



Groundbreaking by Design.

MEETING MINUTES

Project: US 27 Alternatives Study
Lincoln County, KY
Item No. 8-167.00

Purpose: Project Team Meeting No. 1
Present Existing Conditions

Place: Lincoln County Public Library
Stanford, KY

Meeting Date: March 1, 2017
10:00 A.M. EST

Prepared By: Jim Smith

In Attendance:

Joe Gossage	KYTC District 8	Joseph.Gossage@ky.gov
Jeff Dick	KYTC District 8	Jeffd.Dick@ky.gov
Jami West	KYTC District 8	Jamib.West@ky.gov
Mikael Pelfrey	KYTC CO Planning	Mikael.Pelfrey@ky.gov
Randy Turner	KYTC CO Planning	Randy.Turner@ky.gov
Pete Wearstler	BGADD	pwearstler@bgadd.org
Annette Coffey	Qk4, Inc.	acoffey@qk4.com
Tom Clouse	Qk4, Inc.	tclouse@qk4.com
Deanna Miller	Qk4, Inc.	dmiller@qk4.com
Jim Smith	Qk4, Inc.	jsmith@qk4.com

Tom Clouse initiated the meeting with introductions and instructed that the purpose of this meeting was not to review alternatives; rather, the purpose was to present a summary of existing conditions. The meeting was then turned over to Annette Coffey, who presented the US 27 project's existing conditions findings (Attachment A).

Annette provided a brief project overview, including project limits and study area. As she progressed through the presentation, the following topics were discussed by the project team:

- This project was identified in the FY 2014 – FY 2016 Highway Plan, and the “D” phase was authorized under that plan. However, this project is not listed in the current FY 2016 – FY 2022 Highway Plan, and no additional project phases are currently funded.
- It was suggested connectivity between Somerset and Lexington should be added to the Purpose and Need (P&N) statement. After discussion, everyone was in agreement with the suggestion.

- In addition, it was agreed the P&N statement will be modified to include language referring to the existing two-foot paved and inconsistent shoulder widths, remove language referring to Level of Service (LOS) until revised traffic projections are obtained, and add the word “mobility” to the P&N statement.
- One of the stated project goals is to connect this project with previously improved US 27 sections. In a discussion pertaining to “project goals,” Mikael Pelfrey emphasized the KYTC is undertaking a performance-based project approach. Mikael said the KYTC is making an effort to explicitly differentiate between a project’s goals and needs. Although efforts will be made to address the project’s needs, the project’s goals might not be met. Today, the KYTC driving force is to: **identify needs and develop solutions that specifically address those stated needs.**
- A previous US 27 Corridor Feasibility Study (October 1, 1998) recommended future improvements provide for a continuous four-lane facility north of Somerset to Camp Nelson at the Kentucky River due to exceptional growth in this region. However, traffic volumes do not appear to have grown as anticipated in the 1998 study. Mikael said the goals and recommendations in the 1998 study may, or may not, be valid in today’s environment.
- The KYTC indicated the project’s traffic projections were based on a previous traffic count on US 27 along the four-lane section near the Lincoln County High School, north of the project area. Therefore, this count may not accurately represent the study section’s actual traffic volume. For that reason, the KYTC will revise the forecast using a new count conducted within the project limits by District 8 personnel. Because it is likely that traffic projections will change, all references to traffic data and LOS were removed from the Local Officials presentation.
- Discussion of the “District perspective”—Joe Gossage stated that, from the District perspective, this US 27 segment should incorporate a design consistent with work previously designed and/or constructed on other US 27 sections in Lincoln, Pulaski, Garrard, and Jessamine counties. The District feels it is prudent to match the typical sections of those previously improved US 27 sections.
- The project’s final report is scheduled to be submitted in March 2018.

Roadway Existing Conditions—highlights of discussion points

The presentation of existing conditions yielded the following additional discussion items:

- This segment of US 27 has experienced two fatalities in the past five years—one in 2011 and the other in 2015—both of which were rear-end crashes. Mikael will provide crash reports to Qk4 for analysis.
- A question was asked about traffic generators in the study area; If US 27 were to be improved, would more I-75 traffic choose to drive US 27? In response it was noted that accurately quantifying the potential diverted interstate traffic could be difficult.
- One significant issue identified in the Geotechnical Overview is the presence of New Albany shale. This shale is acidic, and the required mitigation method of encapsulating this material in clay adds to project cost. In addition, both the New Albany and New Providence Shale will be required to be laid back on 2:1 slopes, requiring additional right-of-way acquisition. All other shale formations in the study area are more stable and can be laid back on ½:1 slopes.

Halls Gap Issues

- Proper drainage should be proposed during design to keep water away from, and out of, Halls Gap embankments. Existing pipes located in the roadway fill are broken and allow water to saturate the embankment causing instability.
- Embankment stability along the east side of Halls Gap has been an issue. The KYTC has remediated this by driving railroad steel and H-piles along Halls Gap's eastern embankment. This appears to have stabilized the embankment and minimized movement. However, this solution wasn't intended to be a permanent fix; rather, it was intended as a "patch" until a permanent solution could be implemented. This issue will need to be addressed during the project's design phase.
- The Geotechnical Overview recommended future consideration be given to excavating the current embankment on Halls Gap and replacing it with new material. This issue will also need to be addressed during the project's design phase.
- Addressing the issues present on Halls Gap will be challenging. Although the magnitude of costs associated with potential solutions are not yet known, resolving these issues is anticipated to be costly.

Utility Impacts—two major impacts to be considered as design progresses

- Columbia Gulf has three major gas transmission pipelines that cross US 27 just north of Lincoln County Ready Mix. As verified by Gail Phillips with Columbia Pipeline Group, two lines are 30 inches and one is 36 inches. Impacting these facilities would result in a multimillion dollar expense, roughly approximated to be \$3,000,000. Early conversations with Mrs. Phillips indicated Columbia Gulf is reluctant to discuss possible impacts or costs unless their engineer could review plans showing the impacts. A follow-up meeting with Columbia Gulf officials will be scheduled once alternatives showing impacts are provided by the Qk4.
- ATT has a fiber optic telephone line running along the east side of US 27, beginning at the base of Halls Gap. Previous conversations with ATT's Don Garr indicated impacts to this line would require two sections of fiber optic line be replaced—resulting in approximately 18,000 linear feet (lf) of fiber optic line relocation. He estimated costs to relocate this line to be \$59/lf, or over \$1,000,000, with the potential to be "substantially more" if rock is encountered.

Environmental Overview—highlights of discussion points

- Although fault lines are present in the northern portion of the study area, none are known to be active.
- The study area has a low potential for karst impacts resulting from the project.
- Two triple barrel culverts are present in the study area, but neither culvert is considered structurally deficient or functionally obsolete. However, one structure has a sufficiency rating of 50.4, which almost meets one of the criteria necessary to be considered for replacement. To be eligible for Highway Bridge Replacement and Rehabilitation Program (HBRRP), a bridge must
 - Rehabilitation: The bridge must be structurally deficient or functionally obsolete and have a sufficiency rating of 80 or less.
 - Replacement: The bridge must be structurally deficient or functionally obsolete and have a sufficiency rating of less than 50.

- As provided by the KYTC, the existing Bicycle Comfort Index (BCI) is Level D. All future alternatives are shown to increase the BCI to Level C.
- A database search identified 20 hazmat/UST sites in the study area; six additional potential sites were identified in the field.
- The corridor has both perennial and intermittent streams.
- The Lincoln County High School girls' softball field was funded by 6(f) Land and Water Conservation Funds.
- Air quality and noise are not expected to be an issue with this project.
- Prime farmland exists along this corridor, and alternatives should seek to minimize impacts to prime farmland if possible.
- Based on census and block group data provided by the Bluegrass Area Development District, the study area has a concentration of minorities and persons below the poverty level in the northernmost portion of the study area. Disabled and persons over the age of 65 are of concern in most of the middle and northern portions of the corridor. Limited English speaking proficiency is not a concern at the census tract or block level.

Alternatives—to be evaluated and presented at the next Project Team Meeting

- Four-lane with depressed median (Widen Left, Widen Right, Equal Widen on both sides).
- Four-lane with barrier wall (Halls Gap only).
- Bridge alternative that potentially avoid impacts to Columbia Gulf Gas transmission lines. The gas line crosses US 27 nearly perpendicularly and will either need to be relocated (extremely expensive) or bridged by the proposed project or improvement.
- New Halls Gap “off alignment” alternative east of existing US 27.
- 2 + 1 questions raised—Is guidance available regarding whether safety becomes an issue with the 2+1 design if there are multiple residential and commercial access points on the corridor? The major concern was encouraging passing in the added lane, while at the same time having the potential for left-turning vehicles occupying the same lane. Do recommendations or guidance exist regarding the maximum number of access points per mile? These questions will be investigated as this study progresses.
- Access management—Provide locations for improved access points along US 27 corridor.



Groundbreaking by Design.

MEETING MINUTES

Project: US 27 Alternatives Study
 Lincoln County, Kentucky
 Item No. 8-167.00

Purpose: Project Team Meeting No. 2
 Alternatives Development

Place: KYTC Highway District 8 Office
 Somerset, Kentucky

Meeting Date: July 24, 2017
 10:00 AM EDT

Prepared By: Deanna Miller/Tom Clouse

In Attendance:

Name	Representing	Email
Joe Gossage	KYTC – District 8 Project Development	joseph.gossage@ky.gov
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Mikael Pelfrey	KYTC – CO Division of Planning	mikael.pelfrey@ky.gov
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Teleconferenced:

Jonathan Reynolds	KYTC – CO Division of Planning	jonathan.reynolds@ky.gov
Jayalakshmi Balaji	KYTC – CO Division of Planning	jayalakshmi.balaji@ky.gov
Pete Wearstler	Bluegrass Area Development District	pwearstler@bgadd.org

I. Introductions

Deanna Miller opened the meeting with introductions and distributed handouts. Handouts included a meeting agenda, study area map (Attachment A), an alternatives impact comparisons matrix (Attachment B) and a traffic operations comparison of average AM and PM peak hours for 2017, 2040 No Build and Build for the study area's existing two lane section (Attachment C).

Following introductions, Deanna led an overview of the project limits, purpose and need, and project status (Attachment D). It was noted the project is not in the 2016–2022 Highway Plan; however, design funds were authorized under a previous plan.

Review of Project Team and LO/S Meetings

For the benefit of those unable to attend the first project team and/or the Local Officials/Stakeholders (LO/S) meetings (both held March 1, 2017), the scope of work, existing conditions, environmental data, and issues discussed were briefly reviewed. Existing features in the study area possibly affecting the project were noted:

- LO/S identified and approximately located an African American cemetery possibly impacted by approach work necessary on most alternatives. The exact location will be determined during the design phase and impacts minimized, if not avoided.
- New Albany Shale will impact all alternatives. It requires mitigation to prevent leaching acid runoff into surface waters.

The project team reviewed Local Officials/Stakeholder (LO/S) comments made at the March meeting, and agreed to provide responses at the next meeting.

II. Traffic Data

Annette Coffey and Jeremy Lukat led discussion of 2017, 2040 no-build, and 2040 build traffic operations. During the first project team meeting, the KYTC requested a new traffic count near the project midpoint, which is more representative of the project's average traffic. The new count revised the current average annual daily traffic (AADT) from 12,500 vehicles per day (vpd) to 10,000 vpd. The revised count was used to update the traffic forecast and capacity analyses. Annette explained the original traffic was representative of traffic near the Lincoln County High School, but not necessarily characteristic of the traffic along this more rural segment of US 27. The revised forecast and analyses revealed the following:

- The existing LOS averages D in both peak AM and PM hours. Average travel speeds are well below the 55 mph posted speed limit (42–43 mph).

- The 2040 no-build LOS averaged E in both peak AM and PM hours with speeds dropping to 40 mph.
- All 2040 four-lane build alternatives raised all segment LOSs to A in both peak AM and PM hours. Average travel speeds increased to 55 mph.
- The 2040 2+1 alternative with and without access control averaged LOS D in peak AM hours and LOS C in peak PM hours. Average travel speeds remained below the 55 mph posted speed limit (47-48 mph).
- No significant LOS changes resulted for the three corridor intersections (KY 643, KY 698, and Education Way) with respect to no-build/four-lane/2+1 alternatives.

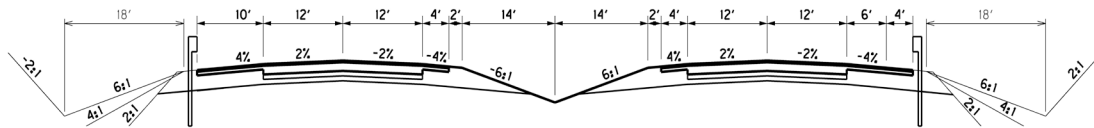
Volume/capacity (v/c) ratios were not included in the opening presentation, but are presented below.

SEGMENT		2017 EXISTING		2040 NO-BUILD		2040 BUILD			
						4 LANES		2+1	
		AM	PM	AM	PM	AM	PM	AM	PM
11.169	11.820	0.50	0.75	0.61	0.91	0.22	0.21	0.63	0.58
11.820	13.107	0.50	0.75	0.61	0.91	0.22	0.21	0.63	0.91
13.107	14.583	0.51	0.48	0.63	0.58	0.22	0.21	0.63	0.58
14.583	15.133	0.51	0.48	0.63	0.58	0.22	0.21	0.63	0.58
15.133	15.568	0.51	0.48	0.63	0.58	0.22	0.21	0.63	0.58
15.568	15.794	0.60	0.54	0.74	0.70	0.27	0.25	0.63	0.58
15.794	15.881	0.21	0.20	0.27	0.25	0.27	0.25	0.27	0.25

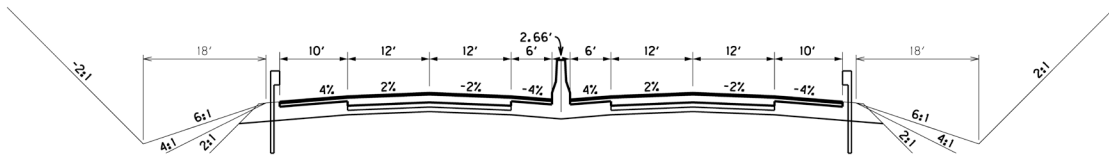
INTERSECTION v/c		2017 EXISTING		2040 NO BUILD		2040 Build			
						4-LANES		2+1	
		AM	PM	AM	PM	AM	PM	AM	PM
KY 643	WB-LR	0.24	0.11	0.43	0.25	0.33	0.18	0.43	0.25
	NB-TR								
	SB-LT	0.04	0.04	0.03	0.05	0.03	0.05	0.03	0.05
KY 698	EB-LR	0.8	0.47	1.62	0.98	0.76	0.76	1.35	0.84
	NB-LT	0.01	0.01	0.01	0.02	0.01	0.01	0.01	0.02
	SB-TR								
Education Way	WB-LR	0.99	0.36	2.63	0.47	2.63	0.47		
	NB-TR								
	SB-LT	0.46	0.07	0.63	0.07	0.63	0.07		

III. Presentation of Alternatives and Impacts

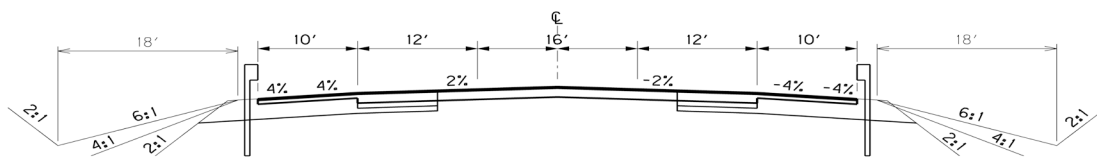
Tom Clouse presented alternatives to improve this two-lane, 4.7-mile US 27 corridor. Alternatives range from a 2+1 design, which provides a third lane with alternating dedicated southbound and northbound passing opportunities, to four-lane widening of US 27. These typical sections are referenced in alternative descriptions provided below.



Typical Section #1 (TS1): 4-Lane Typical Section



Typical Section #2 (TS2): 4-Lane with Barrier Wall Typical Section
 (Option through Halls Gap only)



Typical Section #3 (TS3): 3-Lane/2+1 Typical Section

Four-Lane Alternatives—

South (Section 1) and North (Section 2)

1. **Widen Left** (Widen west of US 27): Using TS1, widen US 27 to four lanes on the west side of US 27. Traffic will be maintained along the existing roadway while roadway improvements are constructed to the west. Approximate impacts vary 150–200 feet west and 50–100 feet east of existing US 27, with impacts extending up to 900 feet through Halls Gap. This option does not improve the grade through Halls Gap.

2. **Widen Right** (Widen east of US 27): Using TS1, widen US 27 to four lanes on the east side of US 27. Traffic will be maintained along the existing roadway while roadway improvements are constructed to the east. Approximate impacts vary 150–200 feet east and 50–100 feet west of existing US 27, with impacts extending up to 600 feet through Halls Gap. This option does not improve the grade through Halls Gap.
3. **Equal Widen** (Widen equally west and east of US 27): Using TS1, widen US 27 to four lanes equally along both sides of US 27. Traffic will be maintained along the existing roadway while roadway improvements are constructed on both sides. Approximate impacts vary 100–150 feet east and west of existing US 27, with impacts extending up to 600 feet through Halls Gap. This option does not improve the grade through Halls Gap.

South Section (Section 1)

4. **Halls Gap – Re-grade:** Using TS1, reconstruct the roadway through Halls Gap to lessen the roadway’s steepness. Approximate impacts vary 200–600 feet east and west of existing US 27 through Halls Gap. This alternative can be combined with any North Section alternative.
5. **Halls Gap – New Eastern Alignment:** Using TS1, reconstruct US 27 along a new alignment east of US 27. Approximate impacts range between 300 and 700 feet. This new roadway will meet today’s standards, and can be combined with any North Section alternative.
6. **Halls Gap – Barrier Wall:** Using TS2, construct a barrier wall through Halls Gap to reduce the roadway footprint through this steep section of highway. Approximate impacts vary 100–300 feet east and up to 600 feet west of existing US 27 through Halls Gap. This option does not improve the grade through Halls Gap, and can be combined with any North Section alternative.

North Section (Section 2):

7. **Bifurcate & Bridge:** Using TS1, construct southbound lanes farther west of existing US 27, allowing a bridge to be constructed over Columbia Gulf’s natural gas transmission lines. This alternative will require coordination with Columbia Gulf. Approximate impacts vary 100–300 feet west and 50–100 feet east of existing US 27. This option can be combined with any South Section alternative.

Three-Lane Alternative—

1. **2+1:** Using TS3, add a third lane to two-lane US 27 throughout the project area, and stripe to designate alternating southbound and northbound passing opportunities. Approximate

impacts vary 50–150 feet east and west of existing US 27, with impacts extending up to 600 feet through Halls Gap.

The alternatives impact comparisons matrix (Attachment B) was used to facilitate alternatives discussion. It featured environmental, historical, geotechnical, utility, and right-of-way impacts; project cost by phase, levels of service, and v/c ratios.

Potential Impacts—

- Impacts were measured within disturbed limits of mainline and proposed rights-of-way for new access control frontage roads.
- A significant number of structures in the study area are over 50 years old. Each should be evaluated early during Phase I design to determine eligibility for listing in the National Register of Historic Places. Halls Gap Overlook could be eligible.
- Most alternatives will impact Halls Gap Overlook if 2H:1V cut slopes are required. Impacts could be minimized if 1H:1V average cut slopes are acceptable. Halls Gap should be drilled early in the next project phase to effectively determine impacts through this critical area.
- Both the four-lane and 3-lane alternatives have significant utility impacts and costs.
- Columbia Gulf Gas has a major utility impact on the project. However, the company informed District 8 it will not provide detailed estimates for impacts to a 36-inch and two 30-inch transmission lines located near the north end of this project, without first entering into a contractual agreement with the KYTC. The costs for impacts to these lines were estimated to be \$3,300/linear feet, based on costs to similar Columbia Gulf natural gas transmission lines in another district.
- Based on preliminary costs provided by ATT, impacts to their large fiber optic line cable buried near US 27's east right-of-way line were estimated to be \$1.1 million. Cost estimates for three overhead fiber optic cables (Birch Communications, Spectrum, and ATT) were not available.
- Costs for overhead utilities were estimated based on measured impacts of a single line hanging on the pole, then “normalized” to the cost estimate prepared by KYTC District 8 for one alternative. This methodology was then used to produce overhead utility estimates for each alternative, providing relative cost comparisons among alternatives.
- Three water companies service the project area.
- Right-of-way cost estimates were provided by District 8.

- Each four-lane alternative raised the 2040 design year level of service (LOS) from E to A or B; the 2+1 alternatives' LOS improved from E to D in AM and from E to C in PM.
- With four-lane alternatives, left-turn lanes can be provided at any warranted location. However, turn lanes provided with 2+1 alternatives will reduce this design's effectiveness due to reduced passing resulting from turn lane and transition lengths. Decisions regarding inclusion of turn lanes will be made during Phase I design.
- One possible remediation for the embankment instability on Halls Gap removes all existing embankment and replaces with underdrains and stable material. This solution's \$2.5 million cost is not included in the project costs presented at this meeting.

IV. LO/S Meeting #2

- Qk4 will present attendees with a simplified version of the alternative impact table, and discuss alignment pros and cons.
- For clarity, exhibits descriptions will be expanded from "Widen Left" and "Widen Right" to "Widen on the West Side of US 27" and "Widen on the East Side of US 27." With the exceptions of the 2+1 Alternative without Access Control and 2+1 - 6 Foot Paved Shoulder, all other alternatives will be presented.
- The team elected to present a single 2+1 alternative, 10' Paved Shoulders and Access Control, at the upcoming LO/S meeting as this serves as the best available comparison to the four-lane alternatives. Oversized alternative displays will be divided into north and south sections.
- To generate feedback, participants will be given 20 to 30 minutes during the meeting to review alternatives boards around the room. Following the review, participants will be arranged into groups and asked to comment either through the group exercise and/or a survey.
- Graphical representations of LOS and v/c will be used to aid LO/S in understanding those concepts.

V. Next Steps

- Qk4 will provide the KYTC with a packet for resource agency mailings by August 24, 2017. Packet information will include a study area map, the Purpose and Need Statement, alternatives descriptions, crash and traffic data, and list roadway deficiencies. In addition, alternatives will be provided to the KTYC for posting on a web page, with links to those files provided in the packet.
- The next LO/S meeting is scheduled for September 6, 2017, at the Lincoln County Library in Stanford, Kentucky.

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The meeting was adjourned at approximately 12:30 PM EDT.

End of Minutes



Groundbreaking by Design.

MEETING MINUTES

Project: US 27 Alternatives Study
 From KY 1247 to Education Way
 Lincoln County, Kentucky
 Item No. 8-167.00

Purpose: Project Team Meeting No. 3
 Finalize Alternatives

Place: KYTC Highway District 8
 Somerset, Kentucky

Meeting Date: October 16, 2017
 10:00 AM EDT

Prepared By: Deanna Miller

In Attendance:

Name	Representing	Email
Pete Wearstler	Bluegrass ADD (BGADD)	pwearstler@bgadd.org
Joe Gossage	KYTC – District 8 Project Development	joseph.gossage@ky.gov
Jeff Dick	KYTC – District 8 Planning	jeffd.dick@ky.gov
Jami West	KYTC – District 8 Environmental	jamib.west@ky.gov
Tom Clouse	Qk4, Inc.	tclouse@qk4.com
Deanna Miller	Qk4, Inc.	dmiller@qk4.com
Rodney Little	Qk4, Inc.	rlittle@qk4.com

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Annette Coffey	Qk4, Inc.	acoffey@qk4.com

I. Introductions

Tom Clouse opened the meeting with introductions and specified the purpose of the meeting: to review the second Local Officials/Stakeholders (LOS) meeting, review survey results and resource agency comments, finalize improvement alternatives, and revise the project’s draft Purpose and Need (P&N) Statement. Handouts included a meeting agenda, US 27 survey results (Attachment A), resource agency comments summary (Attachment B), and the draft P&N Statement (Attachment C).

II. LO/S Meeting No. 2 and Survey Results Review

The project team discussed the second LO/S meeting, held September 6, 2017, at 10:00 AM EDT in the Lincoln County Public Library in Stanford. No significant issues, problems, or objections to the project alternatives arose. The need to improve US 27 was supported by the LO/S meeting participants. Only five of the eleven LO/S attendees completed and returned project surveys. No electronic surveys were received. Survey results (Attachment A) revealed all responders favored improving US 27, all preferred a four-lane alternative, and three of five preferred the equal widening alignment through the north and south sections. The low survey participation may indicate the need for a more in-depth public involvement campaign in future project phases.

III. Resource Agency Comments Review

The project team reviewed a summary of resource agency comments (Attachment B) received by the Kentucky Transportation Cabinet (KYTC). Four federal agencies and fourteen state agencies provided comments. These responses will be discussed briefly in the Alternatives Study report and provided in the appendices. Further action is needed in response to comments by the Federal Highway Administration (FHWA) concerning the project's P&N Statement. A revised P&N Statement will address comments. A written summary of the follow-up discussion between the consultant and the FHWA will be sent to the KYTC for their records.

IV. Alternatives Review

Tom Clouse briefly reviewed the three scenarios and four-lane alignments developed to improve US 27 from KY 1247 south of Halls Gap (MP 11.169) to Education Way in Stanford (MP 15.881):

Scenarios

- No Build—do nothing except routine maintenance
- Widen to three lanes—with a 2+1 or alternating passing lane
- Widen to four lanes—similar to previous US 27 improvements north and south of Stanford

Alignments

- **South Section**—Widen left (west), widen right (east), or equal widening; regrade Halls Gap, Halls Gap new alignment, or Halls Gap barrier wall
- **North Section**—Widen left (west), widen right (east), equal widening, option to bifurcate and bridge gas lines

The project team agreed the LO/S had raised no comments or objections that would warrant removing scenarios or alignment alternatives from consideration in future project phases.

V. Purpose and Need Statement Revisions

The project team revised the P&N Statement (Attachment C) in response to the comments received from the FHWA. Documented changes made at the meeting include the following:

1. Reorganized the need statements to match the order of related purposes.

2. Removed “Need 4” addressing US 27 as a detour route for I-75 traffic. US 27 is not the primary detour route for I-75 traffic. Text identifying US 27 as a secondary detour route to US 25 (primary route) in cases of overflow detoured traffic was added to the route description.
3. Added 2040 no-build traffic operation details for the Reduce Congestion Need section.
4. Added crash rate factors to the high-crash spot locations in the Safety and Mobility Need section.

VI. Next Steps

The consultant will meet with the FHWA to discuss the revised P&N Statement as soon as possible. The draft report is scheduled for completion in December 2017, and the final report is due in March 2018.

The KYTC and the consultant reiterated all alternatives and their impacts will be presented in the final report for use in the decision-making process. It is not the intent of this study to make a preferred alternative recommendation.

The meeting was adjourned at approximately 11:30 AM EDT.

NOTE: On October 25, 2017, the revised Draft Purpose and Need (Attachment C) was transmitted to FHWA for review. A positive response was received (Attachment D), and no additional revisions are necessary.

End of Minutes