



*Groundbreaking by Design.*

## Science Hill School Officials Meeting

Project: KY 635  
Pulaski County  
Item No. 8-9010

Purpose: Alternative Feedback

Place: Science Hill School

Meeting Date: September 25, 2018  
9:00 a.m.

Prepared By: Qk4

In Attendance:

Jimmy Dyehouse,	Superintendent, Science Hill Schools
Skip Norfleet	Chairman, Science Hill Schools Board of Education
Chris Tilley	Transportation Director, Science Hill Schools
Tamra Wilson	KYTC D8 CDE
Joseph Gossage	KYTC D8 Design TEBM
Jeff Dick	KYTC D8 Planning
Tom Clouse	Qk4

The project's purpose was used as the meeting opening. School officials were informed the purpose of the project was to provide a means to cross the railroad without being impeded by train traffic. It was noted that the school is important to the community, and several alternatives could have an impact on school operations. The team, therefore, wanted to provide school officials the opportunity to comment on whether they felt that a tie to Yellow Jacket Drive would have a positive or negative effect on school operations.

Next a display showing an overview of considered alternatives was presented. Alternatives were grouped into 3 regions: north, middle, and south. It was noted that north alternatives would

potentially impact the school more than either middle or south alternatives. However, it was discussed that any north alternative could be connected to KY 635 rather than US 27 via Yellow Jacket Drive.

Discussion among school officials and the project team ensued. It was discussed that alternatives tying to Yellow Jacket Drive would result in increased traffic in proximity to the school and therefore could negatively impact:

- Events overflow parking – the school uses Science Hill First Baptist Church’s parking lot across Yellow Jacket Drive for overflow parking.
- Student pickup – Cars line up along Walnut Hill Dr. to pick up students after school dismisses.
- Student drop off - increased traffic could result in safety concerns for children being dropped off along Yellow Jacket Dr.
- School vehicular traffic ingress/egress
- Volume and type of traffic by school – a tie via Yellow Jacket Drive would result in an increase in traffic, including heavy truck traffic.

It was pointed out that a potential positive impact would be that buses would have direct access to the other side of the railroad directly from Yellow Jacket Drive.

Superintendent Dyehouse advised that they would take this under further consideration; however, based on this initial evaluation, they felt it was not in the school’s best interest for an alternative to tie to Yellow Jacket Drive.

School officials were informed that all alternatives would be presented at the late October local officials meeting. They felt this approach provided value and the opportunity for differing opinions to be brought out for discussion.

The school offered tentative meeting dates of October 17, 18, 23, 24, and 25 and the use of school facilities to hold the Local Officials Meeting. After discussing with Central Office, a meeting date and time will be set and school officials notified.

End of Minutes



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# MEETING MINUTES

**Project:** Science Hill Railroad Crossing Scoping Study  
Pulaski County, Kentucky  
Item No. 8-9010.00

**Purpose:** Local Officials/Stakeholders Meeting No. 1

**Place:** Science Hill Independent School

**Meeting Date:** October 25, 2018  
10:00 AM EDT

**Prepared By:** Qk4, Inc.

**In Attendance:**

Name	Representing
David Meade	State Representative
Steve Kelley	Pulaski County Judge Executive
Steve Eubank	Pulaski County EMS
Stacy Halcomb	Pulaski County Public Safety
Frank Hansford	Pulaski County Public Safety
Bill Dick	Science Hill Mayor
Bill New	Science Hill City Commission
Jim Ramsey	Science Hill City Commission
Josh Whitis	Science Hill Fire Department
Keith Middleton	Science Hill Police Department
Greg Martin	Science Hill Police Department
Jimmy Dyehouse	Science Hill School
Jasie Logsdon	Science Hill School Board
Jeff Dick	Science Hill Milling
Danny Dick	Science Hill Milling
Gordy Prather	Science Hill Christian Church
Ralph Gibson	Science Hill Christian Church
Holly Cimala	Science Hill Nazarene Church
Kyle Miller	Science Hill Nazarene Church
Allen Crawford	Science Hill United Methodist Church
David Young	City of Science Hill
Tyler Mueller	City of Science Hill
Charles Mounce	City of Science Hill
Mike Hay	City of Science Hill
Reed Watson	Science Hill Mayoral Candidate
Brian Duncan	Citizens National Bank
Don Franklin	KYEM
Kasey Hoskins	LCADD

Tamra Wilson	KYTC District 8 CDE
Joe Gossage	KYTC District 8 Project Development
Jeff Dick	KYTC District 8 Planning
Amber Hale	KYTC District 8 PIO
Shane McKenzie	KYTC CO Planning
Mikael Pelfrey	KYTC CO Planning
Tim Layson	KYTC CO Design
Tom Clouse	Qk4, Inc.
Annette Coffey	Qk4, Inc.
Rebecca Thompson	Qk4, Inc.
Jeremy Lukat	Qk4, Inc.

Tom Clouse opened the meeting, welcoming attendees. The purpose of the meeting was to provide information about the existing conditions, define the project's purpose, and gather local perspectives regarding the range of initial alternatives. Rebecca Thompson summarized the study background and led the group in an exercise to understand the primary transportation needs facing Science Hill today. Each small group recorded their responses, which were categorized by topic:

The project should:

- Improve access across the railroad tracks
- Improve access and safety for school buses
- Improve efficient access and safety for emergency responders
- Improve access and reliability for commuters, including those from nearby counties
- Help with church attendance – if the crossings are blocked, people are late or opt not to attend
- Help with economic development
- Bypass Mill Hill to improve safety
- Minimize impacts to homes and businesses

Rebecca reviewed the project need based on existing data collected. A 24-hour video count in April 2018 showed 35 trains using the route, each with 80-130 cars each. The average time local crossings were blocked was 3 minutes. The longest delay recorded during the 24-hour count was 12 minutes. Data reported to the Federal Railroad Administration shows 60 trains using the route in a 24-hour period. Attendees expressed the following:

- Crossings are blocked longer than 12 minutes – closer to 30 minutes or more. It's rare but trains can block the crossings for an hour or more, up to perhaps 3-4 times per year.
- Trains stop in Burnside to switch crews, which can stop upstream trains.
- The County Attorney may have documentation about the length of delays. City/County law enforcement dispatches have been trying to keep better records that may provide useful data.
- Excessive noise (i.e., train horns approaching the crossings) are another concern.

Rebecca summarized available detour lengths, environmental features, traffic operations, and crash trends. Tom described the initial range of alternatives, which can be grouped into North, Middle, or South categories based on their relationship to town. Particularly for the North concepts, different sections can be combined to form hybrid alternatives if there are connections or other features that make sense to incorporate. The rolling terrain and required 23-foot vertical clearance over the railroad tracks make some of the alternatives quite steep. One of the goals from today's meeting is to collect input from this group to narrow the range of alternatives to share with the larger community early next year. With any alternative, at least one at-grade

crossing would have to be closed. None of the initial alternatives seem like a clear-cut best solution; each offers advantages and disadvantages.

#### North Concepts

- Alternative 1 would realign KY 635 to avoid Mill Hill, crosses the railroad tracks near the cemetery, reconstructs a section of KY 1247, and ends at US 27 at Yellow Jacket Drive. It would relocate Science Hill Church and impacts a couple buildings at the mill; construction costs around \$6.5 million.
- Alternative 2 starts on KY 635 east of the mill, crosses the railroad tracks just south of the North Stanford Street crossing, and ends at KY 1247, which would be raised/reconstructed. It has a milder grade but construction would cost just over \$7 million.
- Alternative 5 generally follows First Street from the KY 635 intersection, crosses the railroad tracks near the cemetery, and ends at KY 1247. Because the tracks are in a cut, the grades would be less steep. Construction would cost around \$3.5 million. Alternative 4 could combine with Alternative 5 to extend the route to US 27 at Yellow Jacket Way.
- Alternative 8 begins at KY 635/First Street, crosses the railroad tracks at the North Stanford Street crossing, bridges over KY 1247, and ends at KY 635 opposite Frog Hollow Road. Construction would cost around \$6.5 to \$7 million.
- Alternative 9 begins at the KY 635/First Street intersection, crosses the railroad tracks at the North Stanford Street crossing, bridges KY 1247 but provides a connection to access it, and ends at US 27 at Yellow Jacket Way. Construction would cost around \$7.5 million.

#### Middle Concepts

- Alternative 6 starts at Stanford Street near the intersection with Crutchfield Street, crosses the railroad tracks south of Main Street, and ends at KY 635 Main Street near Park Avenue. Construction would cost around \$5.5 million.
- Alternative 7 starts on Stanford Street near the water tower, bridges over the railroad tracks and KY 1247, and ends at US 27 at Frog Hollow Road, an intersection with US 27 that provides good sight distance. The new route would provide a connection back to access KY 1247. It has fewer impacts to homes than other alternatives considered. Construction would cost around \$5.5 million.

A connection between Molen Street and Norwood-Mount Zion Road could be combined with any of the North or Middle concepts. It would provide a way for homes along Norwood-Mount Zion Road to access the new bridge over the railroad without looping back through the detour. Construction would cost about \$300,000.

#### South Concepts

- Alternative 3 effectively parallels KY 1247 but on the opposite side of the tracks. Heading south on Stanford Street, motorists would continue south instead of crossing the tracks, tying in to US 27 at the Norwood Road Connector. The grades are gentler and would allow 5 of the 7 local crossings to be closed.
- Alternative 3A is similar to Alternative 3 but connects to US 27 further south to provide better sight distance. Sections of Alternatives 3 and 3A could be combined together. Construction for either would cost around \$7 to \$9 million.

Rebecca provided an overview of the Build scenario traffic volumes. Any of the North alternatives would close the North Stanford Street crossing; traffic on KY 635 Main Street would substantially decrease as over 4,000 vehicles per day (vpd) switched to use the new crossing. Two Middle scenarios were modeled: if the

KY 635 Main Street crossing were closed, approximately 3,700 vpd would use the new crossing. But if the KY 635 Main Street crossing remained open, most cars would use the existing KY 635 Main Street crossing and only about 600 vpd would use the new bridge. Either of the South alternatives would increase traffic on KY 635 Main Street to about 4,100 vpd with around 3,000 vpd traveling the new route south towards Somerset.

A group discussion followed, identifying strengths and weaknesses for each group of alternatives. Comments received during one-on-one discussions with attendees after the formal meeting are incorporated as well.

Alternative	Strengths	Weaknesses
<b>North</b>	<ul style="list-style-type: none"> <li>- Closest to the fire department to provide quick access across the tracks</li> <li>- Bypasses Mill Hill (safety)</li> <li>- Can be easily tied down to KY 1247</li> <li>- Lowest project costs</li> </ul>	<ul style="list-style-type: none"> <li>- Impacts to school: safety concerns to cross busier road; traffic backs up as 250 kids are driven to school; less parking</li> <li>- Impacts to churches</li> <li>- Adverse travel as most residents are trying to get south</li> <li>- Would not help with train noise</li> <li>- Potential impacts to mill (currently expanding its operation)</li> <li>- Impacts to farms</li> </ul>
<b>Middle</b>	<ul style="list-style-type: none"> <li>- Impacts fewer homes</li> <li>- Connection to KY 1247</li> </ul>	<ul style="list-style-type: none"> <li>- Steeper grades</li> <li>- Concern about semi-truck traffic using KY 1247 T-intersection</li> </ul>
<b>South</b>	<ul style="list-style-type: none"> <li>- Decreases railroad noise</li> <li>- Improved safety for kids on buses</li> <li>- Quicker access to Somerset businesses</li> </ul>	<ul style="list-style-type: none"> <li>- Adverse travel to local destinations: school buses, EMS</li> <li>- Impacts to downtown (takes away pass-through traffic from businesses)</li> <li>- Changes bus routes with closed at-grade crossings</li> </ul>

While opinions differed concerning which alternative was most desirable, everyone agreed the project was needed. Generally, attendees agreed a grade-separated crossing with a connection to KY 1247 was sufficient and alternatives do not necessarily need to continue to US 27 or to KY 635. Several people favored Alternative 5 as a low cost, relatively low impact option.

A few other options were suggested for consideration:

- A combination of Alternatives 5 and 8
- A longer alternative that looped around the west of Science Hill and passes through town near Alternative 7.
- An alternative that tunneled beneath the railroad.

After the exercise, the meeting was adjourned. Attendees were encouraged to visit large-scale maps and discuss comments one-on-one with members of the project team.



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# MEETING MINUTES

**Project:** Science Hill Railroad Crossing Scoping Study  
Pulaski County, Kentucky  
Item No. 8-9010.00

**Purpose:** Local Officials/Stakeholders Meeting No. 2

**Place:** Science Hill Christian Church

**Meeting Date:** January 29, 2019  
2:00 PM EST

**Prepared By:** Qk4, Inc.

**In Attendance:**

Name	Representing
Rick Girdler	State Senate
Steve Eubank	Pulaski County EMS
Mike Hall	Mayor of Science Hill
Bill New	Science Hill City Commission
Jim Ramsey	Science Hill City Commission
Josh Whitis	Science Hill Fire Department
Tyler Mueller	Science Hill Fire Department
Jeff Sears	Science Hill Police Department
Greg Martin	Science Hill Police Department
Ralph Gibson	Science Hill Christian Church
Allen Crawford	Science Hill United Methodist Church
Brian Owens	Northside Baptist Church
Curtis Sellers	Science Hill Nazarene Church
David Young	City of Science Hill
Charles Mounce	Science Hill Water
Don Franklin	KYEM
Kasey Hoskins	LCADD
Tamra Wilson	KYTC District 8 CDE
Joe Gossage	KYTC District 8 Project Development
Jeff Dick	KYTC District 8 Planning
William Chaney	KYTC District 8
Jami West	KYTC District 8 Environmental
Shane McKenzie	KYTC CO Planning
Tim Layson	KYTC CO Design
Tom Clouse	Qk4, Inc.
Annette Coffey	Qk4, Inc.
Rebecca Thompson	Qk4, Inc.

The meeting began with KYTC welcoming attendees. Following introductions, Qk4 informed those present that the meeting's purpose was to provide an update on alternatives and gather local input. The draft project purpose – to improve safety, cross-railroad mobility, and reliability – was derived from stakeholder input collected at the October 2018 Local Official's meeting. The study focuses on improving mobility through Science Hill, a town where access and mobility are frequently obstructed due to high train volumes. Attendees were reminded that the end result of this process is a planning study; therefore, alignments shown are preliminary in nature. As the project moves through future project development phases and further design details are worked through, alignments could differ from those currently shown.

The study started with nine conceptual alignments, narrowing these options down based on stakeholder input, costs, impacts, etc. Initial concepts were revised, resulting in four alternatives for further consideration: Blue, Yellow, Green, and Red. The Molen Street Connector is a low cost add-on that would give residents along Norwood/Mount Zion Road a connection to reach the new railroad bridge if a North or Middle concept advances. The project team is not advocating for one alternative over another, but presenting the range of options to see what the community likes/dislikes about each.

Comments/questions from meeting attendees included:

- Q: Could the Blue Alternative shift north to minimize church impacts?  
A: The team wanted to avoid impacts to the large cemetery north of Science Hill Christian Church (SHCC). Alternatives north of the cemetery lose the benefit of crossing the railroad tracks in a cut section, plus KY 1247 and the tracks run closer together. This combination makes a safe connection impractical without reconstructing a significant section of KY 1247.
- One of the primary concerns on the North side is relocating SHCC. A church representative explained that their leadership met and agreed that if church impacts were unavoidable, they would prefer to be relocated rather than be left with reduced parking, no parsonage, and without space for future expansion.
- Northside Baptist Church faces a similar challenge with the Blue Alternative: they felt that this alternative boxes them in, eliminating opportunities for future expansion.
- The Green Alternative has fewer impacts on churches but impacts more homes and businesses.
- The Molen Street Connector was generally viewed as a good add-on option to help improve access.
- Representatives from the local fire and police departments generally dislike the Red Alternative due to the adverse travel time to respond to local emergencies. They favored fixing recurrent safety issues along Mill Hill in the Blue Alternative.
- Q: Could the Blue Alternative intersection with KY 1247 shift south to minimize impacts?  
A: The elevation differential between the rail crossing and KY 1247 results in grades too steep to safely tie to KY 1247. For this connection to be made, a large section of KY 1247 must be reconstructed and substantially elevated, resulting in additional impacts. A similar approach was evaluated previously with Alternative 2.

KYTC explained the current *Six Year Highway Plan* contains construction funding in fiscal year 2022; design can begin as soon as the planning phase is complete. After wrapping up discussion, the meeting was adjourned and attendees were encouraged to:

- Review the project's large-scale maps
- Discuss one-on-one with project team members
- Complete a survey documenting their opinions and return to staff or complete the survey online.