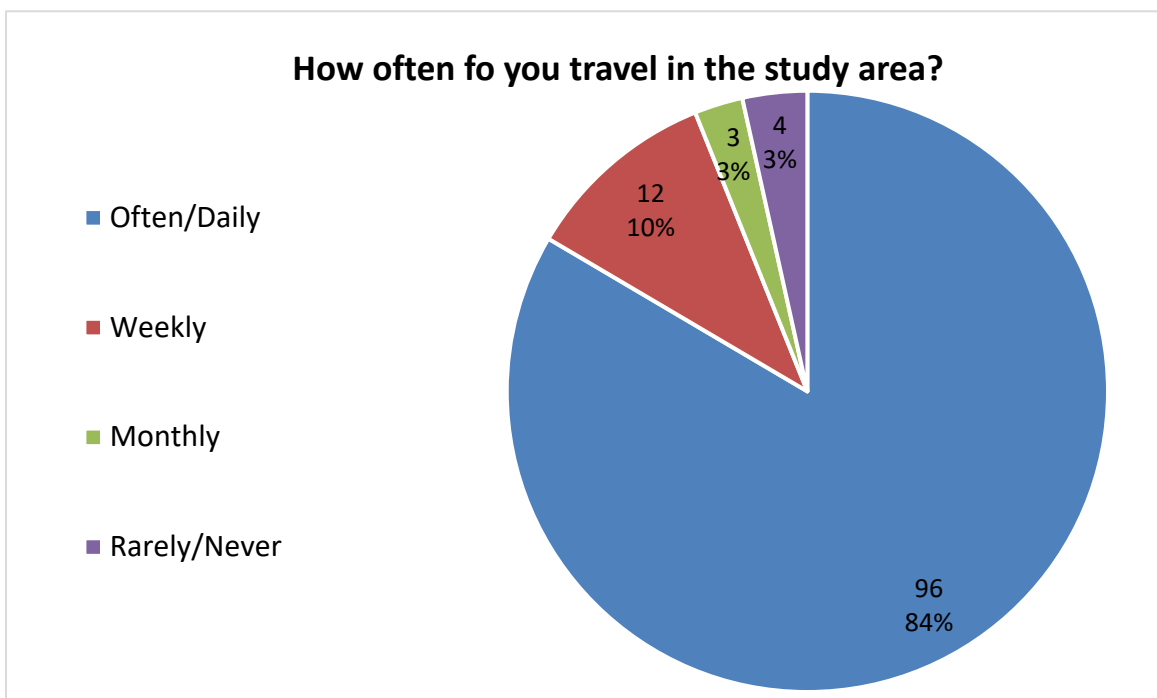


Figure 2: Question 2 Responses

Question 3: Travel improvements in the study area should? (select one)

Survey participants were asked to weigh existing needs versus demands from future growth, given a five-point scale:

Travel improvements in the study area should...

- Focus mainly on existing issues
- Favor existing issues
- Balance existing issues and future growth
- Favor future growth
- Focus mainly on future growth.

Figure 3 summarizes the input received from the online and paper surveys on Question 3. As shown, most respondents would prefer any future improvements balance tackling existing issues and planning for future growth. The overall total responses are weighted towards addressing existing issues.

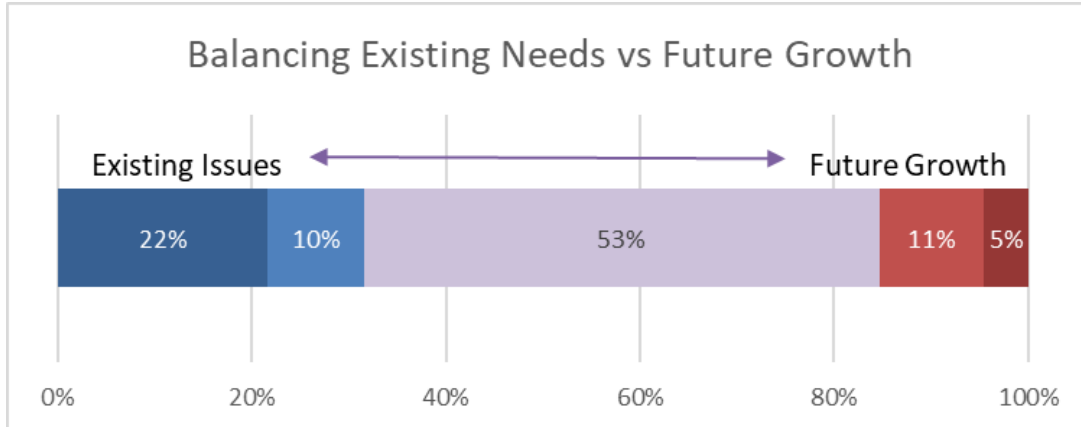


Figure 3: Question 3 Responses

Question 4: Is a new connector road within the study area needed? Why or why not?

Figure 4 summarizes the input received from the online and paper surveys on the yes or no portion of Question 4. As shown 62% of survey respondents said yes, a new connector road is needed, citing various reasons.

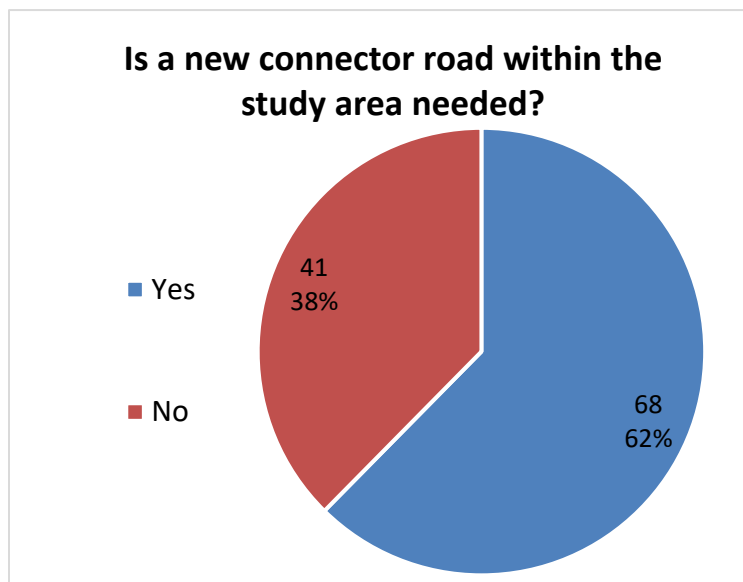


Figure 4: Question 4 Responses

The full responses to “why or why not” can be read in **Table 1** below. As shown, of the 68 respondents who checked yes, 17 mentioned avoiding congested sections of Main Street or downtown and 13 cited school traffic as a reason to pursue a new connector. Of the 41 respondents who checked no, seven cited underuse of the existing bypass.

Table 1: Question 4 Why or Why Not Responses

Is a new connector road within the study area needed? Why or why not?
YES RESPONSES
Afternoon traffic
Balance traffic and improve connectivity
Better flow of traffic and more safe
Connect the bypass to Hwy 68 (Danville Highway); whoever didn't do this when the bypass was built should be fired..... I bet half the traffic through Lebanon goes on toward Danville area
Current load of traffic to much for current roads
Cut down on backed up traffic & would be safer for big trucks not to have to go through downtown.
Death trap currently for buses and high school kids traveling from end of Corporate Drive to end of current bypass.
Downtown traffic heavy
Draw traffic from 68
East Main St. is very congested when the factories let out and the schools open and close.
Eliminate school traffic
Eliminate some of the congestion.
For future and relieve traffic from TG and school
For safety reasons
Getting rid of Corporate Dr. and connecting the new road to the existing bypass at Hendrickson Dr. would help the flow of traffic and really open up that part of town.
Getting to west side of Lebanon via US 68 during school hours is slow.
Growth
Help with traffic flow issues, help provide better transportation options for the future, help solve transportation issues for our school system and industries—some of the county's largest employers
I can't get to anything in Lebanon without traveling through the Main St. and Corporate Drive intersection.
It will provide access to main roads and provide areas for people to move to and not be so isolated.
Living on the south side of the county, trying to navigate thru the area to get to Danville daily is challenging and time consuming because of the combination of industry traffic and school traffic, especially during the morning period.
Main road too busy without this
Main Street is a mess when the factories let out; this would be an awesome problem solver
Most of my trips through Lebanon are straight through on US 68. Going through downtown is a slowdown. A higher speed bypass to the south and east of downtown would facilitate through US 68 traffic.
Need more than one way to get across town east / west.
Need something to relieve school traffic and keep large trucks from downtown.
Need to keep semis out of downtown
Reduce heavy traffic in downtown Lebanon.
The area is congested during the school year with the three schools next to each other and Kroger and just the main road for incoming and exiting traffic
The existing bypass has too much traffic to make it convenient to get from west side to east side (Campbellville to TGKY). Also, Main Street is too small and crowded to feel safe driving through town. An additional bypass south is needed.
There needs to be a simple, direct way for large trucks to bypass the city center travelling Rt 68
To ease traffic conditions

To help traffic flow from having to go through town.
To help with factory and school traffic on the east end of town
Too much traffic trying to get thru Main Street
To reduce the amount of big trucks in the downtown area.
To relieve congestion.
Too much congestion at times
Too much traffic going through downtown. I have property on both sides of town and the only way to get there is down Main Street
Traffic flow and to plan for future development(s)
Traffic gets jammed often
Traffic in the industrial park areas and school areas are extremely congested during peak times.
Traffic is too consolidated to the Main St/Hwy 68 area
Traffic issues and ease of access
Traffic needs have significantly increased in area with likely continued growth. Current road system is not adequate to handle present use much less guaranteed future growth.
Traffic needs to be diverted around the schools, Kroger, and Independent Stave Co.
Traffic on Danville Highway can get pretty backed up, especially during school hours
We need to connect the bypass to the intersection of KY 55 and KY 2154 out near Hedrickson.
NEGATIVE RESPONSES
No one really travels to Bradfordville so I think it would make more sense to connect Bypass to 68
A new connector is not needed in the study area. We already have a bypass that currently offers easy access to our robust industrial parks. If another was added to this side of town, it would further deter traffic from our downtown businesses.
All it needs is a light on the hwy 55 end
Delays in traffic are a small price to pay to maintain small town atmosphere. A new highway will introduce new situations and traffic flows that may actually increase the level and/or severity of accidents so the accident history is irrelevant.
Don't understand why it is necessary
Existing bypass handles the traffic
I think more effort should be in keeping trucks out of downtown.
I'm not sure that a road of that size and project would be feasible or would fix all the issues
It could be used elsewhere in the county.
It makes zero sense to build a bypass through east Lebanon when you have an existing bypass already around Lebanon. The only issue is the need to have US 68 connected to the surrender bypass at best.
Lebanon has enough bypass roads; not Louisville.
Lebanon is a small enough town you can be anywhere within just a few minutes as is.
Most of the study area is quiet rural residential areas and the people that live there do not want more traffic.
Need to worry about fixing roads that are in bad shape rather than developing a new road
No need for such a large and unnecessary project. Landowners in that area should not have to go through this.
Not needed at this time but could be a benefit to spur future growth.
Only need to connect Springfield Hwy to Danville Hwy
Only need to connect Springfield Hwy to Danville Hwy
Only time traffic is heavy is when school starts and lets out
Plenty of in roads to come off the new bypass.

The bypass would run behind my property and destroy my value
The only manufacturer within the study area that has less accessibility than other plants in the area is the Cooperage. My primary concern with the Cooperage is not accessibility, but layout and the placement of their facilities on each side of HWY 68.
The proposed study area would cut through the middle of our farm, destroying agriculture and conservation. We, as conservationists, enjoy wildlife; we love wading in the creek, picnicking on the banks, watching for the migration of the monarch butterfly.
the road will have to range too far to be beneficial
The southeast part is a highly populated residential area
There is entirely too much big truck traffic now - creating another "express" roadway would only bring additional traffic (and noise) near our farm making this area significantly more dangerous. UNDESIRABLE!
There is not enough traffic from the south side of town to warrant another bypass. If the current traffic would use the existing bypass it would alleviate the congestion in town. Only select people would personally benefit financially from this.
Traffic from one end of the proposed bypass to the other already has an existing route. There is no need for semi traffic to need access to Bradfordsville Road, Old Calvary Road, etc.
Traffic is not bad in this area.
Traffic is not bad. Mainly school traffic and a connecting road will not address this.
Traffic lights and extra turn lanes with signs would be better than building a road through 200-year-old farms that provide farm crops and nature
Trucks often ignore the existing bypass. Many still route themselves through town. I'm not sure if another loop will solve that issue.
Waste of tax dollars for something that will not be used as often as one would think.
We need to improve the current traffic network and focus on our small town infrastructure. We are not Campbellsville or Bardstown. We need to improve the current small town environment and stop trying to grow into a big city and industrial conglomerate.

Question 5: If a new eastern connector were constructed, which 3 issues should be the highest priorities? (choose 3)

Figure 5 summarizes the input received from the online and paper surveys on Question 5. As shown, the top cited priority was safety (73 responses), followed by connectivity (52), future development (48), and minimizing disruptions (45).

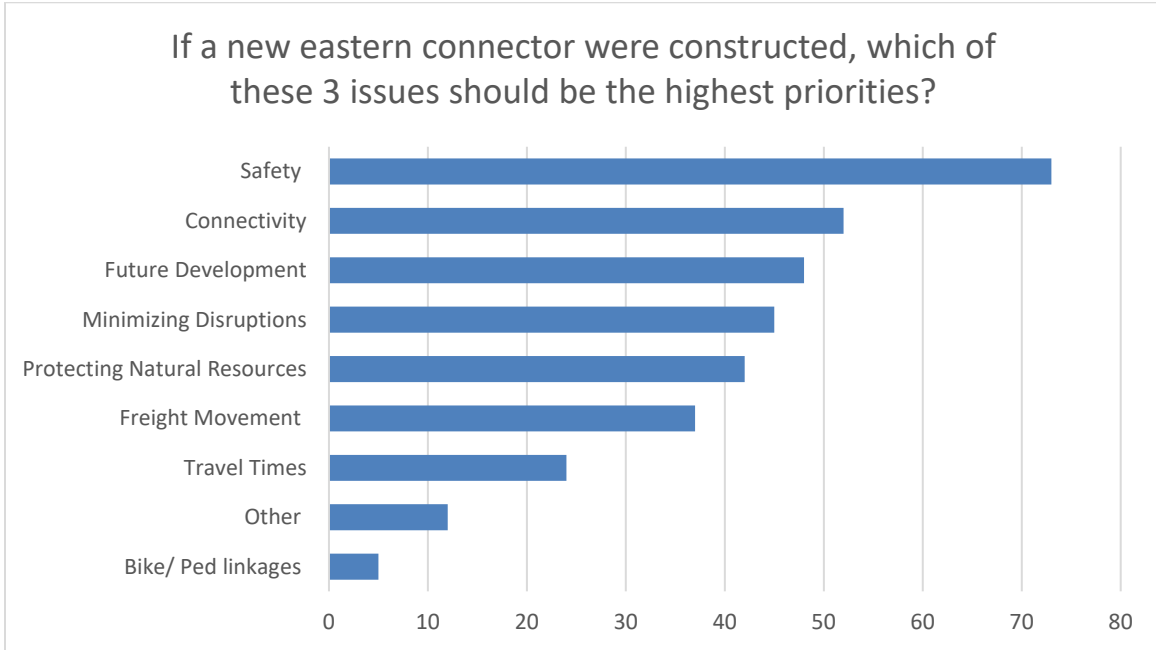


Figure 5: Question 5 Responses

Of the 12 respondents who included ‘other’ in their list of highest priorities, 10 left additional details:

- Do the least harm possible to existing homes, businesses and farms.
- Minimal property loss for existing homes and landowners
- Preserving the current study area. This proposed area serves the interests of the Industrial Foundation at the expense of residents and lower income areas.
- I do not believe a connector needs to be built
- Keeping current homes in the area
- Taking peoples personal property
- Keeping farmland
- Protecting farms
- The only huge issue is connecting 68 to the existing bypass
- This road would be unsafe for our family, especially our grandchildren. Modernizing for a faster pace and ignoring conservation of the land in our opinion would detrimental to our future generations.

Question 6: What concerns do you have at the US 68/Corporate Drive intersection (signal by Kroger)? (select as many as apply)

Figure 6 summarizes the input received from the online and paper surveys on Question 6. The highest rated concern was congestion (85 respondents), followed by lane/shoulder widths (53).

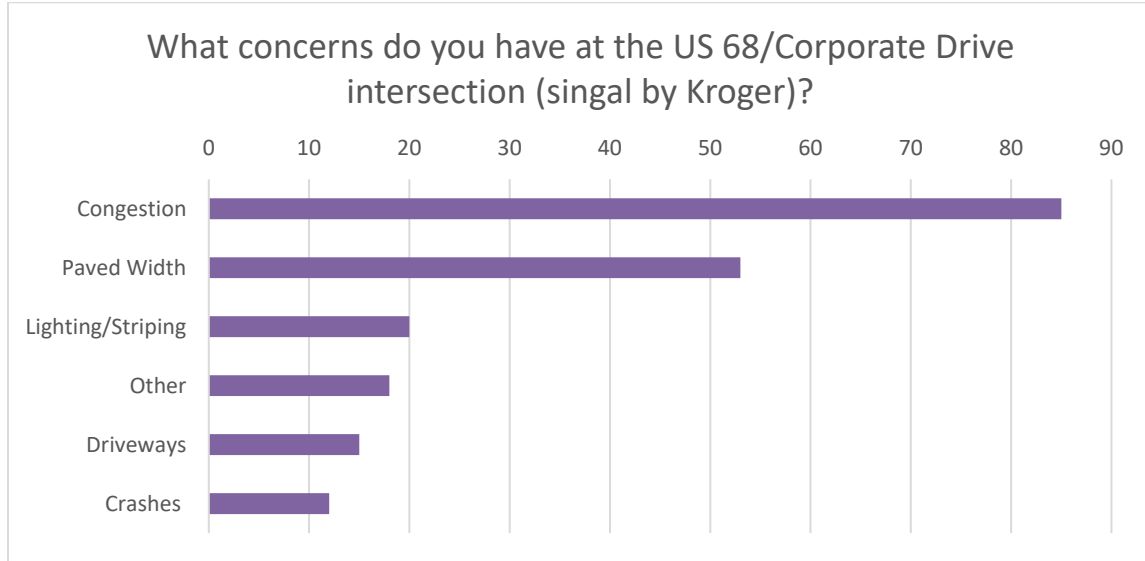


Figure 6. Question 6 Responses

Of the 18 respondents who included ‘other’ in their list, six mentioned having no issues at the intersection. Other entries are repeated below.

- ISC increased traffic with bourbon industry growth
- Traffic has increased over the years with additional industries (TGKY, FTS, PDCI, etc.) and the tourism and increased staffing at the KY Cooperage.
- Traffic bottleneck
- Too busy of an intersection before school starts and after school lets out. Please consider connecting the new road to Hwy 68 past the entrance to the high school.
- People approach the intersection traveling toward town at high speeds.
- The amount of time it takes to make a left hand turn at the intersection
- Not enough lanes to handle the current volume of traffic.
- Nearby school's traffic
- Lack of turn lanes
- When traffic for the school backs up, there isn't an alternate route for commuter or industrial traffic to go to Springfield Highway or to other connectors.
- Connecting 68 directly to the existing bypass in my opinion would eliminate most of the current issues. Corporate drive is almost in the wrong location considering it doesn't directly connect to existing bypass.
- I have no problem with it. I am sure school traffic presents difficulties that most likely could be solved simply by installing long turn lanes.
- No turn lanes on Corporate Drive (south)and US68 (both east and west)

Question 7: Additional Comments

Beyond the tabulated responses above, 32 survey participants included additional comments:

- Keep in mind school growth and safety of children at school/on buses in this high traffic area
- If a new connector road is to be built, one of the roads I reside on will probably see more traffic. Hwy 2744 will need widening as this road is narrow and telephone poles are too close to the road.
- Love the idea and glad to see this happening. Please connect the new road to Hwy 68 past the High School.
- Minimal turning lanes in the area. Pulling out of Kroger on the US 68 side to go eastbound when traffic is backed up is risky because you are unable to see oncoming traffic effectively.
- The intersection of Highland Drive and Proctor Knott (close to the pool) is horrible. Traffic is moving at high speed and the rise in topography makes it difficult to see. Despite the bypass, trucks still use the route to access Mett's Drive.
- I live close to the study area. I'm not sure people who live in and around the area want more traffic.
- It would be helpful for a southside bypass as well as connecting the current bypass to Danville highway other than Corporate Drive.
- Widen the road to add lanes at the Kroger intersection to accommodate the rush hour.
- Traffic flow is terrible
- This is completely unnecessary solution to a made-up problem. This serves the interests of upper class and businesses at the expense of local residents and lower income housing areas.
- US 68/Corporate Drive intersection needs turning lanes and full-time signal for left turns.
- The current bypass already offers quick and efficient access to both industrial parks. A new connector would only further deter traffic from our downtown and disrupt the tranquility of our city park and surrounding area.
- I live very close to the study area. While I understand the benefit of connectivity and accessibility, I do not want freight vehicles traveling at high rates of speed any closer to my home than they already do.
- Traffic in this area is ridiculous during business hours due to the factories and school traffic. It is very frustrating and I usually avoid the entire area even though it takes a little longer.
- I am a landowner and do not wish my property to be divided. I run and manage 70+ head of cattle in the heart of the study area and will not have any way to move my herd off the land if divided.
- There needs to be center turning lane between stoplight at 68/Corporate Drive to MCATC. Most issue is the need to turn left into Kroger while traveling east on 68.
- According to the map, several homes and farms would be affected.
- Simply fix/adjust that intersection. Do not build an entire road for a problem that isn't necessarily a problem.
- Current landowner that feels rights are being violated due to state attempting to take my property. I do not want to move, and if this bypass happens it is a great possibility I will lose my home and land.

- The sun is blinding at that intersection. When school is released, the traffic back up is significant for Lebanon. Further, semis seem to have a hard time making the turns.
- There is a lot of large truck and industrial traffic between Metts Drive and the Kroger area through town - rather than using the existing bypass. Another way to get from the schools over to Springfield Highway/out of town would be beneficial as well.
- At a minimum, corporate drive should be realigned with intersection of bypass and Springfield Road to eliminate the rapid changing of lanes from Corporate Drive to bypass.
- Connect the bypass to Danville Road!
- People buy in rural areas because they want to be away from major roads to farm and enjoy nature.
- If US 68 were connected to the existing bypass I believe there would be zero need for an east Lebanon bypass being that the current bypass would take you to all industry on that side of town already.
- The redlight/intersection at US68/Corporate Drive could be wider and the light sequence adjusted. I have never been able to trigger the left turn light to turn onto Corporate Drive. It just seems not to function at all.
- We are a rural community, and as such, you should take into consideration that. We move to the country for quiet and for conservation of the land. Conserve our farmland!
- Figure out a "fix" (light, extra lane, reroute) for Corporate Drive at Springfield Road. That might include a connector from near the schools (Barbers Mill) over to KY 55.
- Disrupt as few people as possible
- Worried about decreasing my property values
- Thanks for the chance to give input
- Please no more construction

Figure 7 summarizes the GIS pin-drop exercises about additional transportation issues in the study area.

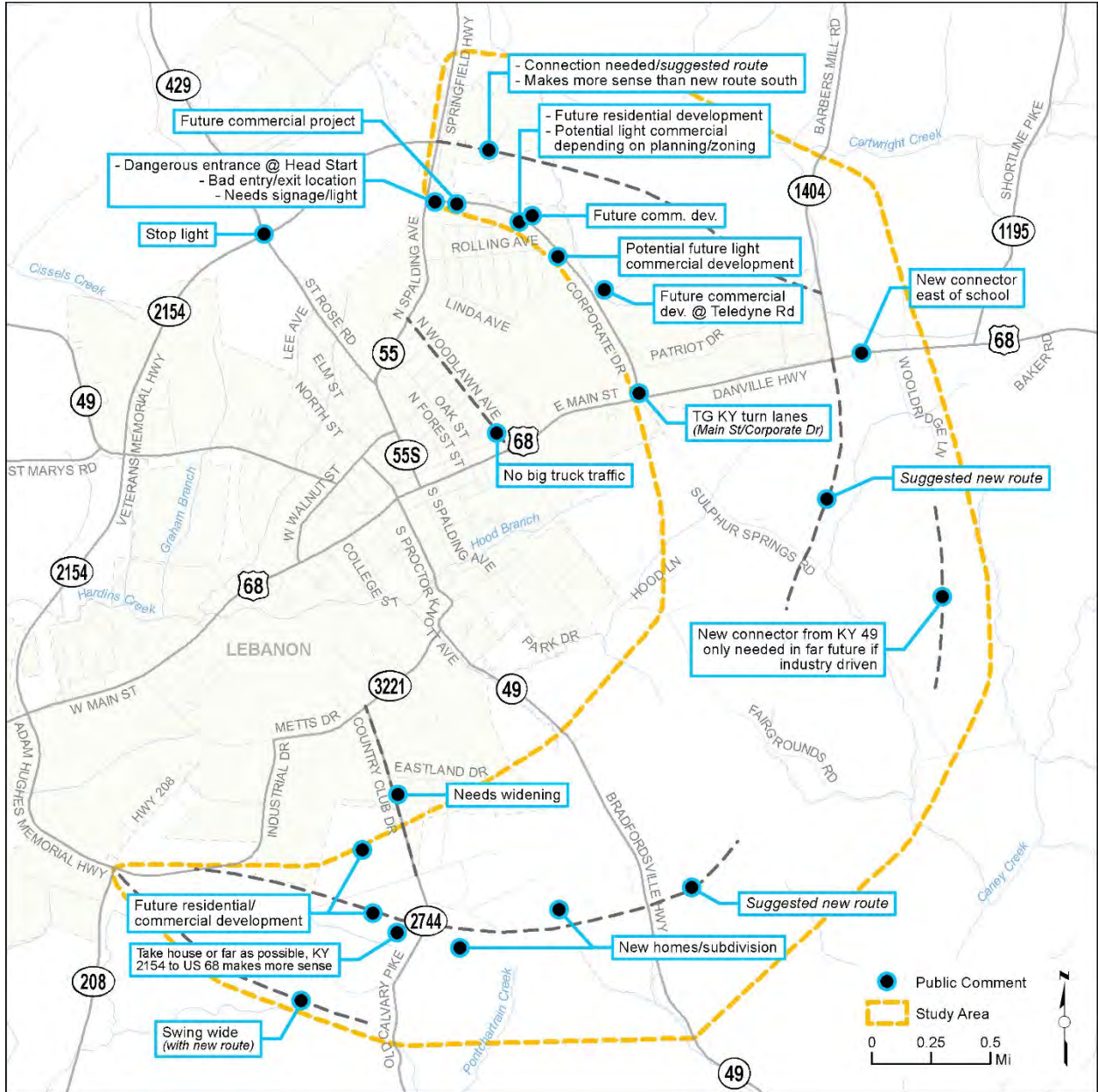


Figure 7: GIS Pin-Drop Entries



Groundbreaking by Design.

MEETING MINUTES

Project: East Lebanon Connectivity Study
Items No. 4-80152 and 4-80153
Marion County

Purpose: Project Team Meeting No. 2

Place: KYTC District 4 and Virtual Meeting

Meeting Date: March 10, 2022 at 10:30 AM

Prepared By: Qk4

Participants:

Brad Bottoms	KYTC D4
Kevin Blain	KYTC D4
Joe Ferguson	KYTC D4
Beth Niemann	KYTC Planning
Dave Heil	KYTC Planning
Taylor Kelly	Qk4
Rebecca Thompson	Qk4
Albert Zimmerman	Qk4
Steve Trevino	Qk4
Rebecca Hammond	Qk4
Adam Zimmerman	Qk4
Cody Davis	Qk4
Brad Gregory	HMB

Kevin Blain opened the meeting, welcoming attendees. The purpose of the meeting is to discuss improvement concepts to improve connectivity in eastern Lebanon. Two nearby items are included in this contract, both of which have FY 2022 federal funding for design in the 2020 Highway Plan:

- Item No. 4-80152, reducing congestion along US 68 near its intersection with KY 2154
- Item No. 4-80153, extending KY 2154 from KY 208 to KY 49

Rebecca Thompson reviewed planning activities since the November project team meeting, focusing on December 2021 public and stakeholder outreach. The draft purpose and need for the 4-80153 project is to improve connectivity east of Lebanon, to improve connectivity to its industrial parks, and to reduce congestion on US 68 East Main through town.

Taylor Kelly presented the bypass concepts developed to date. The typical section is assumed to match existing KY 208: two 12-foot lanes with 10-foot shoulders (3-foot paved) although this may need to be adjusted if the northeast section advances as a higher or separate priority. A three-lane concept along KY 2154 Corporate Drive was also considered. Five concepts have been developed to date:

- Concept A, which best matches the initial “outer loop” concept developed by local officials plus an extra backdoor connection to the school campus
- Concept B, an “inner loop” concept from Metts Drive, outside the fairgrounds, and aligning opposite Corporate Drive but including a new connection to align with the existing bypass north of town
- Concept C, which matches A on the south, follows KY 49, then matches B on the north
- Concept D, which matches B on the south then A on the north
- Concept E, which matches A on the south, follows Sulphur Springs Road, then matches B in the north.

Group discussion followed to reach a team consensus on which concepts to advance and how to present mapping to stakeholders and the public.

- Costs should be developed by section. While the next biennial budget is still in session, there is interest in pursuing the south (KY 208 to KY 49) and northeast (US 68 to KY 55) sections.
- Concept B is closer to town and likely to result in more impacts to residences. The 600-foot bands currently shown appear to impact many homes, even though the actual roadway would not be nearly that wide. Presentation of concepts should balance wiggle room to adjust designs versus wide swaths that may alarm the public by overrepresenting potential impacts. A range of display options were considered: variable width corridors, cloud-like line styles, a narrower alignment within a wider corridor, etc.
- Concept C attempts to reuse existing infrastructure; minimal improvements may be needed along KY 49.
- Concept D results in fewer property impacts than Concept B while still promoting the benefits of an inner loop concept.
- Qk4/HMB will calculate consistent relocation ranges based on a 20-foot buffer from each centerline.
- Concept E provides minimal benefits versus Concept A and results in higher costs and likely environmental justice impacts. The team agreed to dismiss it from further consideration.
- Roundabout concepts at KY 208 and Corporate Drive have been developed. The team agreed to present these concepts to stakeholders as an option though intersection configurations would be a future determination.
- The US 68 widening should also be presented, showing a corridor band wide enough to highlight the worst case widening to the north and south impacts. The widening and improvements at US 68/Corporate Drive could advance ahead of a larger connector project. The cost estimate should combine both the US 68 and Corporate Drive components.

Year 2045 Build traffic was modeled for concepts A, B, and E. Results show 1,000-1,900 vehicles per day (vpd) using a new connector south of US 68. About 8,000 vpd travel between KY 55 and US 68 in the northeast quadrant, either along KY 2154 Corporate Drive or split between Corporate Drive and a new alignment connector. Any build option studied reduces US 68 traffic downtown by 600-1,100 vpd. Qk4 will expand the forecast effort to model Concept D and compare US 68 traffic between Corporate Drive and KY 1404.

Four historic red flag concerns were identified in the vicinity:

- The Spaulding House (MN-12) is directly west of the KY 55/KY 2154 Corporate Drive intersection.
- A brick residence along Teledyne Road just inside Concept A/D was identified as potentially eligible during a windshield survey.

- The Hill/OBryan House (MN-10) is north of Sulphur Springs Road, just west of Concept A.
- Two residences within a multiple property group along Hood Lane (MN-740 and MN-742) are just outside Concepts B/C/D.

Numerous sites that could potentially contain archaeological deposits were noted, although these are speculative until field surveys are conducted. Local parks and the fairgrounds are Section 4(f) concerns abutting Concepts B/C/D; environmental justice impacts are likely associated with Concept E.

The team also discussed the suggestions from the Value Engineering review.

- Concept F is similar to one of the options developed for the initial proposal. It could have fewer impacts than Concept B; Qk4 will develop and include it for discussion with local officials.
- Kevin will discuss the KY 55/Corporate Drive roundabout proposed at the local officials meeting, addressing it as one of the other considerations alongside signal warrants and phasing. Suggestions regarding other roundabouts, pedestrian amenities, streetscaping, and a comp plan update can be provided to the city separate from the study.
- The short-term concept to reconfigure the existing bypass/US 68 intersection west of town—paired with the northeast bypass—should be presented to local officials. Qk4 will calculate travel times versus other route combinations. There may be a historic residence in the northwest quadrant of the existing intersection or it may have since been removed.

The team agreed to work towards a local officials/stakeholder meeting April 12 and public meeting April 28. Kevin will coordinate with venues. Brad may reach out to Senator Higdon in advance to provide an update. Qk4 will provide additional traffic analyses, design tweaks, and a comparison of cost/impacts by March 24.

End of Minutes



MEETING MINUTES

Project: East Lebanon Connectivity Study
 Items No. 4-80152 and 4-80153
 Marion County

Purpose: Local Officials and Stakeholders Meeting

Place: Lebanon City Hall

Meeting Date: April 12, 2022 at 1:00 PM

Prepared By: Qk4

Participants:

John Thomas	City of Lebanon
Gary Crenshaw	Mayor, City of Lebanon
David Daugherty	Marion County Judge/Executive
Chris Coyle	Lebanon Fire Department
Brian Smith	Marion County EMS Director
Mike Aball	Marion County Board of Education
Scott Spalding	Marion County Board of Education
Boyd Randolph	Marion County Public Schools
Robby Peterson	Marion County Public Schools
Eddie Masterson	Marion County Public Schools
Tommy Glasscock	Marion County Public Schools
Brad Bottoms	KYTC D4
Kevin Blain	KYTC D4
Beth Niemann	KYTC Planning
Taylor Kelly	Qk4
Rebecca Thompson	Qk4

Kevin Blain opened the meeting, welcoming attendees and explaining the background on the project. The purpose of the meeting is to present the proposed connector concepts and discuss the upcoming public meeting. The study area encompasses a large portion of eastern and southern Lebanon from the KY 55/KY 2154 Veterans Memorial intersection southeast to US 68 around to the southern end of KY 2145 and encompasses three projects, each of which has funding in the 2022 Highway Plan:

- Item No. 4-80152, reducing congestion along US 68 near its intersection with KY 2154 Corporate Drive
- Item No. 4-80153, extending KY 2154 from KY 208 to KY 49
- Item No. 4-80259, improving connectivity between KY 55 and US 68

The US 68/Corporate Drive intersection has funding through construction in the biennium.

Rebecca Thompson reviewed the existing conditions and purpose of the proposed project. Then the group watched a video (online at www.EastLeb.com) explaining the proposed connectors, followed by a group discussion of Concepts A through F.

- An outer connector (e.g., Concept A or F) would open more area for future development. Concept A, which is longer than the existing Veterans Memorial bypass, may be too out of the way to draw much traffic and has the highest construction costs. Extending utilities that far would also be a challenge.
- Traffic US 68 near the schools is already busy; adding more congestion is a concern. The outer connectors provide a link between the proposed bypass and school campus; final design efforts would include additional coordination to determine the best connection and circulation patterns.
- Concept F, nearer to town than A, would likely have fewer costs/impacts to extend utility infrastructure to serve the corridor.
- Inner concepts like B, C, and D are likely to face pushback from the community regarding neighborhood impacts. The group is concerned that the city will outgrow an inner connector, much like Bardstown experienced.
- Right-of-way costs have not been quantified based on the wide corridors shown. Inner concepts would have higher per-acre acquisition costs but outer concepts have larger acquisition footprints.
- The proposed intersection between the new bypass and KY 49 may be a good opportunity for a roundabout.
- A new waterline is being installed for the Smith development, running alongside the park and fairgrounds.

The project team encouraged attendees to help promote the public meeting April 28 and study website.

Following the discussion, Kevin followed up on a few other transportation needs around town that were mentioned at the December meeting. Widening New Calvary Road will be challenging as a standalone project with high right-of-way and utility costs. A new outer connector would provide an alternate travel route for traffic using New Calvary currently. Traffic and crashes were reviewed at KY 429/Veterans Memorial but the intersection does not meet warrants for signalization. Signal phasing warrants were reviewed downtown but protected left turn phases are not warranted; the issue is largely driven by truck traffic. Vertical clearances beneath the mast arms with a taller signal head could be a concern. KYTC is adjusting the federal truck designation to follow the existing bypass instead of running through town.

End of Minutes



MEETING MINUTES

Project: East Lebanon Connectivity Study
Items No. 4-80152 and 4-80153
Marion County

Purpose: Public Meeting No. 2

Place: Marion County Centre Square Gym
239 N. Spaulding Ave, Lebanon

Meeting Date: April 28, 2022
5:00-7:00 PM EDT

The second public meeting for the East Lebanon Connectivity Study was held on Thursday, April 28 at the Centre Square Gym in Lebanon. To accommodate social distancing protocols, the meeting had no formal presentation and was laid out in station format. The project website contained mirror information and survey questions to the meeting for those who preferred not to or couldn't attend in person. The public meeting and accompanying survey were promoted via District 4 social media accounts, a postcard to study area residents, media releases, the study website, and roadside signs. A member of the project team from KYTC District 4, Qk4, or HMB was at each station to discuss the project with members of the public and answer any questions. In total, 41 community members attended the meeting in addition to the project team.

- Station 1 included a laptop with the project StoryMap for attendees to view and an exhibit board stating the project's purpose and need.
- Station 2 included a video showing each improvement concept playing on loop and exhibits of new and existing route concept bands.
- Station 3 included large exhibits individually showing Concepts A-F. Project team members noted attendee comments on post-it notes and placed on appropriate exhibits.
- Station 4 included public survey sheets and survey board to mimic the online survey experience, exhibits of future Build traffic impacts and a roll plot map showing known environmental elements in the area. Pens were made available for the public to add missing information directly to the map.

End of Minutes



EAST LEBANON CONNECTIVITY STUDY: Public Input Summary



Project: East Lebanon Connectivity Study
Marion County
Item Nos. 4-80152 & 80153

Purpose: Summary of Public Meeting 2 Survey Responses
April 2022

A public survey and interactive story map were published online during April 2022 to present a range of improvement concepts to improve highway connectivity east of Lebanon with opportunities to provide feedback on which option best fit community needs. The public meeting and accompanying survey were promoted via District 4 social media accounts, a postcard to study area residents, media releases, the study website, and roadside signs. Local officials, stakeholders, and project team members were asked to promote the effort.

A total of 89 responses were collected during the comment period; 73 individuals submitted survey responses online and an additional 16 survey responses were provided at the in-person public meeting. This memo summarizes both sets of input.

Question 1: Do you think a new East Lebanon connector is needed? (Pick one)

Figure 1 summarizes the input received from the online and paper surveys on Question 1. Most respondents (65%) do not think a new East Lebanon connector is needed.

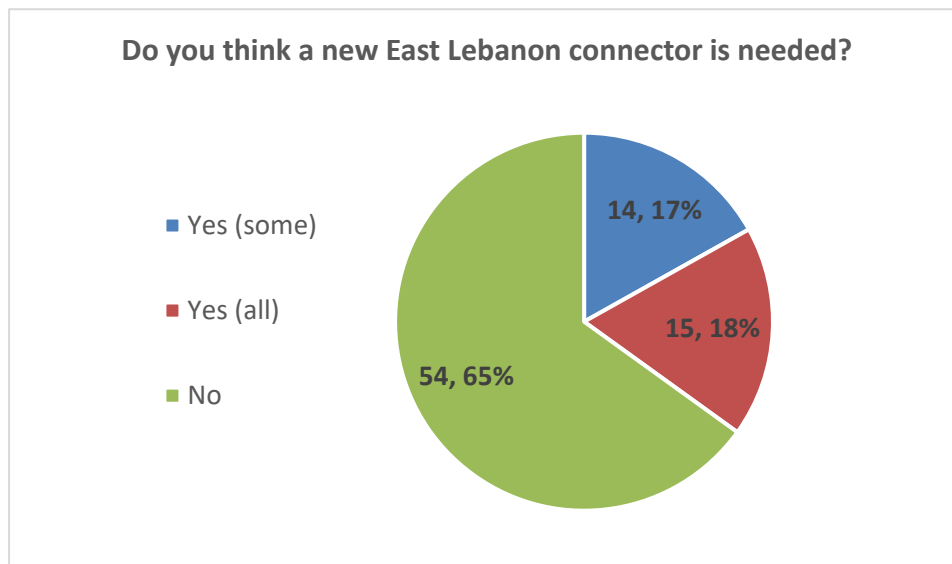


Figure 1: Question 1 Responses

Question 2: Please rank each section in order of most to least important. (Write “1” next to the most important, “2” by the middle, and “3” by the least important.)

Figure 2 summarizes the input received from the online and paper surveys on Question 2. As shown, 58% of survey respondents prefer the north alignment, US 68 East Main Street to KY 55 Spaulding Avenue. The southern piece—between KY 208 and KY 49—was the lowest priority of the three.

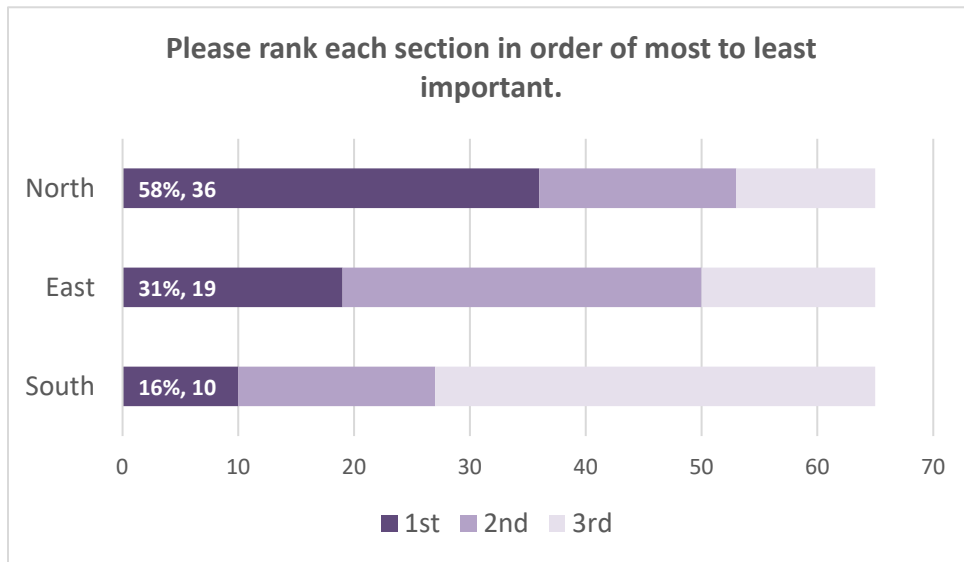


Figure 2: Question 2 Responses

Question 3: Which build concept do you like the best? (Pick one)

Figure 3 summarizes the input received from the online and paper surveys on Question 3. As shown, most respondents (50%) prefer Concept B, the innermost connector option.

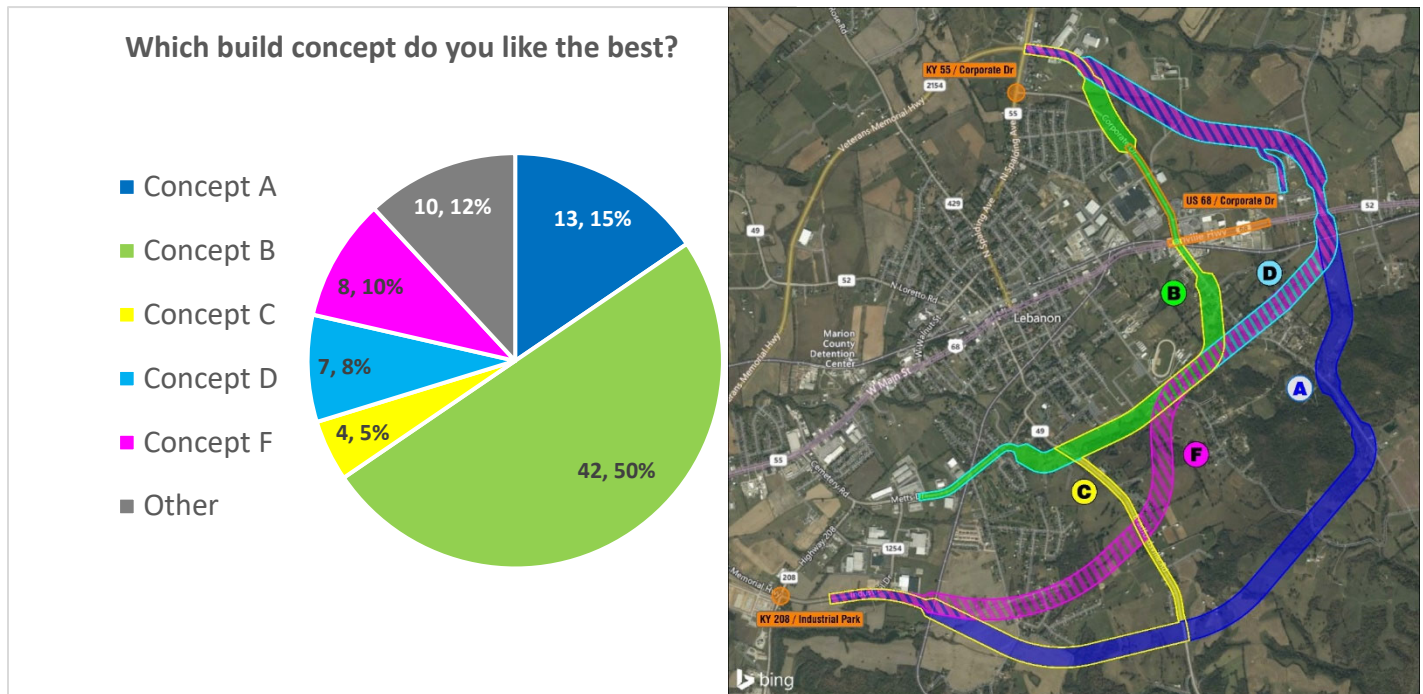


Figure 3: Question 3 Responses

Question 4: Why is that your favorite?

The full responses to Question 4 can be read in **Table 1** below. Main reasons cited for preferring Concept B included: it is the most economical, spans the shortest distance, is the best use of the existing road network, and is least disruptive to farmland.

Table 1: Question 4 Why is that your favorite?

Why is that your favorite?
Concept B RESPONSES
Least costly, and direct connect to Corporate Drive
This path seems to use the most existing roadways and has a lower cost too
Saves most money. Updates more current roads without wasting money on new ones
No. 1 it looks like it would be most economical. Sulphur springs Rd needs to be improved, as well as the Hwy68 Corporate Drive intersection. Sulphur Springs Rd could be widened as could Corporate Drive. Put in turn lines, both on Hwy 68, and at the Spalding Avenue intersection, and along the route for high volume turns, which to me makes any road safer. I do not see the difficulty in this. if the area is more prominently designated as a truck route, that would encourage trucks to take this route.
Shortest route, cheapest of the roads at \$12.5 million which is ridiculous as this bypass is not needed in my opinion, furthest away from our home, makes more sense than the other roads. What happened to scenario E???
Less expensive. Corrects most congested areas.
Least expensive and make the most sense.
Shortest Path
Cheapest, can be built in small sections and improves more of existing roadways thereby reducing maintenance cost by having fewer overall roadway miles to maintain forever.
It takes care of most of the issue and that is existing bypass plus a route to get traffic on to Danville with little to no disruption to private residences.
Least negative environmental impact.
Least expensive
Shortest distance/not wasting taxpayers' money
Does not cut farmland
Closer to town without going through less expensive (makes sense) not destroying anybody's homes or land
It is closer to town without going through town. It is least expensive. Makes more sense. Doesn't destroy homes or take land that isn't industrial.
It stays close to town and disrupts less farmland
More economical - less damage to rural Marion County - farmland and wildlife
B is more economical and would not involve farmland which is also used as a conservation area and wildlife habitat
They are the further route from my house
Least expensive, makes most sense

Question 5: Which concept do you like least? (Pick one)

Figure 5 summarizes the input received from the online and paper surveys on Question 5. As shown, most respondents (59%) identified Concept A (outer connector) as the least preferred option, followed by Concept B.

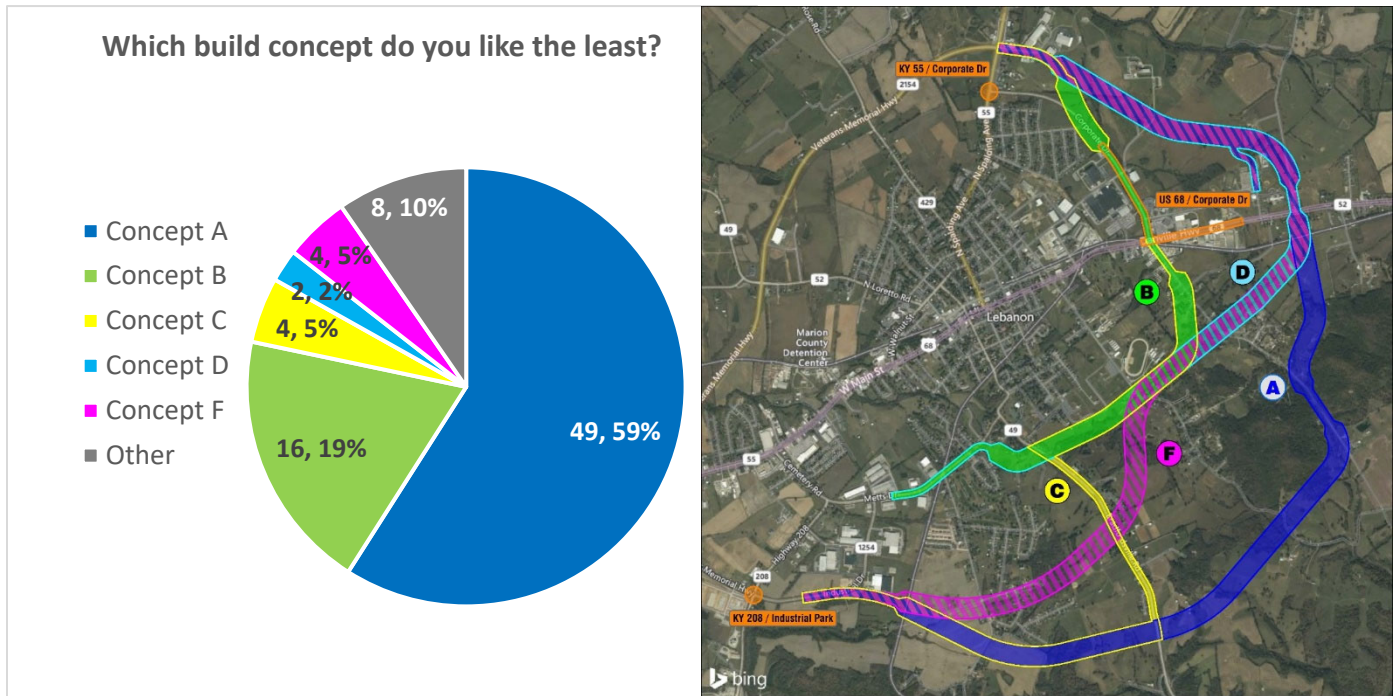


Figure 4: Question 5 Responses

Question 6: Why is that your least favorite?

The full responses to Question 6 can be read in **Table 2** below. Main reasons cited for 59% of respondents identifying Concept A as least preferred included: Concept A is the most disruptive to farmland and is too costly to taxpayers.

Table 2: Question 6 Why is that your least favorite?

Why is that your least favorite?
Concept A RESPONSES
Too much land taken
Heavy disturbance of farmland.
Most costly and focuses on low traffic/low need areas.
I think the only connector that we need is from Main Street to Springfield highway. I don't see how access to Bradfordsville Rd, or Old Calvary are needed at all.
A complete waste of resources. We don't need a Gene Snyder in Lebanon.
All. I don't believe this is necessary and will hurt downtown businesses and cost far too much money.
Longest and most expensive with lowest improvement
It is the most expensive to build, it is 7.1 miles when you can build a road for \$12.5 million and only 3.4 miles. Even the other scenarios are shorter at 3.4, 4.7 and 5.3 miles. It's crazy to build such a long bypass!
Cost. Takes too much land.
Most expensive and causes more disruption
Don't need to go that wide....too far out from town
Too much money
Longest, will cost more to maintain forever, further from developed properties and infrastructure would need the most work with this option to allow the growth to expand that far away from town. Not much has been constructed on the rest of the bypass, it's circling far enough from town that the development has been slow and if it were closer to town there may have been more development by now.
Most negative environmental impacts; unnecessary new road!
too expensive for a bypass we don't even need
I'm going to move in that area
Cost most high taxpayer funding
Farm/nature impact
Because that is close to a family farm, and we enjoy living in the country and living a peaceful life with lots of wildlife (deer, etc)
It is the most expensive. Also, there is farmland and agricultural areas that would be disturbed. There are creeks on that path that flood regularly.
It interferes with our wildlife refuge along Cartwright Creek. It would disrupt a family farm that has been in our family for almost 100 years.

Question 7: Do you think intersection improvements at US 68 (East Main St)/Corporate Drive are needed? (Yes or no)

Figure 5 summarizes the input received from the online and paper surveys on Question 7. Most respondents (79%) think intersection improvements are needed.

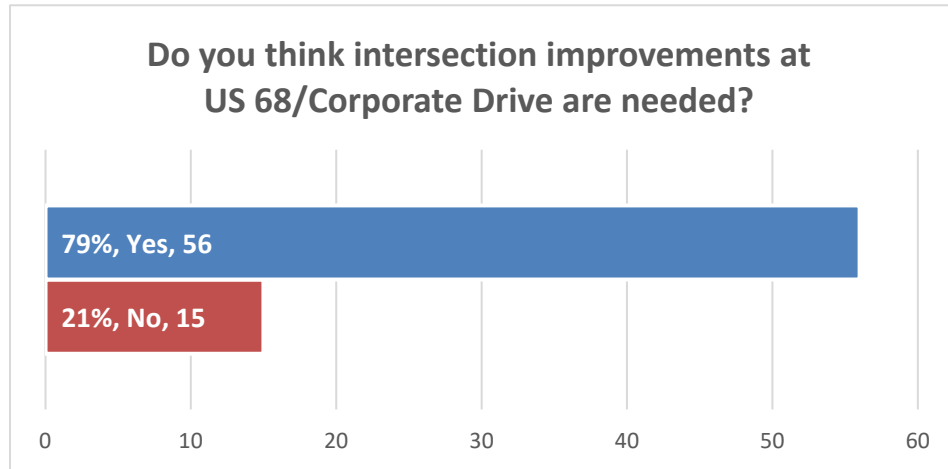


Figure 5: Do you think intersection improvements are needed?

Question 8: Additional Comments

Beyond the tabulated responses above, 26 survey participants included additional comments listed in **Table 3**. Major themes emerged from the comments, including: most respondents welcomed intersection improvements, but were uninterested in pursuing a bypass due to the cost and disruptive nature of construction. In addition, improving the existing highway network and correcting directions given to truck drivers via GPS are believed to improve traffic flow through Lebanon.

Table 3: Additional Comments

Additional Comments
I do not think we need this by-pass.
We are not in need of this by-pass.
I think the Kroger intersection is the only real need in this entire plan. This could be corrected by spending millions less and far less public disruption.
This is the only improvement that is needed. Skip the rest and just work on this part
Spending a couple million dollars here is all the improvements that is needed. Save the rest.
Improvement to existing routes should be prioritized over creating new routes. New routes tend to be longer with higher impact to already existing structures and property uses.
I travel to Bardstown frequently and complained many times about the congestion at the BG. when someone said there was nothing they could do, I suggested turn lanes. Now they have been installed, and it makes all the

<p>difference in the traffic flow. Now you have to put up with more construction, hopefully that two will be a beneficial improvement.</p>
<p>This project, outside of the Corporate Drive intersection, is a huge waste of resources and a disruption to the county.</p>
<p>Lebanon has not made any actual steps to remedy the situation. No lights around the school, no signs to deter semi traffic on Main Street, and allowing a daycare to put an entrance in the worst possible location. They haven't even offered to put a traffic light there, which may help somewhat. It's just a waste of taxpayer money with the results not being worth the expenses both to the state and the citizens.</p>
<p>Too many accidents there. The intersection is not wide or big enough. There is too much congestion at this intersection with the factories, grocery, and schools</p>
<p>The only times roads are congested are during school drop off & pick up. This can easily be fixed by widening existing roadways & adding turn lanes. Money would be better spent fixing existing roadways & infrastructure.</p>
<p>Connector is not needed. Intersections can be improved for traffic flow, but connector is not a good idea at all.</p>
<p>I've lived in Lebanon for over 20 years and growth is slow despite getting good amounts of industry. The population can't support the industry there is and a large bypass far outside town doesn't improve the existing infrastructure as much as the Green option and possibly yellow option that utilize more of existing infrastructure and closer to town which should be more likely to stimulate residential and commercial growth and less overall future maintenance cost.</p>
<p>I don't think if we totally changed the whole bypass but didn't fix the GPS issue then we will still have the problem. There is zero reason for any tractor trailer to go through downtown Lebanon now at all. None would want to if they had the correct GPS. It's very dangerous. You all and private industry need to make this focus number one.</p>
<p>I think the problem areas are surrounding Corporate Drive and the schools complex on 68. The existing bypass could be extended to 68 near Barbers Mill Road to eliminate that congestion and allow all truck traffic to proceed around town and get to all industrial parks via that connector</p>
<p>Please solve the problem of the current bypass not being utilized by large trucks before moving on to other problems.</p>
<p>I think the team should prioritize smooth flow with the shortest time around Lebanon with the most opportunity for future development.</p>
<p>Focus on signage and solutions that don't add new unnecessary roads.</p>
<p>The focus should be from US 68 to 55 instead of the Bradfordsville area. Seems like a waste of money to spend resources from Industrial Drive to 68.</p>
<p>I don't think plan B or C will do enough to help with school traffic congestion. Plans A, D, and F going outside of the schools on the east end looks to best elevate and provide the most travel options.</p>
<p>Don't do it.</p>
<p>Don't spend the money, not needed!</p>
<p>I believe the only useful option would be US 68 eastside to KY 55 tying back into the existing bypass. We do not need more infrastructure for industry because we don't have enough workforce.</p>
<p>We do not need a \$30M road</p>
<p>I believe shoulders on Corporate Drive are needed and more turning lanes and stop lights along US 68 between Corporate and Barbers Mill are needed</p>
<p>While A is the ultimate best concept as it impacts less housing other things, it is not the best at this time. It will be many years before Lebanon grows big enough to reach that outer area and it would be a waste of money at this time. This is more of a 20 year goal and not a 5-10 year goal.</p>

During the in-person meeting, display boards with each build concept were available with Post-it notes to write in features attendees liked or did not like about each alignment. Exercise comments include:

- Look at pushing A further south.
- Look at extending A north on Barbers Mill Road before town.
- Concepts BCDF impact fairground expansion.
- Concepts BCD impact historic at KY 49.
- Concepts BCD impact a development not shown on map.
- Concepts ADF impact a farm and family cluster on the south side of US 68.
- Consider a roundabout at Barbers Mill Road and Bypass.
- Concept A - try not to split Grundy Farm.
- Get rid of Concept A connection to school.
- Concept A - look at pushing alignment north on Barbers Mill Road.

End of Summary



Groundbreaking by Design.

MEETING MINUTES

Project: East Lebanon Connectivity Study
Items No. 4-80152 and 4-80153
Marion County

Purpose: Project Team Meeting No. 3

Place: KYTC District 4 and Virtual Meeting

Meeting Date: June 13, 2022 at 1:00 PM

Prepared By: Qk4

Participants:

Brad Bottoms	KYTC D4
Kevin Blain	KYTC D4
Joe Ferguson	KYTC D4
Beth Niemann	KYTC Planning
Steve DeWitte	KYTC Planning
Dave Heil	KYTC Planning
David Souleyrette	KYTC Planning
Adam Ulrich	KYTC Design
Taylor Kelly	Qk4
Rebecca Thompson	Qk4
Brad Gregory	HMB

Kevin Blain opened the meeting, welcoming attendees. The purpose of the meeting is to discuss improvement concepts to address connectivity in eastern Lebanon. There are three separate projects in the 2022 Highway Plan biennium touched by the planning effort: Item No. 4-80152 (US 68 at Corporate Drive), 4-80153 (new connector, KY 208 to KY 49), and 4-80259 (new connector, KY 55 to US 68). Last week, the governor awarded funds to Marion County to construct a structure along US 68 connecting both sides of the coopeage property, which will be a state-funded project overlapping/adjacent to 4-80152.

Rebecca Thompson reviewed community feedback at key milestones. The proportion of survey respondents supporting the new alignment connector decreased from December 2021 (62%) to April 2022 (35%) public meetings. However, 79% indicated intersection improvements at US 68/Corporate Drive are needed. Most respondents agreed the north segment (KY 55 to US 68) was the highest priority of the three considered. Concept A was the least preferred and Concept B was the most. The team explored tweaks to Concept A approaching KY 49 based on comments during the April public meeting but none are recommended to advance.

Kevin and Brad Bottoms met with local officials again June 6. All agreed the northern section (KY 55 to US 68) is the highest priority to advance. There was less consensus about the sections south of US 68: generally, Concept B was not preferred but many felt Concept A was too far out to address traffic concerns. No-Build or Concept F could represent a compromise. Future funding for the easternmost section (KY 49 to US 68) could be a lengthy process if it were to advance. Portions of Concept B fall beyond the study area limits, which may have impacted the amount of feedback/opposition it got during the public comment period.

The team discussed recommendations for the planning study:

- The outer concept for the north section (KY 55 to US 68) is recommended to advance for preliminary design/NEPA. The typical section should match KY 2154 at KY 55, though curb/gutter may be better at either end to reduce impacts to adjacent properties. Both Corporate Drive and the school campus will likely be connected to the new alignment; details will be worked out during preliminary design. Intersection configurations at KY 55 and US 68 (e.g. roundabouts or conventional intersections) will also be worked out during preliminary design.
- Efforts to change the federal truck route designation to the existing bypass continue.
- The study should note the realignment of the US 68/KY 2154 intersection west of town from the VE study. While it should not be recommended, it should be presented in the report for future consideration. Kevin will reach out to the City/County to gage their interest in any other recommendations from the VE review.
- No concept(s) should be recommended south of US 68. Once the 4-80259 and 4-80152 improvements are implemented, it may be worth another look to reevaluate needs for the south and east connections.
- HMB will work towards a preliminary line and grade meeting for US 68/Corporate in mid-July. Maintenance of traffic is a concern, integrating preliminary designs with the cooperage structure.

End of Minutes