



Groundbreaking by Design.

MEETING MINUTES

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

Purpose: Local Officials Meeting No. 1
Present Existing Conditions

Place: Lincoln County Public Library, Stanford, KY

Meeting Date: March 1, 2017
1:30 P.M. EST

Prepared By: Jim Smith

In Attendance:

Joseph Gossage	KYTC District 8	Joseph.Gossage@ky.gov
Mikael Pelfrey	KYTC CO Planning	Mikael.Pelfrey@ky.gov
Randy Turner	KYTC CO Highway Design	Randy.Turner@ky.gov
Jeff Dick	KYTC District 8	Jeffd.Dick@ky.gov
Jami West	KYTC District 8	Jamib.West@ky.gov
Pete Wearstler	BGADD	pwearstler@bgadd.org
Jim Adams	Lincoln County Judge Executive	jadams@lincolnky.com
Eddie Carter	Mayor, City of Stanford	clerk@standfordky.org
Ronnie Deatherage	City of Stanford	rdeatherage@hotmail.com
Trish O'Quin	Lincoln County EMA	None provided
Donnie Gilliam	Lincoln County EMA	lincolnema@lincolnky.com
Johnnie Padget	Lincoln County	None provided
Scott Maples	Stanford Fire Department	Stanfordfire@gmail.com
Don Leigh?	Lincoln County Board of Education	Donnie.Leigh@lincoln.kyschools.us
Jeff Godby	Lincoln County EMS	godbyj@lexingtonky.gov
Lee Burton	Lincoln County PVA	leeburton@ky.gov
David Gambrel	Lincoln County PVA	Davidk.Gambrel@ky.gov
Michael Rowe	Lincoln County Schools	Michael.Rowe@lincoln.kyschool.us
Leslie Denham	Lincoln County	10660 US 27
Annette Coffey	Qk4, Inc.	acoffey@qk4.com
Jim Smith	Qk4, Inc.	jsmith@qk4.com
Deanna Miller	Qk4, Inc.	dmiller@qk4.com
Tom Clouse	Qk4, Inc.	tclouse@qk4.com

Tom Clouse initiated the meeting with introductions and provided a brief summary of the project. He instructed that the purpose of this meeting was not to review alternatives; rather, the purpose was to present a summary of existing conditions and provide an opportunity for those in attendance to relay concerns or information about local conditions to the project team.

The meeting was turned over to Annette Coffey, who asked attendees to write down their specific, individual concerns about the US 27 project corridor. Each person was provided with multiple sheets to document issues/concerns/comments, with one issue to be noted per page. These comment sheets were collected, organized by category, and discussed following a formal presentation (Attachment A) of existing conditions.

The group's written comments were organized into the following topics (Attachment B):

Additional Lanes/Shoulders

- Heavy traffic exists at rush hour, creating issues for traffic attempting to enter and exit US 27.
- The issue of narrow paved shoulders and inconsistent shoulder widths was discussed. Attendees stated shoulder improvements are needed to provide a safe haven for stalled vehicles, traffic enforcement, and motorist assists.
- Some in attendance expressed their opinions that US 27 should be widened to four lanes.

Spot Problems

- It was suggested turn lanes may be needed at Work House Road (Lincoln County Public Works entrance) and at Grace Fellowship Church due to safety concerns.
- A statement was made that a blind spot exists for traffic pulling out of KY 1247 Loop #1, as evidenced by numerous crashes, including one fatality, at this location.

EMS Concerns

- There is a need for an acceleration lane at the EMS entrance.
- A crest vertical curve on US 27 south of EMS's existing entrance presents sight distance problems for traffic entering and exiting the EMS drive.
- Traffic bottlenecks during states of emergency hinder response capabilities.

Construction Impacts

- This project should be considerate of community interruptions during the construction phase.
- How would the new construction impact traffic through south of and through the Halls Gap area?

School Issues

- Lincoln County High School traffic presents congestion problems along US 27 near the school, and this traffic can affect the KY 698 intersection.
- Although outside the project's study area, an issue was raised about safety concerns for those people accessing Highland Elementary School. Southbound traffic must cross two northbound traffic lanes to access the school, and no left-turn lane exists to protect those vehicles. Also discussed was the possibility that Highland and Waynesburg Elementary schools might be

combined and the students relocated to a new elementary school to be constructed in a different site. However, there is currently no plan in place.

Landfill Road Issues

- Trucks primarily access Tri K Landfill via US 27 to KY 698 rather than via US 27 to KY 3249 (Skyline Drive). One suggestion was to install a traffic light at the US 27/K Y 698 intersection due to the high volume of truck traffic entering/exiting the landfill: it takes longer for the larger trucks to cross traffic, which creates safety issues at the intersection.

Fairgrounds Road Issues

- There were multiple statements of concern about traffic backups on US 27 at the Fairgrounds, particularly during the fair the first week of July. It was noted that numerous crashes have occurred at the Fairground's entrance; and, although traffic is worse during the fair, this entrance presents traffic problems throughout the year. The question was asked whether a safer way could be provided to turn off US 27 during the fair.

Halls Gap Issues

- A commenter asked whether the project would address problems associated with a creek located midway on Halls Gap hill.
- A comment was made that Halls Gap is often the dividing line for weather events.
- Safety concerns were raised regarding the lane merge at the top of Halls Gap. The southbound truck climbing lane is dropped and traffic is forced to merge back to a single lane at the same location atop the hill where vehicles stop to make a left turn onto KY 643.

Specific Issues

- A question was raised regarding how the new route would affect the future Fairview Church property located on KY 1247.
- Advanced notice was requested for the Lincoln Masonic Lodge if it becomes necessary to relocate this facility. It was emphasized that relocating the lodge would be more complicated and time-consuming than a typical residential relocation.

Further Discussions

- The consensus among the 24 attendees was there is a need to improve US 27.
- During certain times of the day, the travel speed through the corridor is less than 55 mph.
- It was explained that this study will evaluate alternatives to widen US 27 to four lanes, including an option to use a barrier wall in the median along Halls Gap.
- Also to be evaluated during the study is a 2+1 design that would construct a three-lane section with alternating passing opportunities in each direction.
- The consultant will assess the impacts associated with partial control of access implementation.

- The Mayor relayed that Congressman Hal Rogers supports this project. A representative from Congressman Rogers' office was not present at the meeting.
- Three cemeteries were identified in the study area and located on a project map. It was pointed out that these cemeteries include African American Civil War burials.
- One commenter said a US 27 project north of Stanford would do more for Stanford's development than would a project to the south. Others said this project would benefit many people who travel this section to work, and would also improve access to Somerset.
- A commenter said growth is expected along US 27, and sewer installation is planned to serve proposed commercial and other developments.

Next Steps

- Local Officials were informed that the next Local Officials meeting will present alternatives for review. This meeting will be held in August or September 2017. Attendees will be able to review and provide comments on each alternative presented at this meeting. Officials were encouraged to attend.

The results of the Local Officials exercise are provided as Attachment B.



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: Local Officials/Stakeholders Meeting No. 2
 Presentation of Alternatives

Place: Lincoln County Public Library
 Stanford, Kentucky

Meeting Date: September 6, 2017
 10:00 AM EDT

Prepared By: Deanna Miller

In Attendance:

Name	Representing	Email
Patricia O'Quin	EMA	Toquin@Lincolnky.com
Don M. Gilliam	EMA	Lincolnema@lincolnky.com
Ronnie Deatherage	Stanford	rdeatherage@hotmail.com
Johnnie Padgett	Lincoln County Fiscal Court	None provided
Curt Folger	Lincoln County Sheriff	curtfolger@yahoo.com
Don Leigh	Lincoln County Schools	donnaileigh@lincoln.kyschools.us
Eddie Carter	Mayor, City of Stanford	Clerk@stanford.org
Rick Girdler	KY Senate	None provided
Lee Burton	Lincoln County PVA	Lee.burton@ky.gov
David Gambrel	Lincoln County PVA	Davidk.Gambrel@ky.gov
Pete Wearstler	Bluegrass ADD	pwearstler@bgadd.org
Joe Gossage	KYTC – District 8 Project Dev.	joseph.gossage@ky.gov
Tim Layson	KYTC – CO Highway Design	tim.layson@ky.gov
Jeff Dick	KYTC – District 8 Planning	jeffd.dick@ky.gov
Jami West	KYTC – District 8 Environmental	jamib.west@ky.gov
Tamra Wilson	KYTC – District 8 CDE	tamra.wilson@ky.gov
Mikael Pelfrey	KYTC – CO Division of Planning	mikael.pelfrey@ky.gov
Tom Clouse	Qk4	tclouse@qk4.com
Deanna Miller	Qk4	dmiller@qk4.com
Rodney Little	Qk4	rlittle@qk4.com
Annette Coffey	Qk4	acoffey@qk4.com

I. Introductions

Deanna Miller opened the meeting with introductions and specified the purpose of the meeting: to present improvement alternatives to Local Officials/Stakeholders (LO/S) for review and comment. Handouts included a meeting agenda; traffic operations comparisons of levels of service (LOS) with volume-to-capacity (v/c) ratios for 2017 existing, 2040 No Build, 2040 Build 2+1, and 2040 Build four-lane alternatives (Attachment A); a summary of feedback from the first LO/S meeting (Attachment B); descriptions of project alternatives (Attachment C); a matrix comparing alternatives' impacts (Attachment D), and a survey (Attachment E).

Deanna led an overview of the project's limits, purpose and need, and status. It was noted the project is not in the Kentucky Transportation Cabinet (KYTC) 2016–2022 Highway Plan; however, design funds were authorized under a previous plan. The final report presenting all alternatives is scheduled for completion in March 2018. The purpose of the study is to identify feasible three-lane (2+1 only) and four-lane alternatives to aid the decision-making process for inclusion in a Highway Plan; therefore, no preferred alternative will be identified in the final report.

II. Traffic Data

Using Attachment A, Annette Coffey led discussion traffic operations. She explained LOS and v/c ratios, and discussed their effects on US 27 traffic flow. Two traffic counts, one near Lincoln County High School (12,000 vehicles per day (vpd)) and a second count near the project midpoint (10,000 vpd), were used in traffic analyses calculations. Annette shared the following facts:

- The existing LOS averages D in both peak AM and PM hours. Average travel speeds (42–43 mph) are well below the 55 miles per hour (mph) posted speed limit.
- 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 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 (47-48 mph) remained below the 55 mph posted speed limit.
- 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.

In response to a question of counting weekend traffic to capture the higher traffic volumes due to Lake Cumberland recreational traffic, it was noted the KYTC routinely conducts traffic counts on weekdays between Tuesday and Thursday to develop an *average* traffic volume for any given roadway segment. The traffic data is collected in such a manner to be compared on a statewide basis; and it is not economically feasible to design roadways using the *highest* traffic volume obtained, which may occur on weekends. Traffic operations presented for this study are based on 7:00–9:00 AM and 3:00–6:00 PM peak hour volumes.

III. Review of LO/S Meeting No. 1

Tom Clouse distributed a summary of comments received from the first LO/S meeting held March 3, 2017 (Attachment B). LO/S were satisfied the summary captured their issues with the US 27 study area corridor.

In addition, LO/S identified property obtained for a future church adjacent to US 27 and Pin Oak Lane, and a cemetery near the Dollar General Store, both of which will be documented in the final report.

IV. Presentation of Alternatives and Impacts

Tom Clouse presented the three scenarios developed to improve US 27 from KY 1247 south of Halls Gap (MP 11.169) to Education Way in Stanford (MP 15.881)(Attachment C):

- 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

Tom led a discussion of eight alternatives and their respective impacts (Attachment D). Major points of discussion included:

Environmental

- According to PVA records, numerous structures greater than 50 years of age are present on the project corridor—each will require further investigation during the next project phase to determine eligibility for listing in the National Register of Historic Places. Various alternatives impact between four and 15 such structures. Eligibility of any structure could affect the design.
- Halls Gap Overlook is potentially impacted by alternatives. However, in the design phase impacts may be minimized or avoided based on future geotechnical work (core drilling) results.

Geotechnical

- Halls Gap embankment stability must be addressed once the KYTC's geotechnical branch has drilled the area. One possible scenario to address the problem would involve complete removal and replacement of the existing roadway embankment material along with installation of an embankment drainage blanket layer. This work would cost approximately \$2.5 million not included in the presented total costs
- New Albany shale is present on all alternatives and may require special construction techniques to minimize/mitigate the acidic runoff. Structures in contact with the shale may require special design considerations. These steps would result in additional project costs not included in the presented total costs.

Utilities

The project affects several major utilities, including Columbia Gulf, AT&T, and multiple overhead fiber optic lines. Of primary concern are impacts to Columbia Gulf and AT&T— with impact costs

ranging from \$1.0 million to multimillions. The project must be designed with impacts to these utilities in mind. Potential utility relocation costs are between \$1.7 and \$8.1 million.

Right-of-Way

- The project will be designed to minimize right-of-way impacts, including residential relocations and commercial displacements. However, with the prevalence of businesses and residences along both sides of US 27, some level of impacts cannot be avoided.
- The initial evaluation of alternatives reveals four-lane alternatives may result in three or four commercial displacements and 27 to 54 residential relocations.
- The 2+1 alternative requires no commercial displacements and as many as 27 residential relocations. These numbers may improve during the design phase when exact impact determinations can be made (frontage roads impacts can potentially be reduced).

Total Project Costs

Four-lane alternatives' total costs range from \$49.3 to \$70.9 million, while 2+1 alternative costs are between \$37.2 and \$40.7 million.

Other

The effects of left-turn lanes on the traffic operation of the 2+1 design were also discussed. The addition of left-turn lanes will result in the loss of passing lane availability through those areas, especially northbound, decreasing the LOS.

V. Survey and LO/S Breakout Session for Alternatives Review

A project survey was created to help LO/S document their opinions of each alternative and sections within each alternative. Tom distributed the survey forms (Attachment E) and provided instructions for completion. This survey is also available in electronic format until the close of business September 20, 2017. See: https://www.surveymonkey.com/r/US27_Lincoln

The group was asked to take 30 minutes and review each of the alternative displays located around the room. The KYTC and Consultant personnel were available for individual discussion and questions during the breakout session. Following review of display boards, LO/S were given time to complete the survey.

VI. Discussion

Discussion that followed the review of displays is summarized below:

Question 1: Do you have the total cost for 2+1 as a maintenance project?

Answer 1: No. The US 27 existing template is not consistent enough to convert this corridor to a 2+1 roadway as a maintenance project.

Question 2: Is savings with the 2+1 design worth the results?

Answer 2: The 2+1 alternative usually works well, improves LOS, and saves money. However, with the Halls Gap vertical grade, motorists cannot pass northbound going down the hill limiting the amount of passing available northbound, and lowering the LOS.

Question 3: Is Halls Gap one of the main reasons US 27 has not been improved?

Answer 3: A 1998 US 27 study made recommendations, and most of those recommendations and priorities have moved forward. The aforementioned sections that have progressed generally carried more traffic.

Question 4: Is the recently constructed 2+1 roadway in District 8 between two four-lane sections?

Answer 4: No. It is constructed in a straight, five- to six-mile-long, fairly level stretch with few access points (translating into fewer conflicting vehicle movements). Conversely, US 27 has hills, businesses, side roads, and many access points.

Question 5: How do the previously improved US 27 four-lane sections compare traffic-wise to the study area section? Were the four-lane sections overbuilt?

Answer 5: The four-lane sections are performing well and are not thought to be over designed.

Question 6: Could the 2+1 alternative be converted to four lanes in the future?

Answer 6: The 2+1 alternative does not include acquisition of additional right-of-way for future widening.

Question 7: What is the time-frame in which this project could get started?

Answer 7: Given perfect conditions, project funding, and everyone agreeable to a preferred alternative, typically a project of this type takes approximately 10 years from this point. However, the project is not funded beyond the design phase and is not included in the current Highway Plan.

Question 8: Could the economic potential (including tourism) of the four-lane alternatives over the No-Build and 2+1 alternatives be considered in obtaining support and funding for the project? Commenter also said the four-lane alternatives could alleviate traffic and crashes on I-75, and boaters would travel US 27 if it were improved to four lanes.

Answer 8: Economics is a factor in determining this project's KYTC priority. It was further stated the project would be a relief route for I-75.

Question 9: How high a priority is this project?

Answer 9: The KYTC has a new process, called SHIFT, for developing the Highway Plan. The current plan is overpromised by 90%. With limited money, and the need to develop a balanced plan, the KYTC has designed a data-driven process coupled with local and regional input. This project ranked high in the data-driven process and was also boosted by the KYTC and the local Area Development District (ADD).

Comment 1: Law enforcement and EMS vehicles become a hazard when citizens must pull over onto earth shoulders to allow vehicles to pass. Many vehicles become stuck in the soft earth shoulders.

Comment 2: Halls Gap's existing alignments, topography, geology, and the AT&T lines and other major utilities in the area create a unique situation for this section of US 27.

Comment 3: While the 2+1 alternative improves the LOS only one letter grade, averages speeds less than 55 mph, and has a section with a v/c ratio near 1.0, calculations show it does improve the percent time spent following metric by as much as 20% over the 2040 No Build alternative.

Comment 4: Barrier Wall option is only through the Halls Gap area.

Comment 5: KY 698/US 27 intersection is the most dangerous location on the roadway.

Comment 6: Exiting the EMS headquarters onto US 27 is a problem. The entrance is at a merge point of two lanes. Roadway signage, a preemptive signal EMS can activate, or a caution light may be helpful in this area.

Comment 7: A new Halls Gap alignment would result in a severed portion of old US 27 roadway that would typically be transferred to the local government for maintenance and upkeep. LO/S stated Lincoln County would be unable to maintain any section in the Halls Gap area due to its unique issues and concerns.

VII. Next Steps

The schedule calls for a third project team meeting in October 2017, draft report submittal to the KYTC in December 2017, and final report submittal in March 2018.

The KYTC and 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 12:00 PM EDT.

End of Minutes