

# MEETING MINUTES

Project: KY 1194 Corridor Study  
 Lincoln County  
 Item No. 8-80203

Purpose: Project Team Meeting No. 1

Place: Hybrid Meeting: Virtual and KYTC District 8

Meeting Date: October 14, 2024 at 10:30 AM

Prepared By: Qk4

Participants:

Joe Gossage	KYTC D8
Jeff Dick	KYTC D8
Amanda Parmley	KYTC D8
William Lucas	KYTC D8
Jessica Richardson	KYTC D8
Conley Moren	KYTC D8
Jordan Clements	KYTC D8
Mallory Frye	KYTC D8
Lindsey Phelps	KYTC D8
Dakota Bishop	KYTC D8
Randy Turner	KYTC CO Design
Steve De Witte	KYTC CO Planning
Dave Heil	KYTC CO Planning
Jay Balaji	KYTC CO Planning
David Gambrel	Bluegrass ADD
Tom Clouse	Qk4
Rebecca Thompson	Qk4

Jeff opened the meeting, welcoming attendees. The purpose of the meeting is to review the existing conditions for the study corridor, which can be broken into three distinct sections: improving existing KY 1194, extending KY 1194 east on new alignment to US 27, and considering complete streets elements on KY 78 (Main Street) downtown.

The team discussed recent/ongoing plans and projects in the area.

- KY 1194 (entire length) was addressed as a roadway departure corridor around 2018; Jeff will share the plan sheets.
- Safety improvements on KY 78 west of town wrapped up earlier this year.
- Item No. 7-196.5 should be added to the previous projects map.
- Turn lanes were added at the US 127/KY 1194 intersection in about 2020. Crashes may have increased since.

Existing KY 1194 is a rural minor arterial with 10-foot lanes and minimal shoulders. There are 17 horizontal curves that do not meet Highway Design Manual (HDM) guidelines, with the curviest section near Moores Lane and Hanging Fork Creek. The bridge at Hanging Fork Creek is load posted. Sight distance at the KY 78 intersection is limited by the terrain.

- Edgeline striping is usually applied for pavement widths of at least 20-22 feet.
- [Post-meeting addition] Vertical grade data along KY 1194 is not available in HIS but Qk4 will compare historic profiles and terrain files to derive grades as Build concepts are developed.

In town, KY 78 (Main Street) is a major collector posted at 25 mph. It has 12-foot lanes, curb/gutter, on-street parking, and wide sidewalks for most of its length. Both StreetLight and Strava show heavy pedestrian flows downtown with minimal cyclist traffic on surrounding regional rural routes. Neither the city nor county have a published bike/ped plan but the city passed a local ordinance to allow bicyclists to use sidewalks.

### 2019-2023 Crash History

There were 131 crashes on state-owned routes in the study area, including 23 on the 6.6-mile section of KY 1194. There were two fatalities—a motorcycle who lost control on KY 1194 near Peyton Wells Road and an angle collision involving a motorcycle at the US 127/KY 1194 intersection.

Considering all study area routes, 25% of crashes resulted in injuries. No reported crashes involved bicyclists or pedestrians. There were concentrations of wet weather crashes (24% overall or 48% on KY 1194) and roadway departures (39% overall or 65% on KY 1194). Level of Service of Safety (LOSS) showed excess expected crashes at five intersections considering severe crashes (K, A, and B on the “KABCO” scale) but no segments.

- KY 1194 is a good ride for motorcycles but narrow pavement width doesn’t provide much recovery area.
- Dates for the crash analyses begin after the HSIP improvement on KY 1194 was completed.

### Existing and Future Traffic

Turning movement counts at study intersections were collected in May and August while school was in session. Volumes were steady, generally operating at Level of Service (LOS) C or better excluding a few movements:

- Southbound lefts at the school back up during the AM peak; an officer is on site to direct traffic.
- East/west thru movements at US 27/KY 78 operate at LOS D during both peak hours.
- Turns from stop-controlled KY 78 (Hustonville Rd) at KY 78 (Main St)/KY 300 (Danville Rd) are at LOS E in the AM peak with a single eastbound lane.
- Stop-controlled left turns onto US 127 at KY 1194/McCormack Church Road operate at LOS E in one or both peak hours.

Many pedestrians were observed at KY 78 intersections with KY 1247 (Somerset St) and KY 1247 (Lancaster St) during turning movement counts with limited pedestrian activity beyond the downtown core. Origin-destination analyses from May counts and from StreetLight both suggest about 20% of traffic on KY 1194 near KY 78 continues to/from US 27 near the schools.

- District 8 has received past complaints about pedestrians using crosswalks without activating the push-button signals.
- Previous city leaders were interested in converting downtown signals to four-way stops to improve pedestrian safety. Qk4 can look at impacts on traffic operations.
- Previous city leaders opposed bumping out curbs to reduce pedestrian crossing distances due to parking impacts.

- StreetLight shows 40% of KY 1194 traffic going to/coming from KY 300 (Danville Road). An estimated 18% AM and 10% PM continues along KY 300 past the elementary school to/from US 150.

KYTC provided the new Laurel-Pulaski regional travel demand model that will form the basis for future (2045) traffic projections. While the team will discuss growth assumptions with stakeholders at the first meeting, preliminary results show 1.3-1.6% annual growth.

- The proposed multi-million dollar development in Rockcastle County is beyond the boundary of the model area.

### Environmental Constraints

Database searches and windshield surveys were conducted to collect potential red flag environmental constraints. Specifics will be considered as Build concepts are developed. An overview map was shared for review. There are many hazmat sites tracked in EPA systems but most appear to be minor concerns or mislocated. Bat habitat, springs, and karst prone areas are prevalent in the rural section along with a gas pipeline.

Historic investigations showed six National Register-listed sites/districts plus 16 eligible/potentially significant resources, including three new historic districts. Most of the Main Street corridor is flagged as potentially historic. A potential historic district was noted at Boneyville (i.e., Spoonamore Lane/Boneyville Road) but no boundary can be identified until more detailed investigations are completed in a future project phase. There were also 19 additional structures that are 45+ years old but were not visible from public right-of-way to make a recommendation about their eligibility.

Archaeological databases show seven previous surveys identifying three known sites in the study area. Additionally, large swaths are noted as having a high potential to encounter deeply buried intact deposits.

### Next Steps

The next schedule milestone is to engage with local officials/stakeholders, followed soon after by a public website/survey. Dave and Jeff will develop an invitation list. Holding the meeting before Thanksgiving may simplify scheduling. After that point, Qk4 will finalize 2045 forecasts and begin to develop Build concepts.

- For a typical section, consider 4-foot shoulders or less with 11-foot lanes.
- Innovative intersections should be considered: RCUTs, roundabouts, etc. Qk4 will conduct Stage 1 ICE analyses at impacted study intersections.

With no further comments or discussion items, the meeting concluded at 11:30.



Groundbreaking by Design.

# MEETING MINUTES

Project: KY 1194 Corridor Study  
 Lincoln County  
 Item No. 8-80203

Purpose: Local Officials/Stakeholders Meeting No. 1

Place: Veterans Park Rec Center  
 567 Goshen Road, Stanford

Meeting Date: November 19, 2024 at 1:30 PM

Prepared By: Qk4

## Participants:

Woods Adams	Lincoln County Judge/Executive
David Faulkner	Lincoln County Fiscal Court
Mary Hopkins	Lincoln County Fiscal Court
Dalton Miller	Stanford Mayor
Zach Middleton	Stanford Police Department
Brandon Curlis	Lincoln County Sheriff's Office
Ryan Owens	Stanford Public Water Works
Jeff Godby	Lincoln County EMS
Dewey Cummins	Lincoln County EMS
Scott Maples	Stanford Fire Department
Brian Jenkins	Stanford Fire Department
Larry Carrier	Lincoln County Bus Garage
Andrea Miller	Lincoln County Chamber of Commerce
Lee Burton	Lincoln County PVA
James Jones	KYTC D8
Joe Gossage	KYTC D8
Jeff Dick	KYTC D8
Amanda Parmley	KYTC D8
William Lucas	KYTC D8
Lindsey Phelps	KYTC D8
Jordan Clements	KYTC D8
Dakota Bishop	KYTC D8
Randy Turner	KYTC CO Design
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Tom Clouse	Qk4
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Jeff Dick opened the meeting, welcoming attendees. The purpose of the meeting is to review the existing conditions for the study corridor, which can be broken into three distinct sections: improving existing KY 1194,

extending KY 1194 east on new alignment to US 27, and considering complete streets elements on KY 78 (Main Street) downtown. No future phases are funded, but a planning study is the first step to determine what improvements could/should be considered moving forward, as well as what concepts should not advance.

Low-cost safety improvements were constructed on KY 1194 around 2018 and on KY 78 within the past year.

Existing KY 1194 is a rural minor arterial with 10-foot lanes and minimal shoulders. There are 17 horizontal curves and 15 steep grades that do not meet Highway Design Manual (HDM) guidelines, with the curviest section near Moores Lane and Hanging Fork Creek. The speed limit is 55 mph.

In town, KY 78 (Main Street) is a major collector posted at 25 mph. It has 12-foot lanes, curb/gutter, on-street parking, and wide sidewalks for most of its length. Bluegrass Area Development District (BGADD) is creating a bike/ped plan for the community.

**Group Discussion:** Are there specific locations on KY 1194 that need to be improved?

- The narrow corridor should be widened overall. There are more places that need guardrail.
- Two buses use KY 1194 to pick up students, making 13 stops during the morning and afternoon.
- The KY 78/KY 300 intersection backs up: 13 buses make a right to Main Street and two buses turn left to Danville Road. A southern connection to access the schools without using Main Street would be used by buses and an estimated 100 parents dropping off students.
- Sight distance at KY 78/KY 1194 is limited.
- Buses back up at the US 27/KY 78 signal to turn left into town.

**Group Discussion:** Do you see other roadway users beyond cars?

- Log trucks use Main Street to get to McKinney.
- Farm Equipment
- Both bicyclists and motorcycles travel KY 1194 because the hills/curves make a fun ride.
- Horse-drawn buggies use KY 78.

**Group Discussion:** What's your vision for a friendlier Main Street?

- Downtown has wide sidewalks already. Some local businesses would like to offer outdoor seating.
- Crosswalks are needed more so than sidewalk improvements.
- The heaviest pedestrian flows are at Lancaster and Third streets on either side of the courthouse.
- Options that reduce available on-street parking are not likely to be supported.
- Replacing stoplights with all-way stops could help slow traffic through town.
- Main Street from US 27 to Cutoff Street has wide open pavement; drivers speed through this stretch. Traffic calming measures could help manage speeds.
- Roundabouts could be considered but may be a challenge downtown given the historic character.

### 2019-2023 Crash History

There were 131 crashes on state-owned routes in the study area, including 23 on the 6.6-mile section of KY 1194. There were two fatalities—a motorcycle who lost control on KY 1194 near Peyton Wells Road and an angle collision involving a motorcycle at the US 127/KY 1194 intersection. There were concentrations of wet weather crashes (24% overall or 48% on KY 1194) and roadway departures (39% overall or 65% on KY 1194).

- High friction pavement on KY 78 between the bridge and cemetery was effective but was replaced with regular pavement when it was last resurfaced.

### Existing and Future Traffic

Turning movement counts at study intersections were collected in May and August while school was in session. Volumes were steady, generally operating at Level of Service (LOS) C or better excluding east/west thru movements at US 27/KY 78, KY 78 (Main St)/KY 300 (Danville Rd) with a single eastbound lane, and left turns onto US 127 at KY 1194/McCormack Church Road.

- Buses can turn onto Somerset Street from KY 78 but safety is a concern.

KYTC provided the new Laurel-Pulaski regional travel demand model for estimating future (2045) traffic projections. Preliminary results show 1.3-1.6% annual growth.

- Big development in Rockcastle County is beyond the boundary of the model area but will attract employees from west Lincoln County.
- Two sites in the industrial park on US 150 to the east recently became Build Ready

**Group Discussion:** Would extending KY 1194 to US 27 provide a benefit? Traffic data from two different sources suggests 20% of KY 1194 traffic travels to/from US 27 near the school.

- The new link would help school buses, parent drop offs, farm trucks, log trucks, and concrete trucks currently cutting through town.
- KY 78 traffic would benefit from the new connector too, not just KY 1194.
- There are concerns about how the intersection at US 27 might look. The school driveway is already busy and other improvements on US 27 are proposed, pending funding. Once Qk4 explores future traffic likely to use a new link, the team will look at different options for a future intersection to find a safe design that can handle expected volumes.

### Environmental Constraints

Database searches and windshield surveys were conducted to collect potential red flag environmental constraints—including the natural environment, historic resources, community features, population demographics, etc. Specifics will be discussed once Build concepts are developed.

### Next Steps

A public website (<https://arcg.is/1izL9O>) was launched following the meeting, including a survey to collect input from the larger community. Attendees were asked to help promote the site via social media.

Qk4 will run the traffic model and consider Build concepts over the coming months. A second meeting with this group will occur in the spring to present ideas and discuss how each would work for the community.

The meeting adjourned at 2:20 PM.

## November 2024 Public Surveys

46 Responses received

### 1. Which Best Describes You?

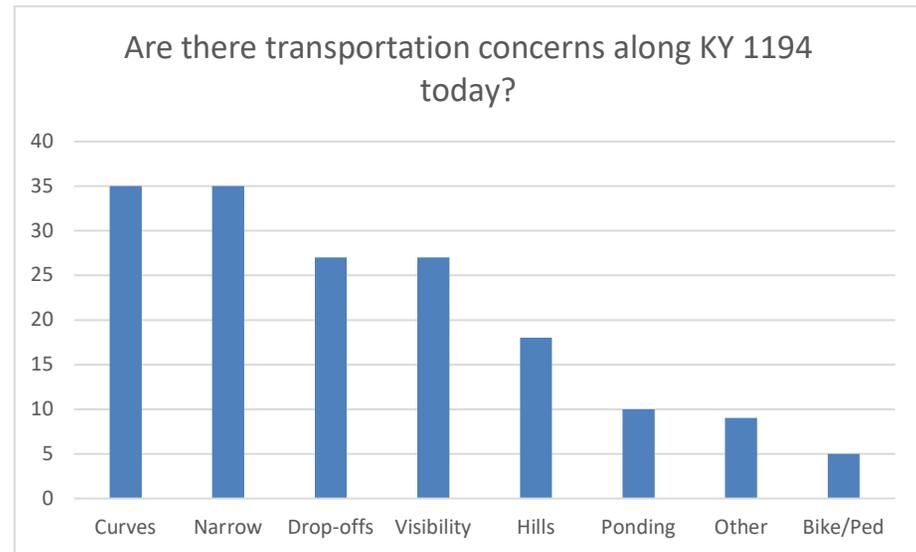
Live in	26	57%
Work in	5	11%
Lincoln Co	10	22%
Travel	25	54%
Other	1	2%

### 2. How often do you travel along KY 1194?

Daily	22	48%
Weekly	17	37%
Rarely/Never	7	15%

### Are there transportation concerns along KY 1194 today?

Sharp curves	35	76%
Narrow lanes/shoulders	35	76%
Steep drop-offs beyond p	27	59%
Limited visibility	27	59%
Steep hills	18	39%
Water ponding	10	22%
Other	9	20%
Cyclists or pedestrians	5	11%



**4. Should existing KY 1194 be improved?**

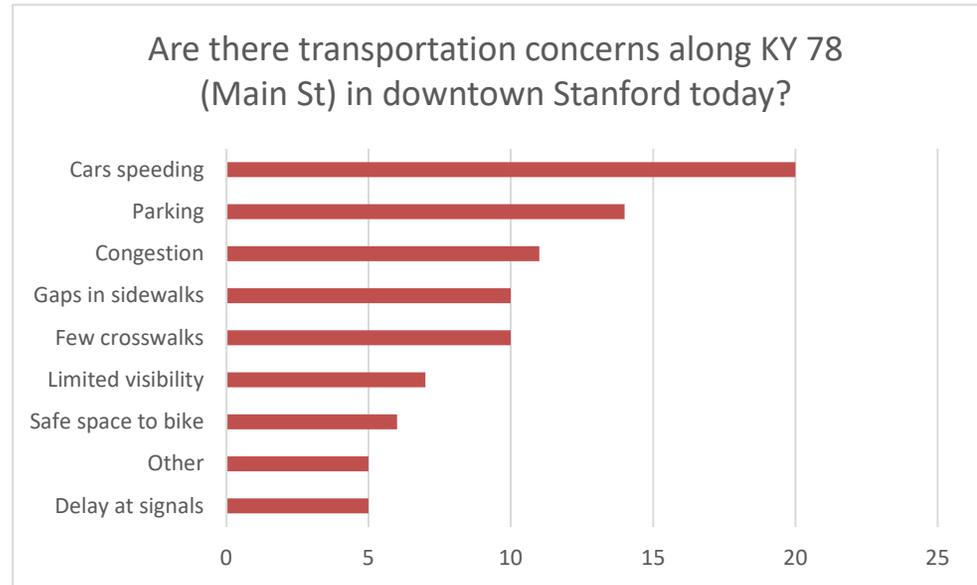
Yes	39	85%
No	7	15%

**5. Should KY 1194 be extended to connect to US 27?**

Yes	29	63%
No	14	30%

**Are there transportation concerns along KY 78 (Main St) in downtown Stanford today?**

Delay at signals	5	11%
Other	5	11%
Safe space to bike	6	13%
Limited visibility	7	15%
Few crosswalks	10	22%
Gaps in sidewalks	10	22%
Congestion	11	24%
Parking	14	30%
Cars speeding	20	43%



**Are there transportation concerns along KY 78 (Main St) in downtown Stanford today?**

Turning right onto Somerset street is almost impossible pulling a trailer if someone is stopped at the light

Rough pavement

No sidewalks in front of houses on 78/Hustonville St.

Buffalo Springs Cemetery is on 78 just outside of Stanford!

**Use this space if you have any other comments to share with the project team:**

I live on 1194 the traffic is heavy with lots of speeding with drivers driving close. Lots of traffic using it to travel from 78 to 127. Any improvement would help.

1194 has way to many curves !!!!!

I live on 1194 and have traveled on it for 50 years.

1) Abandon current 1194 in its entirety. Let it convert to secondary access road. 2) Extend new 1194 and terminate at Lincoln Co HS. Add Light for school traffic. Maybe some creative access for school traffic. Twice a day the police slow and direct traffic there. Some hybrid crisscross as they have in Lexington at Harrodsburg rd and new circle would be cool. 3) 1194 at 127 - rather than a light, add overpass of 127 with ramps. 127 is going to get busier and busier so let 127 traffic pass through. There is a secondary road that accesses the gas station. Just going to have to bulldoze the dollar store. I believe the other side is pasture. 4) Stanford, Danville Ave and 150- abandon that intersection. It's awful for school traffic. This also relieves additional congestion from Main Street. Less traffic for the elementary school and the residents along Danville Ave. Force trucks to continue to 27 to enter and exit stanford.

Creating a 1194 - 27 Connector as I understand the plan would be extremely beneficial to the The Lincoln County Schools Transportation Departement. We currently have 12 buses traveling highway 78 daily from Hustonville to Stanford and on to the LCHS/LCMS Campus each morning and in reverse each afternoon at dismissal. Rerouting those buses away from downtown via the connector would drastically increase traffic flow on 78 and downtown as well as increase safety. Any improvements to the portion of 1194 from 78 to 127 would also be an obvious safety benefit to all travelers or that portion of the road including our buses.

I appreciate the opportunity to provide input.

Jeff Craiger  
Lincoln County Schools Director of Transportation

Pave the roads we already have dont make more that wont be taken care of

The intersection of Hwy 1194 and Hwy 27 can sometimes be a challenge. Especially turning south towards Hustonville.

I'm the Captain on the fire department covering 1194. The intersection of 127 and 1194 has had numerous fatality accidents. 1194 accounts for a lot of our MVAs. 2 fatalities in 4 years and many others through the years. We work numerous accidents on this road and in adjoining cities and getting a fire truck down this road is very dangerous for us as first responders and other vehicles. We had an accident involving the fire truck on this road due to limited width.

There have been deaths on 1194 with automobile and motorcycle

Cars, trucks and farm equipment get congested in this area. Traffic gets backed up quickly make the area noisy. It hardly ever is quiet. Sounds like we live in a big city.

both 78 & 1194 need lots work 78 needs widened & 1194 has too many drop offs

As a property owner on Hwy 78, I frequently observe excessive speeding by.

I have been concerned about Hwy 1194 for many years. I travel this road daily and have had numerous close calls due to sharp drop offs, vehicles on my side of the road. There are so many curves and narrow spots. My daughter had an accident in a curve halfway down 1194. She has been very terrified to drive since then. There are also numerous deer and wildlife on this road. I would be grateful and relieved if improvements were made to this highway. The public would be served and many lives would be saved. Thank you

Vehicles come from other towns McKinney, Hustonville, etc., through Boneyville to get to Stanford and to the high school. This makes for extra congestion on Boneyville's roads. Spoonamore Ln. (turning around on Carson Ln when they get lost), Boneyville Rd, Newland land, Brooks Dr. Blue Lick Rd.

From looking at the map. I don't think the new connection should come across Boneyville Rd. It's taking people's homes away.

From someone who travels, 1194, 78, 27, Spoonamore Lane, Newlands Lanes, and 127 daily this is my opinion. I do not see the benefit in extending KY 1194 to US 27. There is no gain there in traffic patterns. If that was extended it would cause increased congestion at the schools. Which in my opinion would create a larger safety risk on US 27 at the schools. Also if 1194 is in the budget for improvement, there is a great need with the intersection of 1194 and US 127.

Need more sidewalks on Hustonville St./78. Need more crosswalks on Main Street/78. Also more sidewalks on 78 past 27.

This is a very bad idea! Too many wrecks on the 127/Moreland side & too historical on the 78/Stanford side. There doesn't need to be another connector road from 127 to 27! It would be useless & wasting taxpayers money!

I drive this road pretty regularly and live off of 1194 near 127. I don't think there are any issues with the road. My main concern is how building this new road would affect the area in which I live. It seems unnecessary. There's nothing wrong with the road the way it is now. There are many routes that can be taken to get to 27 from this area and I don't believe money should be going toward this project. The money should be going to the repaving of the already existing roads so they are easier to travel. Leave 1194 alone.

The state of Kentucky has named our home a historic site that is worthy of preservation, so our only concern is the impact improvements in the road might have on this property.

# MEETING MINUTES

Project: KY 1194 Corridor Study  
 Lincoln County  
 Item No. 8-80203

Purpose: Project Team Meeting No. 2

Place: Hybrid Meeting: Virtual and KYTC District 8

Meeting Date: February 17, 2025 at 1:30 PM

Participants:

Joe Gossage	KYTC D8
Jeff Dick	KYTC D8
William Lucas	KYTC D8
Conley Moren	KYTC D8
Mallory Frye	KYTC D8
Jami West	KYTC D8
Randy Turner	KYTC CO Design
Steve DeWitte	KYTC CO Planning
Dave Heil	KYTC CO Planning
David Gambrel	Bluegrass ADD
Tom Clouse	Qk4
Rebecca Thompson	Qk4
Courtney Evans	Qk4

Jeff opened the meeting, welcoming attendees. The purpose of the meeting is to discuss Build concepts, which address three distinct sections:

- 1) improving existing KY 1194
- 2) extending KY 1194 east on new alignment to US 27
- 3) considering complete streets elements on KY 78 (Main Street) downtown

Existing KY 1194 is a rural minor arterial with 10-foot lanes and minimal shoulders. There are 17 horizontal curves and 15 grades that do not meet Highway Design Manual (HDM) guidelines. In town, KY 78 (Main Street) is a major collector posted at 25 mph. HIS shows it has 12-foot lanes, curb/gutter, on-street parking (both sides), and wide sidewalks for most of its length. In actuality, curb-to-curb widths vary from 33-60 feet.

There were 131 crashes on state-owned routes in the study area, including 23 on the 6.6-mile section of KY 1194. There were two fatalities—a motorcycle who lost control on KY 1194 near Peyton Well Road and an angle collision involving a northbound motorcycle at the US 127/KY 1194 intersection. Data showed concentrations of wet weather crashes (24% overall or 48% on KY 1194) and roadway departures (39% overall or 65% on KY 1194). KY 1194 was addressed via an HSIP project (Item No. 8-9000) in 2018; an HSIP project on KY 78 (Item No. 8-9014) was constructed in 2024 and is not reflected in the crash analysis.

- Crashes since the KY 1194 HSIP project show a reduction in both crash rates and severities since the 2004-2015 crash trends considered in developing those improvements.

- State Police records show 12 crashes (3 injuries) on local routes near the southern study area limits during the five-year analysis period: two on Spoonamore Lane, six on Boneyville Road, one on Newlands Lane, and three on Brock Drive.

Existing traffic shows Level of Service (LOS) E/F operations at two of six counted intersections: KY 78 (Main St)/KY 300 (Danville Rd) and turns from KY 1194/McCormack Church Road onto US 127. The regional travel demand model suggested a 1.0% annual growth rate. The same intersections show LOS E/F operations during both peaks with increased traffic in the 2045 No-Build scenario.

In the Build scenario, a southern bypass (e.g., Red or Blue in **Figure 1**) carries an estimated 3,100-6,100 vehicles per day (vpd). Nearer town, a bypass like Yellow carries 2,700-4,800 vpd. Either scenario pulls around 800-1,000 vpd away from Main Street through town.

Based on 46 public surveys, 85% agree KY 1194 should be improved and 64% agree it should be extended to US 27.

Build concepts were organized into three categories for the discussion:

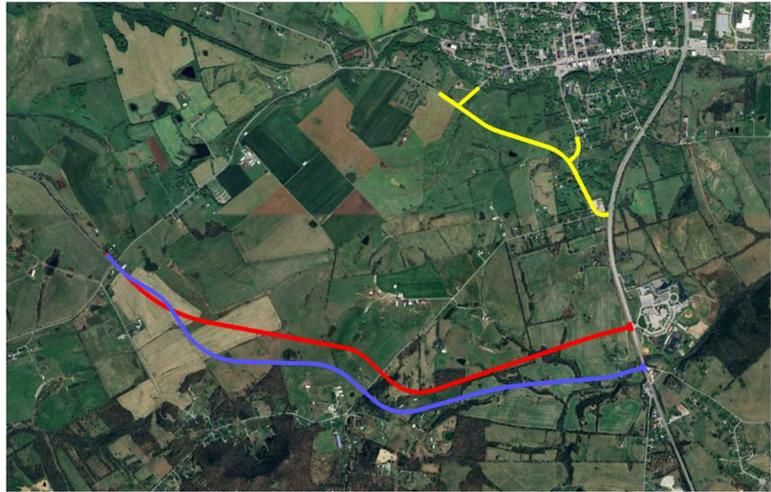


Figure 1: Bypass Corridors

### Spot Improvements

- Low-cost safety improvements at the US 127/KY 1194 intersection include transverse rumble strips, warning flashers, and “Cross Traffic Does Not Stop” signs below Stops. This does not address capacity concerns, with turns from cross streets at LOS E/F during peak hours.
- Reconstruct US 127/KY 1194 as an RCUT to address safety and capacity concerns. With 0.8 miles of US 127 widening to accommodate turn lanes and loons, construction costs are higher than a typical RCUT. Most RCUTs occur on 4+ lane highways.
- Realigning a mile of substandard alignment near Peyton Well Road provides a wider typical section for a stretch of roadway that saw 6 crashes in five years.
- Realigning 0.6 miles of substandard alignment near Moores Lane/Hanging Fork Creek provides a wider typical section for a stretch of roadway that saw 4 crashes in five years. This is the curviest stretch of the route and was mentioned as a concern by local officials.
- Dropping the KY 78 profile near KY 1194 improves sight distance at the intersection.
- Converting KY 78 (Main St)/KY 300 (Danville Rd) to an all-way stop or signal addresses future capacity concerns.

### KY 1194 Options

- Roughly 8,800 feet of the 6.6-mile corridor is steeper than 2:1 and does not have guardrail.
- Widening along the existing alignment to provide 11-foot lanes and 4-foot paved shoulders will be a challenge.
  - During the HSIP effort, outdated deeds required consent-and-release forms for work beyond existing right-of-way. Minor widening was incorporated into the HSIP project where feasible.

- Reconstruction to a consistent 45 mph design speed with 11-foot lanes and 4-foot paved shoulders faces similar challenges.
- Three bypass corridors were shown (**Figure 1**): Yellow (1.0 mile), Red (2.6 miles), or Blue (2.7 miles). Applying KYTC’s Intersection Control Evaluation (ICE) spreadsheets, capacity is not a concern at KY 78; a two-way stop-controlled intersection is sufficient for anticipated volumes. The US 27/Yellow intersection operates at LOS C or better with the existing one-way stop control. The US 27/Red intersection could work as a signal or RCUT. The US 27/Blue intersection was not one of the ones counted and is the upper limit of the Item No. 8-167 “Halls Gap” widening project.
  - Qk4 will add another alignment connecting to Brock Drive, similar to the concept in the CHAF.
  - Qk4 will draw up intersection options for Red/Blue with US 27. An RCUT might be feasible; Blue should also consider addressing safety complaints at nearby KY 698.
  - There is concern within the Boneyville community about impacts associated with a bypass. David will continue to explore social media and emphasize the importance of the historic African American hamlet in the socioeconomic report.
  - Adjust the line style of study area boundary on public maps.

Complete Streets

- Curb-to-curb widths vary through town; local input suggested options that eliminate on-street parking are non-starters. Based on available widths, a 4-foot bike lane could stretch between Somerset and Cutoff streets without impacting parking in the downtown core, but this limits the length to ½ mile. Beyond, 6-foot parking lanes on each side constrain options. Giving up parking on one side beyond the downtown core could accommodate a bike lane.
  - The mayor favors bike lanes.
  - Troy Hearn will be developing a bike/ped plan for the City.
  - Alternating a single, wider parking lane as a traffic calming measure also bears discussing.
- Small-scale Main Street improvements include striping edgelines, ADA pads, shifting obstacles, and upgrading crosswalk striping.

Construction Costs

Initial unit cost assumptions were shared at the meeting, then revised based on discussions. District 8 will provide right-of-way and utility estimates. Revised unit costs are listed in **Table 1** with resulting construction costs in **Table 2**.

Table 1: Unit Prices

Item	Price
Excavation	\$39/CY (<25k)
	\$19/CY (>25k)
Embankment	\$60/CY (<2k)
	\$30/CY (>2k)
Asphalt	DGA \$41/ton
	Base \$115/ton
	Surface \$120/ton
Structure	\$200/SF

Table 2: Planning-level Construction Costs

Build Concept	Const. Est.
US 127 Safety	\$30k
US 127 RCUT	\$5.6M
Peyton Well Curves	\$3.6M
Creek Realignment	\$3.7M
KY 78/KY 1194 Profile	\$1.8M
Add Guardrail	\$1.6M
KY 1194 Widening	\$5-12M
45 mph Reconstruction	\$46M
Yellow Bypass	\$9M
Red Bypass	\$15M
Blue Bypass	\$21M

Next Steps

The next schedule milestone is to engage with local officials/stakeholders, followed soon after by an updated public website/survey. Qk4 will provide additional Build concepts discussed and reexamine cost estimates prior to coordinating a timeline for the next local meeting.

With no further comments or discussion items, the meeting concluded at 3:00.

# MEETING MINUTES

Project: KY 1194 Corridor Study  
 Lincoln County  
 Item No. 8-80203

Purpose: Second Local Officials/Stakeholders Meeting

Place: Veterans Park Rec Center  
 567 Goshen Road, Stanford

Meeting Date: April 24, 2025 at 1:30 PM

Participants:

Woods Adams	Lincoln County Judge/Executive
Mary Hopkins	Lincoln County Fiscal Court
Joseph Stanley	Lincoln County Fiscal Court
Dalton Miller	Stanford Mayor
Jerry Wilkinson	Stanford City Council
Jeff Craiger	Lincoln County Schools
Jeremy Vanhook	Lincoln County Road Department
Ryan Owens	Stanford Public Water Works
Chris Salyers	Stanford Public Water Works
James Adkins	Stanford Public Water Works
Scott Maples	Stanford Fire Department
William Stewart	Boneyville Community
Dr. Shea Brown	Boneyville Community
Gail Brown	Boneyville Community
Tammy Wilkinson	Boneyville Community
Walter Harrison, Sr	Boneyville Community
Joe Logan	Boneyville Community
Barthenia Brown	Boneyville Community
Justin Poynter	Citizen
James Jones	KYTC D8
Joe Gossage	KYTC D8
Jeff Dick	KYTC D8
William Lucas	KYTC D8
Morgan Wilson	KYTC D8
Dakota Bishop	KYTC D8
Mallory Frye	KYTC D8
Casey Claunch	KYTC CO Environmental
Randy Turner	KYTC CO Design
Dave Heil	KYTC CO Planning
Tom Clouse	Qk4
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Jeff Dick opened the meeting, welcoming attendees. The purpose of the meeting is to discuss Build options. The study can be divided into three distinct sections: improving existing KY 1194, extending KY 1194 east on new alignment to US 27, and considering complete streets elements on KY 78 (Main Street) downtown. No future phases are funded, but a planning study is the first step to determine what improvements could/should be considered moving forward, as well as what concepts should not advance.

### Existing Conditions Recap

Existing KY 1194 is a rural minor arterial with 10-foot lanes and minimal shoulders. There are 17 horizontal curves and 15 steep grades that do not meet KYTC design guidelines. The route carries up to 2,200 vehicles per day (vpd). In town, KY 78 (Main Street) is a major collector. It has 12-foot lanes, curb/gutter, on-street parking, and wide sidewalks for most of its length. It carries up to 4,800 vpd.

There were 131 crashes on state-owned routes in the study area, including 23 on the 6.6-mile section of KY 1194. There were two fatalities, both involving motorcyclists. There were concentrations of wet weather crashes (24% overall or 48% on KY 1194) and roadway departures (39% overall or 65% on KY 1194). Low-cost safety improvements were implemented along KY 1194 in 2018; trends since that time show fewer crashes and lower severities than before.

- Five study area crashes noted impaired drivers—DUIs under the influence of drugs or alcohol—but none of these resulted in fatalities or severe injuries.

Database searches and windshield surveys were conducted to collect potential red flag environmental constraints—including the natural environment, historic resources, community features, population demographics, etc. Build options were developed to try to avoid or minimize impacts to such resources.

- The limits of the historic district along Main Street may be longer than shown.

### Build Concepts

Build concepts can be grouped into three categories: spot improvements, KY 1194 corridor improvements (including a new bypass), and complete streets downtown. Rebecca Thompson presented information from the study website and facilitated a discussion about concepts.

- Low-cost safety improvements at the US 127/KY 1194 intersection include items like transverse rumble strips and bolder signing. Year 2045 traffic projections show left turns and cross streets backing up in the No-Build scenario. Another option reconstructs the intersection as a restricted crossing u-turn (RCUT) to address safety and capacity concerns.
- Realigning the curviest stretch near Hanging Fork Creek and Peyton Well Road provides a wider typical section for a stretch of roadway for 1.6 miles.
- Dropping the KY 78 profile near KY 1194 improves sight distance at the intersection.
- Converting KY 78 (Main St)/KY 300 (Danville Rd) to an all-way stop or signal addresses future capacity concerns.

Another group of Build Concepts consider larger scale improvements to KY 1194. Beyond improving the existing route, four possible bypass corridors considered connect KY 78 to US 27 without driving through town. Each corridor was drawn to minimize impacts to homes, farms, and the environment. Traffic modeling projects 4,800-6,100 vpd on the new route, pulling up to 1,000 vpd away from Main Street in town.

- One option is to widen existing KY 1194 and realign the grades and curves that do not meet current design standards. This option would provide 11-foot-wide lanes and 4-foot-wide paved shoulders and a consistent 45-mph travel speed. For the 6.5-mile project, costs are estimated at \$70+ million with an estimated 1-2 homes relocated to accommodate the wider roadway.
- Yellow, the shortest bypass option, is one mile long. It starts at KY 78 near Buffalo Springs Cemetery and ties to Somerset Street. The southern portion of Somerset Street would be widened to its connection with US 27. Costs are estimated at \$14 million with an estimated 0-2 homes relocated.
- Green, the middle option, is 2.3 miles long. It stretches between KY 78/KY 1194 and US 27/Brock Drive. Costs are estimated at \$16 million with an estimated 3-6 homes relocated.
- Near the southern study area limits, Red starts at the KY 78/KY 1194 intersection and runs on new alignment north of Boneyville, tying to US 27 opposite the schools. It is 2.6 miles long. Costs are estimated at \$20+ million with an estimated 0-1 relocations.
- Blue is similar: starting at the KY 78/KY 1194 intersection and running on new alignment north of Boneyville, then tying to US 27 near the southern limit of the study area. It is 2.7 miles long and intersects US 27 opposite KY 1247 near the gas station. Costs are estimated at \$26 million with an estimated 0-1 relocations.

#### Group discussions followed:

- Representatives from the Boneyville community explained the historic significance of the area, which represents a free town purchased by Napoleon Bonaparte Hays following his service during the Civil War. Impacts of the proposed bypass options should look at the entire tract, not just structures, as property ownership associated with the heirs land will be challenging.
- An RCUT to access the schools is not preferred by the group.
- On US 27, traffic queues in the morning leading to the schools. KYTC should consider adding/shifting the school zone sign to the south to warn motorists further back.

A third set of Build Concepts look at low-cost changes downtown to make Main Street more accessible for bicyclists and pedestrians. This could include striping, a bike lane, streetscaping, traffic calming measures to slow traffic east of downtown, and more. It is important that any options considered are ADA-compliant so that sidewalks are safe and accessible for all users.

- A local ordinance allows children under 12 to ride their bikes on the sidewalk everywhere but Main Street. Cyclists are able to use Main Street today; striping a bike lane would have minimal impact on the actual use of the existing roadway. But bike lanes are needed on Danville Avenue, up to the elementary school, north of the study limits.
- Any loss of parking is a concern.
- The signal at Main Street/Lancaster could be converted to an all-way stop with minimal impact on traffic operations. The signal at Main Street/Somerset/Mill could be converted to an all-way stop but only if a new bypass pulls some of the traffic away from town.

#### Next Steps

The public website (<https://arcg.is/1izL9O>) was updated following the meeting, including a survey to collect input on Build concepts from the larger community. Attendees were asked to help promote the site via social media.

The meeting adjourned at 2:30 PM.

## April 2025 Surveys

52 Responses

### 1. Which transportation needs are most important to address?

	Most Impo	2nd	3rd	4th	Least	
Intersections	13	16	7	2	0	0
Existing KY 1194	12	11	9	2	0	0
Extend KY 1194	5	7	18	6	0	0
Bike/Ped	8	4	1	24	0	0
None	6	0	3	1	34	

### 2. Of the small-scale spot improvements, which are the highest priority to address?

	Most Impo	2nd	3rd	4th	Least	
US 127/KY 1194	23	8	2	1	0	0
KY 1194 near Creek	8	10	5	8	0	0
KY 78/Spoonamore	2	10	12	7	0	0
KY 78/KY 300	4	8	10	7	0	0
None	5	1	7	6	23	

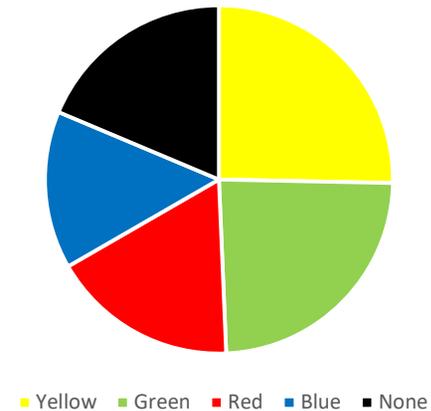
### 4. Which bypass options should advance to design?

Yellow	19	37%
Green	18	35%
Red	13	25%
Blue	11	21%
None	14	27%

### 5. you like to see a bike lane along Main Street downtown?

Yes	19	37%
No	27	52%

Bypass to Advance to Design



**Are there other Build concepts in the study area that should be considered?**

Beautiful median on main street with trees and plants

Honestly, and I know this is not part of the project, but consider widening Frog Branch/Peytons Well. I live at 5327 Kentucky Highway 1194, Stanford KY 40484 ( the corner of Frog Branch and 1194) and the traffic on those roads are plentiful. There are a lot of farm machinery also on that road that could use a wider area. Thank you for your consideration in this matter.

Congested traffic at 78 and Danville Ave. Intersection

no passing zone on john sims highway at horton cutoff

The turn lane on HWY 127 should be extended from entrance at Arcadia Veiv subdivision to include Shelby lane ( as there has been multiple accidents and fatalities at this location ) and also include Bowen road intersection as well , these three intersections have multiple accidents at them and all due to people passing on the shoulder of the road at full speed and people behind them not watching

Teach people how to drive and follow the speed limits. The last so called improvements just turned 1194 into a race track and messed up driveways that you half-assed fixed. Leave it alone. I have lived on 1194 since 1973 and your so called engineers keep making it worse.

Just fix the curves and road on 1194 and let people go through stanford as it is

Most important to build a bridge at the high school to carry this new alignment and all turning buses and traffic into the high school and other campus safely. These exit style ramps will negate the need for traffic control in the morning and afternoon and during games and graduation. This style has worked well in Jessamine County. Another connection road could be built the short distance from the bridge, East to connect with US150 toward Crab Orchard. US 27 backs up every morning sometimes over a half mile, causing morning commute problems. A bridge would allow full flowing traffic and much safer lack of turns across US27. This would also speed up bus times by a couple of minutes every day. The rock cut between PBK bank and the high school on US27 could be used for the bridge abutments, negating a need for very much fill. A bridge would be money well spent as traffic along the future 4 lane US27 only gets more congested and unsafe. An east connector would go through mostly farmland.

Better route for people on this side of the country to get to Stanford

Possibly a stop light at 1194/127 intersection??

No. Leave the roads as they are. If anything, fix the potholes downtown those roads are horrible and have been for years. Stop wasting money on pointless projects.

A caution light or a stoplight needs to be put at the intersection of HWY 1194 and US 127.

Yes, I recently bought my grandmother and grandfathers property on 1194 I fear that these changes will take away from the scenic route. People who drive recklessly and cannot pay attention to road signs, conditions, and their speed should not cause for change on an historic road. My grandparents and great grandparents have lived on 1194 and went/ currently goes to McCormack Christian church. Please do not change the authenticity of 1194 and keep it what it is and should always be. I believe the intersections would be a good change but the rest of 1194 should be left alone please.

Please assure Boneyville Residents that none of the options touch any land that is considered Boneyville. I don't want to attend another meeting where I here the term "environmental justive" uttered! Nor listen to a lecture from an advocate of it!

Walking area along side of newly constructed roadway.

This is absolute idiotic to think to bring a road through a highly valued agricultural area. Bring it threw Jess Correll farm he owns the town as it is.

**Use this space if you have any additional comments to share with the project team:**

People fly through downtown. It's not safe. Speeds in excess of 50!are often observed. A median with flowers and trees would slow traffic also prohibitively eliminating semis!

We had 2 breakdowns on 1194 in 2024. It's awful, one we had to trailer a car and the second changing a tire between curves. People will drive around you at full speed. Dangerous road but the one we drive to get to work.

No passing lines on Johnsim's highway at Horton Cutoff I live by it see people all the times passing have worked wrecks there

Add a third turn lane on HWY 127 at Shelby Ln intersection due to multiple accidents and fatalities happening here . I have lived here for 16 years and it scares me every time I go to turn in to the subdivision wondering if someone is going to hit me or someone in my family and neighbors,

Need more turning lanes

Don't use Brock Dr because there's enough traffic as it is and it's dangerous as it is for me to drive my tractor across the road

Ultimately I feel like the intersection at 1194 and 127 should be made safer. This is very congested and a dangerous intersection. I enjoy driving down 1194 as I feel it is a peaceful back road. Whatever changes happen, let's not lose sight of trying to preserve that since there is becoming less and less of peaceful areas and more extensions of cities/towns.

Would like to see the extension of 1194 but take any funding beyond that and send it to KY 78 would be a better truck route to 127 and safer route for all.

As a parent of Students at LCMS and LCHS as well as a teacher at LCHS, I would love to see a quicker and safer route from Hustonville to Stanford. I travel 1194 no less than twice a day, some days as many as 4-6 times. I also used to drive a school bus across 1194 and know that it is also sometimes difficult for buses to travel that road safely or for students getting on and off the buses.

Additionally, Frog Branch Road is commonly used as a shortcut to McKinney. With the steep hills, flooding and sharp curves, research efforts in improving FBR should be considered post haste.

complete 27 first

Highway 27 South of Lincoln County High School to Halls Gap should be taken care first. Fast moving traffic, passing zones, increased population in the area cause very dangerous situations. Entering and exiting Highway 27 is scary especially at Dollar General and Fairgrounds road

HWY 1194 is fine as it is. The money that would be spent on that project could best be spent elsewhere. Also, rehoming people? That's insane! It's a curvy road but it's fine. It serves its purpose. I live off this road and drive it daily. It needs to be left alone. Instead, take the money and repave the existing roads!

1194 has many many blind drives and cars that come flying right over hilltops at very dangerous speeds. Mailboxes being on the opposite side of the road from the home create a major safety concern especially for elderly trying to cross when you can't see from either direction due to hills. It would be nice to have more signs or even mirrors like they have in parking garages on some telephone poles to help cars see pedestrians or other vehicles turning out of drives.

I live on US 27 near the red and blue options. The red and blue options would just put more cars pulling out onto US 27 in a high traffic area, especially while school is in session.

Fix spots on Goshen road in Stanford

If you are going to do improvements, do it big. Don't do a halfway patch job.

Thank you for your work and the quality of both your planning and presentations.

# MEETING MINUTES

Project: KY 1194 Corridor Study  
 Lincoln County  
 Item No. 8-80203

Purpose: Project Team Meeting No. 3

Place: Hybrid Meeting: Virtual and KYTC District 8

Meeting Date: July 2, 2025 at 1:30 PM

Participants:

Joe Gossage	KYTC D8
Jeff Dick	KYTC D8
William Lucas	KYTC D8
Conley Moren	KYTC D8
Mallory Frye	KYTC D8
Jami West	KYTC D8
Steve McClendon	KYTC D8
Morgan Wilson	KYTC D8
Lindsey Phelps	KYTC D8
Dakota Bishop	KYTC D8
Randy Turner	KYTC CO Design
Steve DeWitte	KYTC CO Planning
Dave Heil	KYTC CO Planning
Catherine Davis	KYTC CO Planning
Libbie Lowe	KYTC CO Planning
Kim Furlong	KYTC CO Planning
Casey Claunch	KYTC CO Environmental
David Gambrel	Bluegrass ADD
Tom Clouse	Qk4
Rebecca Thompson	Qk4
Courtney Evans	Qk4
Kobe Petro	Qk4
Kathryn Carrington	Qk4

Jeff opened the meeting, welcoming attendees. The purpose of the meeting is to prioritize Build concepts, which address three distinct sections:

- 1) improving existing KY 1194
- 2) extending KY 1194 east on new alignment to US 27
- 3) considering complete streets elements on KY 78 (Main Street) downtown

Existing KY 1194 is a rural minor arterial with 10-foot lanes and minimal shoulders. There are horizontal curves and grades that do not meet Highway Design Manual (HDM) recommendations. There were 131 crashes on state-owned routes in the study area, including 23 on the 6.6-mile section of KY 1194. A 2018 HSIP project (Item No. 8-9000) improved the corridor; crashes since show a reduction in both crash rates and severities.

Based on 46 public surveys in April, 85% agree KY 1194 should be improved and 63% agree it should be extended to US 27.

Build concepts were organized into three categories for the discussion:

### KY 1194 Options

- Reconstruct existing KY 1194 with a consistent 45 mph design speed with 11-foot lanes and 4-foot paved shoulders.
- Four potential bypass corridors were shown:
  - Yellow, between the cemetery and KY 1247/US 27, has the lowest costs and shortest length.
  - Green, stretches between KY 78/KY 1194 and KY 1247/US 27, widening a section of existing Brock Drive.
  - Red, beginning at KY 78/KY 1194, meets US 27 opposite the schools and would require more robust traffic control than a two-way stop at US 27. A roundabout, RCUT, or signal were considered per KYTC's Intersection Control Evaluation (ICE) policy.
  - Blue is just south of Red and closest to the Boneyville community. It has the longest length and highest costs and also requires more than a two-way stop with US 27.

### Spot Improvements

- Low-cost safety improvements at the US 127/KY 1194 intersection include transverse rumble strips and "Cross Traffic Does Not Stop" signs below Stops. This does not address capacity concerns, with turns from cross streets at LOS E/F during peak hours.
- Reconstruct US 127/KY 1194 as an RCUT to address safety and capacity concerns. With 0.8 miles of US 127 widening to accommodate turn lanes and loons, construction costs are higher than a typical RCUT.
  - Left turns from KY 1194 are difficult with current traffic.
  - A 2023 study proposed eliminating the McCormack Church Road approach opposite KY 1194. Nearby connections north and south preserve access to KY 2141.
  - Loons shown accommodate a WB-67.
- Realigning 1.6 miles of substandard alignment near Peyton Well Road and Moores Lane provides a wider typical section for a stretch of roadway that saw 10 crashes in five years.
- Dropping the KY 78 profile near KY 1194 improves sight distance at the intersection.
- Converting KY 78 (Main St)/KY 300 (Danville Rd) to an all-way stop or signal addresses future capacity concerns.

### Complete Streets

- Bike lanes were discussed; 37% of April surveys were supportive.
  - The city is pursuing a TAP grant for bike lanes along Whitley Avenue but has not prepared a formal bike/ped master plan at this time.
  - David shared results from a 2015 UK class project that explored two possible local trail systems.
- Alternating parking east of downtown could introduce curvature, serving as a traffic calming measure.
- Small-scale Main Street improvements include striping, ADA pads, shifting obstacles, and upgrading crosswalks.
  - Replacing the edgeline striping and parking spaces since the 2024 repaving project could be pulled out as a separate, high-priority project.
- At one point, there was local interest in removing Main Street signals. KY 78/Lancaster can function well as an all-way stop with 2045 traffic, but KY 78/Somerset has higher volumes and would need the bypass in place.

The group discussed recommendations, summarized in **Table 1**.

- District 8 prefers offset right turn lanes to improve visibility for turning vehicles.
- There is an emphasis on minimizing new state-owned roadway mileage. Where possible, the city or county should accept part of the current system (e.g. Main Street) before new routes (e.g. bypass) are constructed. With limited budgets, many local entities may be apprehensive about such agreements.
- New signals on high-speed roadways tend to increase crashes.
- A roundabout at the school entrance (Red Bypass option) would be unbalanced most of the day and is likely not a great at this location. It was considered based on its performance in the ICE screening.
- The US 27/bypass intersection should be consistent with whichever design alternative is recommended from the Item No. 8-167 Halls Gap widening project.

**Table 1: Build Concepts and Priorities**

Build	Length	Relo.	Env.	DRUC	Crashes	BCA	Priority	
Spots	US 127/KY 1194 Safety	-	0	-	\$10,000	15	HUGE	High
	US 127/KY 1194 RCUT	0.8	0	L	\$7.4M	15	2.1	Med/High
	Peyton Well Curves	1.0	Barn	ML	\$13M	6	2.0	Med
	Creek Realignment	0.6	Barn	ML	\$4.1M	4		Med
	Profile at KY 78/KY 1194	0.3	0-1	L	\$10,000	1	<0.1	Low
	All-way Stop at KY 78/KY 300	-	0	-	\$10,000	2	HUGE	High
KY 1194	45 mph Reconstruction	6.5	1-2	H	\$70M	23	0.5	Low
	Extend KY 1194							Med
	Yellow Bypass	1.0	0-2	M	\$14.0M	-	1.1	
	Green Bypass	2.3	3-6	MH	\$16M	-	1.1	
	Red Bypass + US 27 Roundabout + US 27 RCUT	2.6	Barn	MH	\$19M +\$5.2M +\$6.4M	-	1.2	Eliminate
	Blue Bypass	2.7	Barn	MH	\$26M	-	0.8	Eliminate
Main St	Add Main Street Bike Lane	0.8	-	-	Eliminated	0 bike	NA	Eliminate
	Sidewalk Accessibility	-	-	-	\$40,000	0 ped	NA	Local
	<i>Striping only</i>	-	-	-	\$15,000	12	NA	High
	Alternating Parking	0.2	-	-	\$30,000	2	NA	Local
	Remove Signal (each)	-	-	-	\$50,000	1S, 4L	NA	Local

“Local” priorities above reflect in-town options that could be advanced but likely as local projects. KYTC does not anticipate pursuing further unless/until the city initiates an action.

Future costs will be escalated to account for time-based risk factors, resulting in higher projections than SHIFT escalation factors.

With no further comments or discussion items, the meeting concluded at 3:05.