

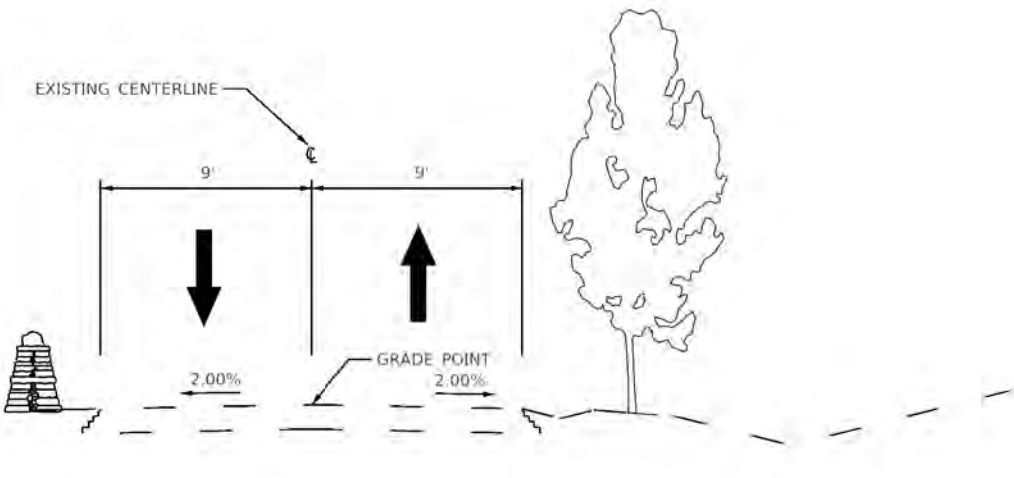
KY 169 IMPROVEMENTS PUBLIC MEETING TYPICAL SECTIONS



ITEM NO. 07-80108.00
DECEMBER 12TH 2024

EA Partners, PLLC

CIVIL ENGINEERS • LAND SURVEYORS • LANDSCAPE ARCHITECTS



1 TYPICAL SECTION OF EXISTING KY 169 SHOWING ROCK WALL ON ONE SIDE AND TREES ON THE OTHER



EXISTING SAFETY CONCERNS WITH EXISTING KY 169 :

- NARROW LANES – GENERALLY TWO 9' LANES.
- NO SHOULDERS – LITTLE TO NO RECOVERY AREA.
- LIMITED VISIBILITY OF THE ROAD AHEAD CAUSED BY SUBSTANDARD HORIZONTAL AND VERTICAL CURVES.
- HIGH RISK OF SEVERE INJURIES DUE TO COLLISIONS WITH FIXED OBJECTS. TREES AND STONE WALLS ARE POSITIONED TOO CLOSE TO THE ROADWAY, POSING A SIGNIFICANT HAZARD.
- SKEWED ALIGNMENTS AND STEEP GRADES ON SIDE ROADS MAKE TURNING ONTO KY 169 MORE CHALLENGING.

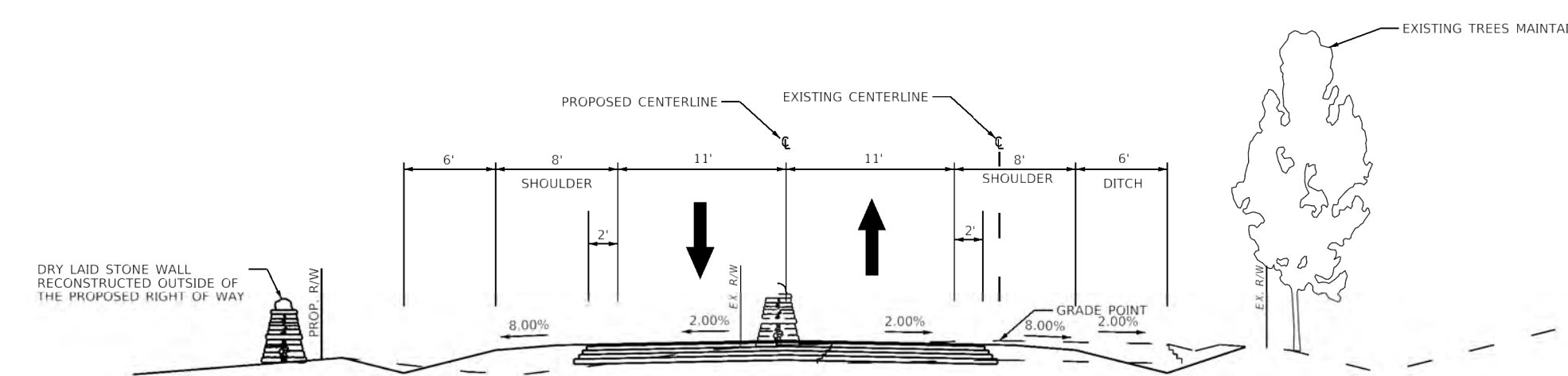
3 IF THE PROPOSED IMPROVEMENTS ARE IMPLEMENTED WHERE THE CENTERLINE COULD BE MAINTAINING IN ITS CURRENT LOCATION, THE FOLLOWING ARE SOME OF THE IMPACTS THAT WOULD RESULT:

- VERTICAL IMPROVEMENTS WOULD POSE CHALLENGES FOR MAINTAINING TRAFFIC FLOW DURING CONSTRUCTION.
- ROCK WALLS AND TREES WITHIN THE DRIVER RECOVERY AREA WOULD NEED TO BE REMOVED.
- LANE CLOSURES WOULD BE REQUIRED, WITH TEMPORARY TRAFFIC SIGNALS USED TO MANAGE TRAFFIC WHILE THE ROADWAY IS STRENGTHENED AND WIDENED TO INCLUDE ADDITIONAL LANE WIDTHS AND PAVED SHOULDERS.
- THESE MODIFICATIONS WOULD EXTEND THE TIME FOR CONSTRUCTION, INCREASING THE DURATION OF INCONVENIENCE FOR RESIDENTS AND ROAD USERS.

→ TO ADDRESS THESE IMPACTS, HIGHWAY IMPROVEMENTS MAY BE SHIFTED AWAY FROM THE EXISTING CENTERLINE.

THE TWO SCENARIOS BELOW ILLUSTRATE THE POTENTIAL IMPACTS OF SHIFTING THE ALIGNMENT EITHER TOWARD AN EXISTING STONE WALL OR AN EXISTING TREE LINE. THE MEETING QUESTIONNAIRE WILL ALLOW YOU TO INFORM THE PROJECT TEAM OF YOUR PREFERENCE, ASSUMING ALL OTHER FACTORS ARE EQUAL.

3A SCENARIO 1: SHIFT TOWARDS EXISTING ROCK WALL



REASON: IMPROVE SAFETY

- INCREASE THE DISTANCE BETWEEN ROAD AND FIXED OBJECTS.
- PROVIDE HIGHWAY DITCHES TO KEEP WATER OFF THE ROAD.
- MAINTAIN USE OF THE ROAD DURING CONSTRUCTION.

ADVANTAGES:

- MAINTAINS RURAL FEEL.
- SAVE SIGNIFICANT TREES / TREELINE.
- NEW DRY LAID STONE WALLS COULD BE USED TO RETAIN EXISTING GROUND AND HELP REDUCE RIGHT OF WAY TAKINGS.

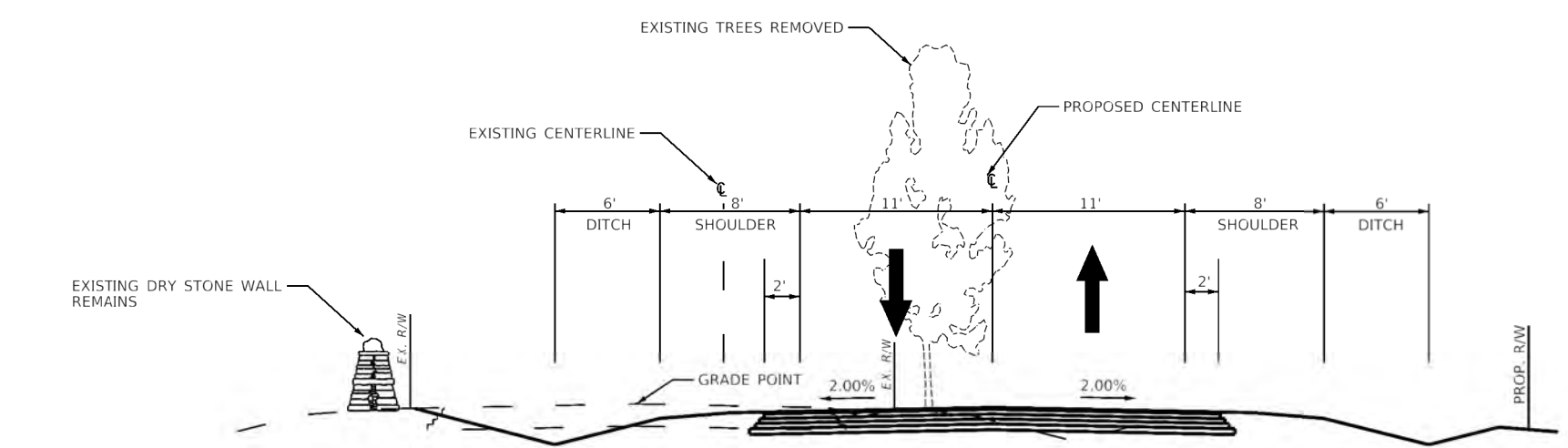
DISADVANTAGES:

- EXISTING DRY LAID STONE WALLS REMOVED.
- REPLACEMENT WALLS WOULD IMPACT THE RUSTIC "FEEL".

MITIGATION:

- DRY LAID STONE WALLS THAT CURRENTLY HAVE STRUCTURAL INTEGRITY COULD BE REBUILT IN SIMILAR LOCATIONS OUTSIDE OF THE NEW RIGHT OF WAY.

3B SCENARIO 2: SHIFT TOWARDS EXISTING TREE LINE



REASON: IMPROVE SAFETY

- INCREASE THE DISTANCE BETWEEN ROAD AND FIXED OBJECTS.
- PROVIDE HIGHWAY DITCHES TO KEEP WATER OFF THE ROAD.
- MAINTAIN USE OF THE ROAD DURING CONSTRUCTION.

ADVANTAGES:

- EXISTING DRY LAID STONE WALLS REMAIN.
- RUSTIC FEEL TO THE ROAD MAINTAINED.
- OPEN MORE SCENIC VIEWS ACROSS FARMLANDS & ROLLING COUNTRYSIDE.
- IF TREES & WALLS ARE PRESENT, REMOVING TREES PREVENTS FUTURE DETERIORATION OF THE DRY LAID STONE WALLS.

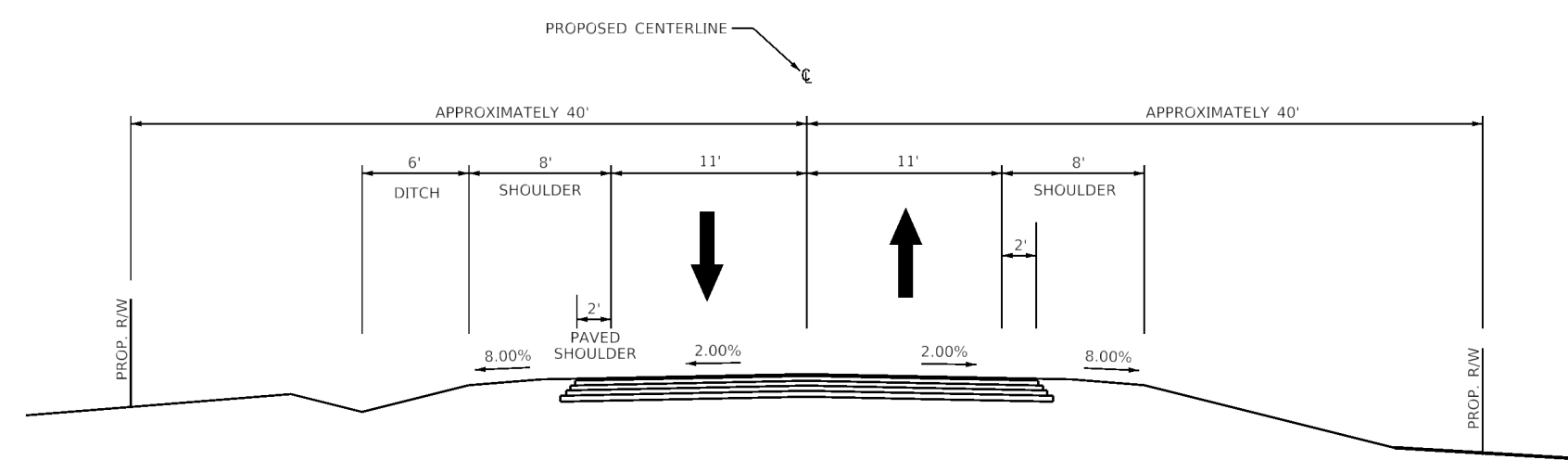
DISADVANTAGES:

- TREES / TREELINE REMOVED.
- IF NEW TREES ARE ADDED IT WILL TAKE TIME TO REPLACE THEM.

MITIGATION:

- SOME LANDSCAPING COULD BE UTILIZED IN SOME LOCATIONS TO HELP MAINTAIN THE ROAD'S CHARACTER.

2 POTENTIAL TYPICAL SECTION FOR IMPROVED KY 169 THIS WOULD RESEMBLE THE ENHANCEMENTS IMPLEMENTED NEAR TO ECKERT'S ORCHARD.



PROPOSED IMPROVEMENTS ALONG KY 169

- PROVIDE 11' LANES IN EACH DIRECTION.
- PROVIDE A 2' PAVED SHOULDER AND 6' EARTH SHOULDERS.
- IMPROVE SAFETY BY REMOVING TREES AND ROCK WALLS FROM A DRIVERS RECOVERY AREA.
- DESIGNED HIGHWAY DITCHES TO MAINTAIN INTERGRITY OF ROADWAY AND SAFETY FOR DRIVERS.

PHOTO SHOWING IMPROVEMENTS NEAR ECKERTS ORCHARD



4 POSSIBLE TRAFFIC CALMING AT CHANGES IN SPEED LIMITS OUTSIDE OF PINCKARD



- INSTALL RAISED TRAFFIC ISLANDS EITHER SIDE OF PINCKARD, TO EMPHASIZE TO DRIVERS THE CHANGE IN SPEED LIMIT.
- HIGHLIGHT A CHANGE IN ROAD CONTEXT.
- ENTRY FEATURE TO THE RURAL COMMUNITY.
- INTRODUCE CURVATURE AND PHYSICAL FEATURE TO PROMOTE TRAFFIC CALMING.