



Groundbreaking by Design.

MEETING MINUTES

Project: Middletown to Simpsonville Needs Analysis Study
Jefferson, Oldham, & Shelby Counties

Purpose: Project Team Meeting No. 1

Place: KYTC District 5
KYTC Central Office by video conference

Meeting Date: December 3, 2018
10:00 AM EST

Prepared By: Qk4

In Attendance:

Tom Hall	KYTC D5 Planning
Judi Hickerson	KYTC D5 Planning
Steve DeWitte	KYTC CO Planning
Travis Thompson	KYTC D5 Project Development
Kevin Bailey	KYTC D5 Maintenance
Larry Chaney	KIPDA
Randall Embry	KIPDA
Andy Rush	KIPDA
Kenny Carrico	KYTC D5
Brian Eaton	KYTC D5
* Mikael Pelfrey	KYTC CO Planning
* Scott Thomson	KYTC CO Planning
* Jonathan Reynolds	KYTC CO Planning
* Steve Ross	KYTC CO Planning
* Tonya Higdon	KYTC CO Planning
* Jill Asher	KYTC CO Design
* Annette Coffey	Qk4
Rebecca Thompson	Qk4
Jeremy Lukat	Qk4
Deanna Miller	Qk4
Amanda Greenwell	Qk4

**by video conference*

Tom Hall opened the meeting, welcoming attendees and providing a brief overview of the study's purpose: to assess and prioritize transportation needs in eastern Jefferson, southern Oldham and western Shelby counties. The project team will examine forty projects presented in the scope of work

(listed in **Attachment A**) and identify an additional ten projects for prioritization. Today's meeting is intended to identify those ten additional projects, as well as discuss existing conditions.

The KYTC envisions a two-tier delivery process:

- Tier 1 analyses include developing a matrix to prioritize up to 50 projects.
- Tier 2 activities will produce a more traditional small urban area (SUA) style report for district planning purposes.

Rebecca Thompson presented overviews of roadway systems, geometric characteristics, existing traffic operations, and safety analyses for study area routes. Deanna Miller described previous projects identified in various sources:

- Kentucky's Highway Plans (FY 2016-2022 and FY 2018-2024)
- the Statewide Transportation Improvement Program (STIP)
- Continuous Highway Analysis Framework (CHAF) forms
- KIPDA's 2035 Horizon Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP)
- Previously completed state and local planning studies

Rebecca presented the results of Qk4's internal gap analysis exercise, which produced nineteen additional projects for Tier 1 consideration (see **Attachment A**). The project team discussed the potential projects, focusing on existing highway safety and capacity issues. Ten additional projects selected from the nineteen for inclusion in the upcoming SHIFT process are (in the order they appeared in **Attachment A**):

- A. Jefferson County: CR-1002D Flat Rock Road Minor Widening, US 60 to KY 1531 (MP 0.000-3.848)
- C. Jefferson County: US 60 Widening, Rockcrest Way to Shelby County line (MP 15.114-17.375); it should be noted the beginning terminus changed from Eastwood Road.
- D. Shelby County: KY 1848 Minor Widening, North of Simpsonville (MP 6.418-7.005)
- G. Jefferson County: KY 1747 Safety Improvements, US 31E to KY 155 (MP 7.489-11.033); it should be noted the primary work type changed from widening.
- L. Jefferson County: KY 155 Widening, KY 148 to KY 1531 near Fisherville (MP 4.276-5.620)
- M. Jefferson County: CR-1008H Old Heady Road Widening, KY 155 to Chenoweth Run (MP 0.000-1.376)
- N. Oldham County: KY 22/KY 362 Intersection Improvements in Pewee Valley (KY 22 MP 1.825/KY 362 MP 0.000)
- O. Jefferson County: I-265/KY 155 Interchange Reconstruction (I-265 MP 23.100/KY 155 MP 6.058)
- P. Jefferson County: New Connector Road generally following CR-1009J Echo Trail, paired with new I-64 interchange serving Eastwood/Fisherville area.

R. Jefferson County: KY 146/CR-1005C Whipps Mill Road Intersection (KY 146 MP 2.740).

District 5 personnel will modify existing CHAF descriptions for:

- CHAF IP20080200 (KY 146 Widening at I-265 Interchange) will be modified to reflect new project limits (CR-1019C Nelson Miller Parkway to KY 1447 Westport Road) and include interchange work in the project description.
- CHAF IP20160176 (US 60 Widening from Eastwood Cutoff to Rockcrest Way) will be modified to include intersection reconstruction at Gilliland Road/Eastwood Cutoff Road/US 60 (US 60 MP 14.72).

Next Steps for study completion include:

- Update the statewide model to reflect future growth assumptions. KIPDA personnel agreed to contact Metro and Triple S offices to procure lists of new and planned developments to include in the model. The traffic modeling effort is on the critical path schedule; input is needed by Friday, December 7 or the team will have to make and document reasonable assumptions and continue forward.
- Develop scope and cost estimate for 10 new projects, similar to SUA level of development
- Prepare initial draft of Tier 1 prioritization matrix
- Schedule second Team Meeting around January 7, 2019

End of Minutes

Table 2 District 5 Projects for Prioritization

Project ID	Location	Type of Work
CHAF IP20080192	I-265 MP 24.000-24.600	New Interchange at Rehl Road
CHAF IP20080196	US 60 MP 5.529-7.857	Major Widening
CHAF IP20080197	US 60 MP 7.857-12.020	Major Widening
CHAF IP20080200	KY 146 MP 6.800-8.300 (Revised)	Major Widening (five lanes)
CHAF IP20080201	KY 155 MP 6.300-9.350	Major Widening (five lanes)
CHAF IP20080202 Item 5-8908.00	KY 155 MP 4.400-5.750	Minor Widening (add center turn lane)
CHAF IP20080203	KY 155 MP 11.395-13.314	Major Widening (six lanes)
CHAF IP20080214	KY 1447 MP 7.500-9.240	Minor Widening (add center turn lane)
CHAF IP20080215	KY 1531 MP 9.100-11.900	Reconstruction (no additional lanes)
CHAF IP20080218 Item 5-8953*	KY 1747 MP 13.400-13.600	Intersection Improvements
CHAF IP20080219	KY 1819 MP 5.300-8.900	Minor Widening
CHAF IP20080227	CS-1030H Extension	Extend/widen Ellingsworth Lane (add center turn lane), KY 913 to Urton Ln
CHAF IP20080232	Rehl Road CR 1006H	Reconstruction (no additional lanes)
CHAF IP20080234	Tucker Station Road CR 1001H MP 1.079-3.538	Reconstruction (no additional lanes)
CHAF IP20080239	New Route	Extend Plantside Drive (three lanes), Tucker Station Rd to Rehl Rd
CHAF IP20080242	CS-1163H Extension	Extend/widen Blowing Tree Blvd (three lanes), KY 155 to Bunsen Pkwy
CHAF IP20080252	KY 146 MP 0.000-2.021 ^o	Reconstruction
CHAF IP20110073	New Route	Bunsen Blvd/Christian Way Connector (five lanes)
CHAF IP20110074	New Route	Bowling Blvd/Christian Way Connector (five lanes)
CHAF IP20110077	English Station Road CR 1002J MP 2.950-3.900	Reconstruction (no additional lanes)
CHAF IP20110079 Item 5-376.00	New Route	Connector from Old Henry Rd Interchange to KY 22
CHAF IP20120002	New Route	Extend Urton Lane (three lanes), north of I-64 to Seatonville Rd
CHAF IP20130132	KY 362 MP 0.975-3.039 ^o	Safety/Hazard Elimination
CHAF IP20130135 Item 5-555.00	KY 1747 MP 10.500-11.995	Congestion Management
CHAF IP20130147 Item 5-808.00	KY 155 MP 4.400-5.000	Safety/Hazard Elimination (intersection/bridge)
CHAF IP20150080 Item 5-558.00	I-265 MP 17.300-23.100	Major Widening
CHAF IP20150139 Item 5-80000.00	KY 1531 MP 8.100-8.300	New Interchange at Eastwood/Fisherville
CHAF IP20150184 Item 5-549.00/.01	I-265 MP 24.600-26.400	Reconstruct I-64/I-265 Interchange
CHAF IP20150185 Item 5-41.10	I-265 MP 26.500-27.100	Reconstruct I-265/US 60 Interchange
CHAF IP20150293 Item 5-344.01*	KY 1747 MP 12.289-13.362	Reconstruction (add center turn lane)
CHAF IP20150319 Item 5-373*	KY 1819 MP 10.795-12.811	Major Widening
CHAF IP20160174 Item 5-537.00/.01/.02	I-265 MP 23.409-34.727	Major Widening
CHAF IP20160176 Item 5-8952.00	US 60 MP 14.718-15.114	Minor Widening (add center turn lane) and Intersection Improvements (Revised)
CHAF IP20160184 Item 5-8905.00*	KY 1747 MP 9.483-9.583	Safety/Hazard Elimination (extend turn lane)
CHAF IP20160185 Item 5-8203.00*	KY 1819 MP 6.900-8.100	Reconstruction
CHAF IP20160276 Item 5-367.20/.21	New Route	Extend Old Henry Rd to KY 362 Ash Ave
CHAF IP20170032 Item 5-353.00	English Station Road CR 1006C MP 0.457-1.232	Minor Widening (add center turn lane)
CHAF IP20170096 Item 5-80003.00	New Route	Extend Plantside Drive, Rehl Rd to KY 155
CHAF IP20180043 Item 5-80001.00	US 60 MP 11.093-11.684	Major Widening (six lanes)
Item 5-80002.00	I-64	New Interchange east of I-265

* Denotes Item from Previous Highway Plan

^o Denotes Oldham County MP limits; otherwise projects are within Jefferson County

Potential Projects to Add for Tier 1 Prioritization
December 4, 2018 Results from Project Team Meeting Discussion

Add?	Location	Rationale
Yes	A: CR-1002D Flat Rock Road Minor Widening, US 60 to KY 1531 (MP 0.000-3.848)	<ul style="list-style-type: none">- Identified in KIPDA MTP (#1323) since 2005- Two 10-foot lanes, narrow shoulders, substandard horizontal curves- Approx 4,800 ADT- Serves expanding subdivisions and two golf courses
No: Modify CHAF to add	B: KY 146 Widening at I-265 Interchange (MP 6.800-7.300)	<ul style="list-style-type: none">- Identified in 2015 I-265 Programing Study- Four 12-foot lanes at 45 mph- LOS E with 11,070 ADT- High CRF segment and 2 high CRF spots- On KY Highway Freight Network- D5 gets lots of calls about this location; growth along Factory Lane will further degrade operations
Yes	C: US 60 Widening, Eastwood to County Line (MP 15.288-17.375) *Ensure limits abut adjacent improvement project limits	<ul style="list-style-type: none">- Overlaps with CHAF IP20080198- Two 11-foot lanes today, 55 mph, with 1 poor condition bridge- LOS E with 13,570 ADT- On KY Highway Freight Network- Lined with expanding subdivisions- Ongoing Metro project (turn lane) that may not adequately address intersection issues. Local interest in new signal(s)
Yes	D: KY 1848 Minor Widening, North of Simpsonville (MP 6.418-7.005)	<ul style="list-style-type: none">- Identified in Shelby Co Comp Plan (#29)- Substandard horizontal curves with two 9-foot lanes at 55 mph- LOS C with 2,690 ADT
No	E: New Route, Northwest Simpsonville Connector	<ul style="list-style-type: none">- Identified in Shelby Co Comp Plan (#26)- Provides alternate link to US 60 (LOS E, High CRF)- Dismissed since US 60 recently widened through Simpsonville
No	F: KY 1747, I-64 to CS-1004H Linn Station Rd (MP 11.990-12.289)	<ul style="list-style-type: none">- Six to seven 12-foot lanes at 45 mph through dense commercial strip with many RI/RO driveways- LOS B with 48,310 ADT- High CRF segment and 2 high CRF spots- On KY Highway Freight Network- Dismissed since corridor already has dual turn lanes and access control; problem is high volume of traffic
Yes	G: KY 1747 Safety Improvements , US 31E to KY 155 (MP 7.489-11.033)	<ul style="list-style-type: none">- Identified in KIPDA MTP (#386) since 1999- Four 12-foot lanes today, 45 mph- LOS B/C in study area with 24,300-32,680 ADT (V/C of 0.3-0.5)- High CRF segment and 5 high CRF spots- Within KIPDA focus area for safety- On KY Highway Freight Network- Relatively low volume/capacity ratio; signal timing and turn lane may address operations better than widening
No	H: New Route, South Simpsonville Connector	<ul style="list-style-type: none">- Identified in Shelby Co Comp Plan (#31)- Provides alternate link to KY 1399 (substandard curves, outlet mall traffic, 9-foot lanes)- Dismissed since no clear traffic or crash problems to support need
No	I: KY 1848 Widening, South of Simpsonville (MP 4.500-4.800)	<ul style="list-style-type: none">- Identified in Shelby Co Comp Plan (#30)- Two 10-foot lanes at 55 mph- LOS A/B with 1,810 ADT- One high CRF spot but low ADT and only 3 crashes- Pairs with H above; also dismissed
No	J: US 60/KY 1848 Intersection Realignment, Simpsonville (US 60 MP 3.042/KY 1848 MP 6.025)	<ul style="list-style-type: none">- Identified in 2009 Small Area Plan & Shelby Co Comp Plan- Two high CRF spots- US 60 is LOS E with 6,570 ADT- Dismissed since recent US 60 project signalized intersection; not feasible to realign
No	K: KY 1819 Ruckriegel Pkwy, Billtown Rd to KY 155, Jeffersontown (MP 8.885-9.308)	<ul style="list-style-type: none">- Two 12-foot lanes plus TWLTL, 35 mph- LOS E with 13,770 ADT (V/C of 0.5)- Substandard horizontal curves- High CRF segment and 3 high CRF spots- On KY Highway Freight Network- Dismissed due to high costs and necessary improvements to Billtown Road to make project feasible
Yes	L: KY 155 Widening, KY 148 to KY 1531, Fisherville (MP 4.276-5.620)	<ul style="list-style-type: none">- Three 11-foot lanes today, 55 mph, with 1 fair condition bridge- LOS E with 17,460 ADT (V/C of 0.6)- State Truck Route- Recent traffic studies completed by private developer
Yes	M: CR-1008H Old Heady Rd Widening, KY 155 to Chenoweth Run (MP 0.000-1.376)	<ul style="list-style-type: none">- Identified in KIPDA MTP (#1325) since 2004- Two 10-foot lanes with substandard horizontal curves- Approx 4,300 ADT- Lined with subdivisions, some expanding
Yes	N: KY 22/KY 362 Intersection Improvement, Pewee Valley (KY 22 MP 1.825/KY 362 MP 0.000)	<ul style="list-style-type: none">- Identified in 2005 Scoping Study for KY 22- Skewed intersection- KY 362 has two 9-foot lanes for 1,940 ADT at 35 mph
Yes	O: I-265/KY 155 Interchange Reconstruction (I-265 MP 23.100/KY 155 MP 6.058)	<ul style="list-style-type: none">- Identified in 2015 I-265 Programing Study- State Truck Route & Freight Network- KY 155 is LOS A with 18,060-20,310 ADT- High CRF segment and 2 high CRF spots
Yes	P: New Connector Road, paired with Gilliland Interchange	<ul style="list-style-type: none">- Identified in KIPDA MTP (#390) since 1999
No	Q: CR-1209 Old Floydsburg Road Minor Widening, Pewee Valley (MP 0.000-2.000)	<ul style="list-style-type: none">- Overlaps Item #5-494.00; same description but different MP limits: <i>Replace narrow one-lane culvert crossing; clear trees and vegetation out of right-of-way; add shoulder to the road, and add signage for safety</i>- Dismissed; project is almost complete
Yes	R: KY 146/CR-1005C Whipps Mill Rd Intersection (KY 146 MP 2.740)	<ul style="list-style-type: none">- Design work completed but no right-of-way purchased- Expensive utility relocation requirements suggest Metro bike/ped project likely will not incorporate intersection improvements.
No	S: Watterson Trail Widening/Streetscape, Jeffersontown (CR-1004 MP 3.179-3.330 & CS-1073H MP 0.000-0.694)	<ul style="list-style-type: none">- Local streetscaping project underway but no widening element included- Dismissed since it would be low priority with minimal impacts on traffic operations



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MEETING MINUTES

Project: Middletown to Simpsonville Needs Analysis Study
Jefferson, Oldham, & Shelby Counties

Purpose: Project Team Meeting No. 2

Place: KYTC District 5
KYTC Central Office by video conference

Meeting Date: January 8, 2019
1:00 PM EST

Prepared By: Qk4

In Attendance:	Matt Bullock	KYTC D5 CDE
	Tom Hall	KYTC D5 Planning
	Judi Hickerson	KYTC D5 Planning
	Steve DeWitte	KYTC CO Planning
	Travis Thompson	KYTC D5 Project Development
	Kevin Bailey	KYTC D5 Maintenance
	Kenny Carrico	KYTC D5 Traffic
	Brian Eaton	KYTC D5
	Maggie Hoehler	KYTC D5 Planning
	Larry Chaney	KIPDA
	Randall Embry	KIPDA
	Andy Rush	KIPDA
	* Mikael Pelfrey	KYTC CO Planning
	Scott Thomson	KYTC CO Planning
	* Jill Asher	KYTC CO Highway Design
	* Elizabeth Lykins	KYTC CO Planning
	* Annette Coffey	Qk4
	Rebecca Thompson	Qk4
	Jeremy Lukat	Qk4
	Deanna Miller	Qk4

**by video conference*

Tom Hall opened the meeting, welcoming attendees and providing a brief overview of the study's purpose: to assess and prioritize transportation needs in eastern Jefferson, southern Oldham and western Shelby counties. The project team will examine the draft Tier 1 matrix used to prioritize 50 potential study area projects.

Rebecca Thompson presented the future 2040 No Build traffic analyses for study area routes. No Build analyses included committed widening projects on I-71 in Oldham County and I-64 in Shelby County, but no other elements. Most are represented as individual build scenarios.

Project build scenarios were modeled independently using the modified KYSTM with the exception of Gilliland Road (Concept P) and its corresponding interchange (CHAF IP20150139) which were modeled together.

Rebecca presented a handout of the draft Tier 1 matrix (see **Attachment A**) to the group for content and formatting discussions.

Discussion of and changes made to the project content include:

- CHAF IP20150184: Keep all item numbers associated with the I-265/I-64 interchange. Clarify which SHIFT ranking corresponds to which project.
- CHAF IP20080192: Keep separated from CHAF IP20080232 as the Rehl Road improvement could advance independently of a new interchange.
- CHAF IP20150139: D5 will confirm which item number(s) are applicable. Concept P is incorporated in CHAF IP20150139; the description should be updated and Concept P can be eliminated as a standalone project.
- CHAF IP20080197: D5 revised the ending project limit to “Old Shelbyville Road, MP 11.093) to prevent overlapping CHAF IP20180043. The matrix should be updated accordingly.
- CHAF IP20080202: Qk4 will check shown v/c ratios.
- Concept N: No new traffic count is required; at LOS B in the 2040 No Build scenario, Build traffic results are unlikely to affect prioritization.
- CHAF IP20080219 represents the ultimate rebuild, separated from CHAF IP20160185 (reconstructing three intersections) although the milepoint limits overlap. Both projects should remain on the matrix, clarifying the descriptions.
- CHAF IP20080239 (Plantside Drive extension) is included in CHAF IP20170096; remove IP20080239 from the list.
- KIPDA will provide future traffic volumes for new connectors identified in CHAFs IP20080242, IP20110073, and IP20110074, which were not available from the statewide model. An earlier planning study was completed that examined these connections in greater detail; D5 will provide a copy. Qk4 will note on the matrix which future traffic volumes were provided by KIPDA.
- D5 will provide project development statuses for each project.
- D5 will provide missing right-of-way and utility cost estimates where needed.

Qk4 will modify the matrix format to reorder projects by Statewide and Regional Significance. Secondly, projects in each category should be ordered by the largest number of red boxes and then by route number. Qk4 will also add a legend explaining colors, thresholds, acronyms, and abbreviations.

Next Steps for study completion include:

- Complete final Tier 1 prioritization matrix by January 31, 2019.
- EED and VHD data will be added to the final matrix if received by January 24, 2019.
- D5 to provide traffic data for Item No. 5-549.00 for Task 7.
- Third Project Team Meeting to occur around March 1, 2019.

- Tier 2 Draft Report due by April 22, 2019. Qk4 will provide an electronic copy of the draft project sheet for D5 to approve format/sample content.

End of Minutes



Groundbreaking by Design.

MEETING MINUTES

Project: Middletown to Simpsonville Needs Analysis Study
Jefferson, Oldham, & Shelby Counties

Purpose: Project Team Meeting No. 3

Place: KYTC District 5

Meeting Date: March 18, 2019
9:30 AM EDT

Prepared By: Qk4

In Attendance:

Tom Hall	KYTC D5 Planning
Judi Hickerson	KYTC D5 Planning
Steve DeWitte	KYTC CO Planning
Travis Thompson	KYTC D5 Project Development
Kevin Bailey	KYTC D5 Traffic
Kenny Carrico	KYTC D5 Permits
Larry Chaney	KIPDA
Randall Embry	KIPDA
Andy Rush	KIPDA
Mikael Pelfrey	KYTC CO Planning
Tonya Higdon	KYTC CO Planning
Scott Thomson	KYTC CO Planning
Patrick Perry	KYTC CO Highway Design
Annette Coffey	Qk4
Rebecca Thompson	Qk4
Jeremy Lukat	Qk4

Tom Hall opened the meeting, welcoming attendees and providing a brief overview of the study's purpose: to assess and prioritize transportation needs in eastern Jefferson, southern Oldham and western Shelby counties. He provided an overview of stakeholder comments to date, which included six written letters. A coordination meeting with the state representative and other invitees is planned for April 10; Qk4 will work with District 5 in the interim to resolve specific modeling questions.

The team discussed the Tier 2 ramp prioritization exercise; supporting handouts are attached. For the report, mapping will be revised to call-out queue lengths leading to mainline backup.

- KY 913 at I-64 is the highest priority; widening the westbound off ramp to two lanes with dual lefts would provide relatively low-cost benefits. Ramp widening is included in the I-64/I-265 interchange reconstruction project (Item 5-549), scheduled for letting in 2020.

Travis Thompson will investigate the possibility of including this dual left into the reconstruction project.

- KY 146 at I-265 is the next highest priority. The adjacent rail line/yard and closely spaced signal at Factory Lane are challenges; motorists make illegal turn movements to avoid queues. The northern ramp terminus has sight distance issues. The District receives a lot of complaints about the interchange. Operations are likely to worsen as Ford expands towards the Chamberlain and Collins lanes intersection. Extending the acceleration lane along northbound I-265 could also improve delay.
- US 60 at I-265 is the third priority. The interchange sits in a low point; all movements traveling uphill from stop positions complicates operations, as do closely spaced signals and high traffic volumes. The corridor has been improved to add as many lanes as possible under the existing bridge. However, according to District 5 staff the real capacity issue is the southbound on-ramp. Northbound to westbound and westbound to southbound movements are an issue as motorists are trying to reach I-64. Reconstructing the interchange as a single point urban interchange or diverging diamond could improve signal timing and throughput. Alternatively, widening I-265 with additional lanes south to I-64 as part of the interchange reconstruction project (Item 5-549) may address some of the weaving/delay issues.
- KY 155 at I-265 is the lowest priority of the four interchanges. The group concurred that delay/safety trends at the interchange are controlled by the capacity limitations along the two-lane portion of the corridor to the east. Improving the interchange will have minimal effect until KY 155 is widened. Proposed development along the corridor will exacerbate congestion.

The project team also discussed the outline and format of the study report. The report should explain that the prioritization information from the study fed into the District's SHIFT sponsorship decisions. The information gathered with this study was used to ensure that with limited resources, KYTC focuses their efforts on the right projects in the right order. The study area represents roughly 10% of the District 5 area but includes about 22% of the projects sponsored. Projects already included in the Six Year Plan should be identified as they represent another piece of the story. Stakeholder comments received should be included in the appendix of the report. Project sheets should be organized in an easy-to-follow order (e.g. by CHAF name or highway), not following the matrix order.

Next Steps for study completion include:

- District 5 will provide EEC GIS data; their dataset appears to differ from QK4's mapping presented at the meeting. Qk4 will compare and update graphics as appropriate.
- District 5 will set up a discussion of stakeholder comments prior to the April 10 meeting. Copies of letters received will be provided in advance.
- KYTC will provide the District 5/KIPDA results of the SHIFT sponsorship phase to supplement the narrative.
- CHAF descriptions have been updated; District 5 will provide revised text for consistency.
- Qk4 will submit the draft report by April 22.

End of Minutes