

## Next Steps

The KYTC would like to emphasize that these projects are in the preliminary phase. For Cedar Flats, Alternative 2D has been selected as the Preferred Alternative. A Preferred Alternative has not been selected for the Western By-Pass. Tonight's purpose is to collect comments on all of the alignments to select the "preferred alternative" for the Western By-Pass of Edmonton and to obtain the public's input for the "preferred alternative" for the Cedar Flats spot improvement.

After tonight's meeting, the following are the steps to be taken for this project:

1. KYTC will review and consider all comments received.
2. Environmental base studies have been completed. The final environmental document, which is expected to be a Categorical Exclusion (CE III), will be completed and will include comments from tonight's meeting.
3. KYTC will recommend one alternative for the Western By-Pass of Edmonton to advance to final design.
4. Additional funding will have to be programmed. This project currently has funds for R/W and Utilities, but not for construction.

**Thank you for your attendance and the input you have provided for this important highway project.**

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**KENTUCKY**  
TRANSPORTATION CABINET

## ***KY 163 Metcalfe County Reconstruction/Spot Improvements from KY 90 to Louie B. Nunn Parkway***

***October 13, 2011***

***Western By-Pass  
at Stockton***



***Black Rock Creek Bridge***

***Cedar Flats Curve***

***Rogers Creek Bridge***

**BURGESS & NIPLÉ**  
Engineers ■ Architects ■ Planners



**October 13, 2011**

The Kentucky Transportation Cabinet (KYTC) welcomes you to tonight's public meeting for the roadway improvements along KY 163 from KY 90 to the Louie B. Nunn (formerly Cumberland) Parkway. The reason for this meeting is three-fold – 1) to present information on the selected alternatives for the bridge replacements at Rogers Creek and Black Rock Creek; 2) to solicit comments on the two alternatives for the realignment of KY 163 through Cedar Flats; and 3) to solicit comments on the three alternative alignments for the new Western By-Pass of Edmonton. All designs shown are preliminary. Comments on the alternatives and their potential impacts are requested from the general public to further assist in the continuing development and design of this project.

Your involvement is very much appreciated and we encourage you to visit the information displays and talk with the project team members. The KYTC recognizes that a vital part of the design process comes from public involvement. Please take the time to look around, ask questions, and submit the "Questionnaire" provided. Please leave the completed form in the box near the sign-in table as you leave. If you would like to take the form home and submit it at a later date, please feel free to do so. Pre-addressed envelopes have been provided. All written comments will be accepted for a period of two weeks after today's meeting.

**Project Summary**

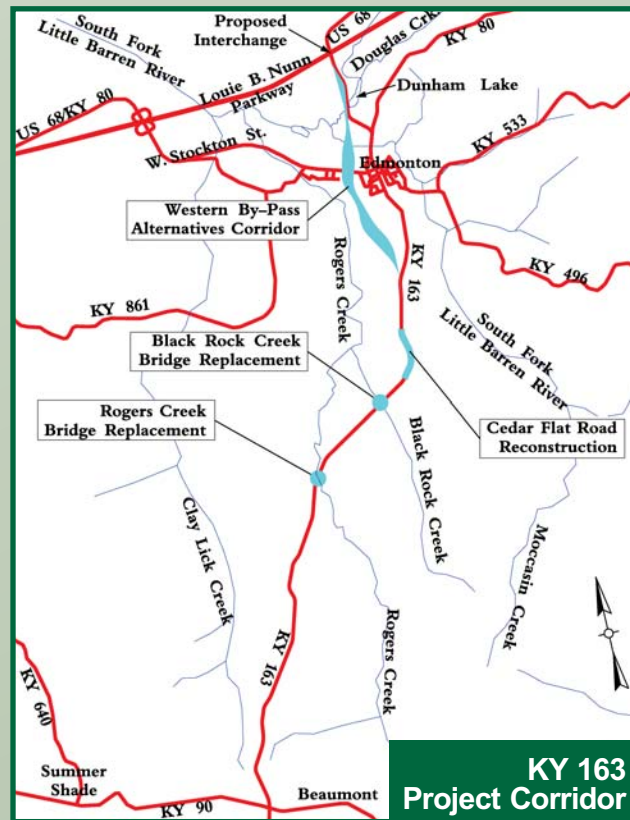
Beginning in 2006, the Kentucky Transportation Cabinet undertook a planning study to gather information necessary to develop and evaluate alternatives for the possible reconstruction of KY 163 between KY 90 and the Louie B. Nunn Parkway at Edmonton. The "KY 163 Alternatives Study Final Report" was completed in October of 2007. From this planning study, the highest priority project on KY 163 was the design and construction of a new Western By-Pass of Edmonton to be built in two construction sections, north and south of U.S. 68 (West Stockton Street). This new roadway would improve access to the industrial parks and stockyard, address congestion in Edmonton, and alleviate the truck traffic that currently travels through downtown Edmonton.

Spot improvement projects along KY 163 were also identified in the 2007 report as worthwhile. These spot

improvements included bridge replacements at Rogers Creek and Black Rock Creek and roadway realignment at Cedar Flats. The KYTC has contracted with Burgess & Niple, of Louisville, to assist with the preliminary engineering for the Western By-Pass and the spot improvements.

Currently, funds for this KY 163 project are available only for right-of-way acquisition and utility relocation. Construction funding for any of the spot improvements or the Western By-Pass has not been approved by the State Legislature. The goal of the Phase I preliminary design stage is to identify a preferred alignment for the Western By-Pass of Edmonton that can be advanced to final construction plans.

To date, the preliminary surveying has been completed. The preferred alignments for the reconstruction of the bridges at Rogers Creek and Black Rock Creek have been selected and are displayed at this meeting for informational purposes only. For the spot improvement at Cedar Flats, Alternative 2D has been selected as the preferred alternative. For the Western By-Pass of Edmonton, the alignments identified on the exhibit boards are preliminary alignments only and a preferred alignment has not been selected. After tonight's meeting, KYTC, with the help of Burgess & Niple, will review all comments and use the information to select the preferred alignment.



**Western By-Pass of Edmonton Preliminary Alternatives**

There are nine alternatives for the Western By-Pass of Edmonton. A preferred alignment will be developed from a combination of one alternative from each of two separate segments, north and south of Greensburg Street. Any of the three alternatives ("A," "B," and "C") south of Greensburg Street can be combined with any of the three alternatives ("X," "Y," and "Z") north of Greensburg Street to create one preferred alternative.

Two roadway templates will be used for the Western By-Pass. Throughout a majority of the corridor, a two-lane rural section with a paved flush median and truck climbing lanes where required will be used. In the vicinity of West Stockton Street (600 feet to each side), a two-lane urban section, with a paved flush median, sidewalks on each side, and truck climbing lanes where required, will be used. The posted speed limit will be 55 mph for the rural section and 45 mph for the urban section. KYTC is considering the following alternative alignments:

**KY 163 Project Goals**

During the early stages of a project's development, the Project Development Team identifies goals for the project. These project goals include:

- Improve highway systems linkage/connectivity between KY 90 and the Louie B. Nunn (formerly Cumberland) Parkway;
- Address geometric deficiencies;
- Improve highway accessibility to the major activity centers in Edmonton;
- Reduce congestion within Edmonton, especially at the intersection of KY 163 and US 68/KY 80 in downtown Edmonton;
- Facilitate the movement of truck traffic;
- Enhance potential economic development by improving freight truck movements and highway accessibility;
- Improve safety by designing improvements to modern design standards; and,
- Improve the overall quality of life for the traveling public and the local community.

**SOUTH SEGMENT (South of Greensburg Street) Alternative "A" (GREEN)**

This westernmost of the alternatives begins just north of Gary Bell Road. The alignment departs the existing roadway, curving left toward the northwest, and passes through the western portion of the South Edmonton Industrial Site. From the Industrial Site, the alignment curves right, back to the north, crosses Nora Street, and then intersects West Stockton Street near its intersection with Grider Street. From West Stockton Street, the alignment continues on a northward, cross-country path, passing just to the east of Grider Street. This alignment has been set to pass to the west of and avoid the Edmonton Manor Apartments on Bushong Lane. Alternative "A" crosses the South Fork of Little Barren River on a bridge and continues to Greensburg Street. Greensburg Street will be realigned to meet the KY 163 mainline at near right angles for improved intersection performance.

**Alternative "B" (PURPLE / YELLOW)**

Alignment Alternative "B" follows the same path as Alternative "C" for a majority of its length except in the vicinity of West Stockton Street. Alternative "B" crosses West Stockton Street 130 feet further west than Alternative "C". Although Alternative "B" would require acquisition of three residences and one barn in the vicinity of West Stockton Street, it would avoid taking of the undeveloped commercial building site west of and adjacent to the Dollar General Market and would permit Wilson's Storage Buildings and the cabin rental business to remain.

**Alternative "C" (PURPLE)**

The easternmost of the alternatives South of Greensburg Street also begins

just north of Gary Bell Road. The alignment departs the existing roadway by curving left toward the northwest and passes through the central portion of the South Edmonton Industrial Site, approximately 1,000 feet west of Existing KY 163. The alignment passes 150 feet to the west of Rogers-Beauchamp Cemetery, and intersects U.S. 68/KY 80 (West Stockton Street) at right angles. From West Stockton Street, the Alternative "C" alignment continues on a northward, cross-country path, passing through the undeveloped commercial site just west of Dollar General Market. Alternative "C" crosses South Fork of Little Barren River on a bridge and continues to Greensburg Street. Greensburg Street will be realigned to meet the KY 163 mainline at near right angles for improved intersection performance.

**NORTH SEGMENT (North of Greensburg Street) Alternative "X" (ORANGE)**

Alternative "X" is the westernmost of the alignment alternatives north of Greensburg Street. It is designed to stay west of and avoid the City of Edmonton maintenance facility located at Douglas Creek. The alignment crosses Douglas Creek on



a single-span bridge and stays on the west side of a north-south valley located north of Harvey Hurt Road. The westward offset from Existing U.S. 68 provides a straighter path to the proposed Nunn Parkway interchange and allows the Existing U.S. 68 roadway to be converted into a local road for serving several properties along Existing U.S. 68.

**Alternative "Y" (RED)**

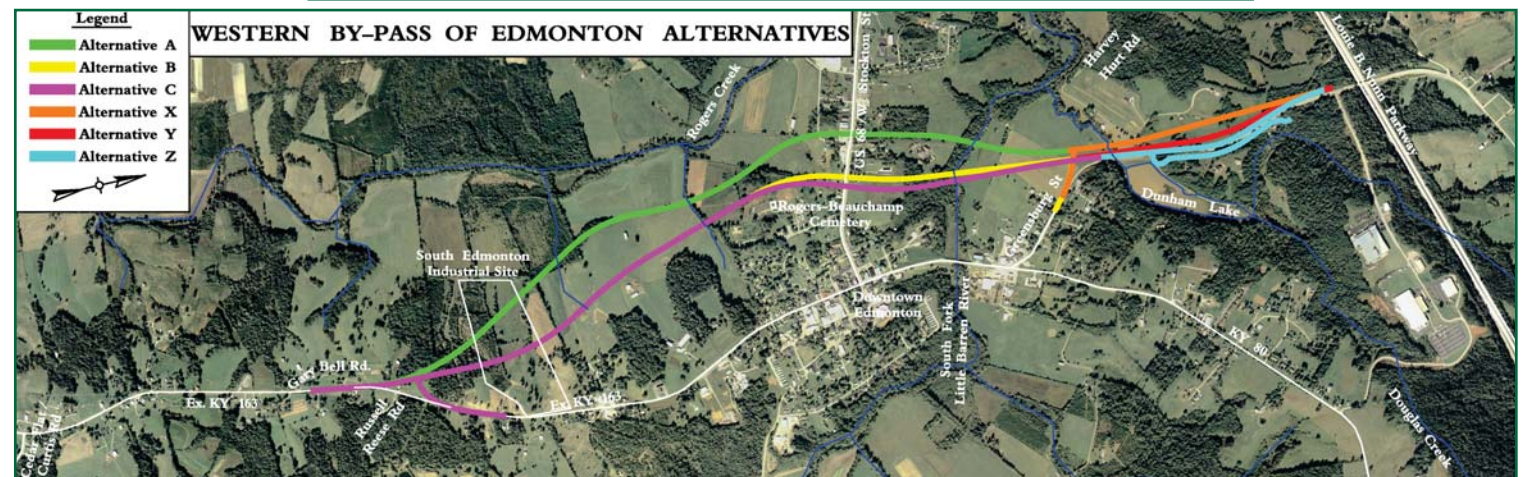
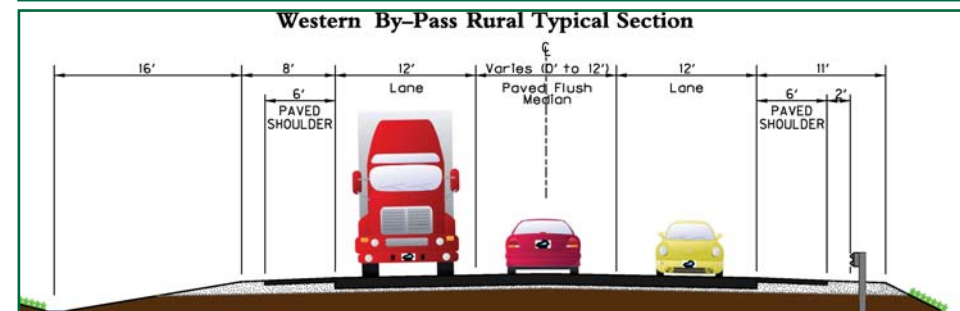
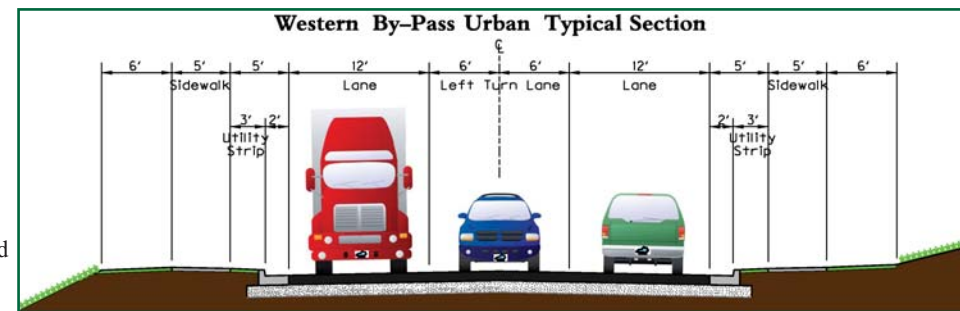
Alternative "Y" was developed to follow the Existing U.S. 68 roadway as closely as possible, but offset a sufficient distance west to permit the Existing U.S. 68 roadway to remain in place as a frontage road to serve several properties east of that roadway. Within this segment, KY 163 passes through the City of Edmonton maintenance site, crosses Douglas Creek on a single-span bridge, and then ascends toward the bridge over Nunn Parkway.

**Alternative "Z" (BLUE)**

Alternative "Z," the easternmost of the three alternatives north of Greensburg Street, was designed to reuse as much of the Existing U.S. 68 pavement as possible as part of the proposed

KY 163 roadway. At Douglas Creek, the alignment was offset to permit complete construction of the proposed single-span bridge while traffic continues to use the Existing U.S. 68 bridge. A frontage road was designed east of the proposed Alternative "Z" alignment to provide access to properties east of Existing U.S. 68.

Each of the North Segment alternatives will be designed to connect to the proposed Nunn Parkway interchange.





# Cedar Flats Preliminary Alternatives



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The selected roadway template is a two-lane rural section with a paved flush median/left turn lane where necessary. The posted speed limit will be 55 mph. KYTC is considering the following two alternative alignments:

### Alternative #1 (ORANGE)

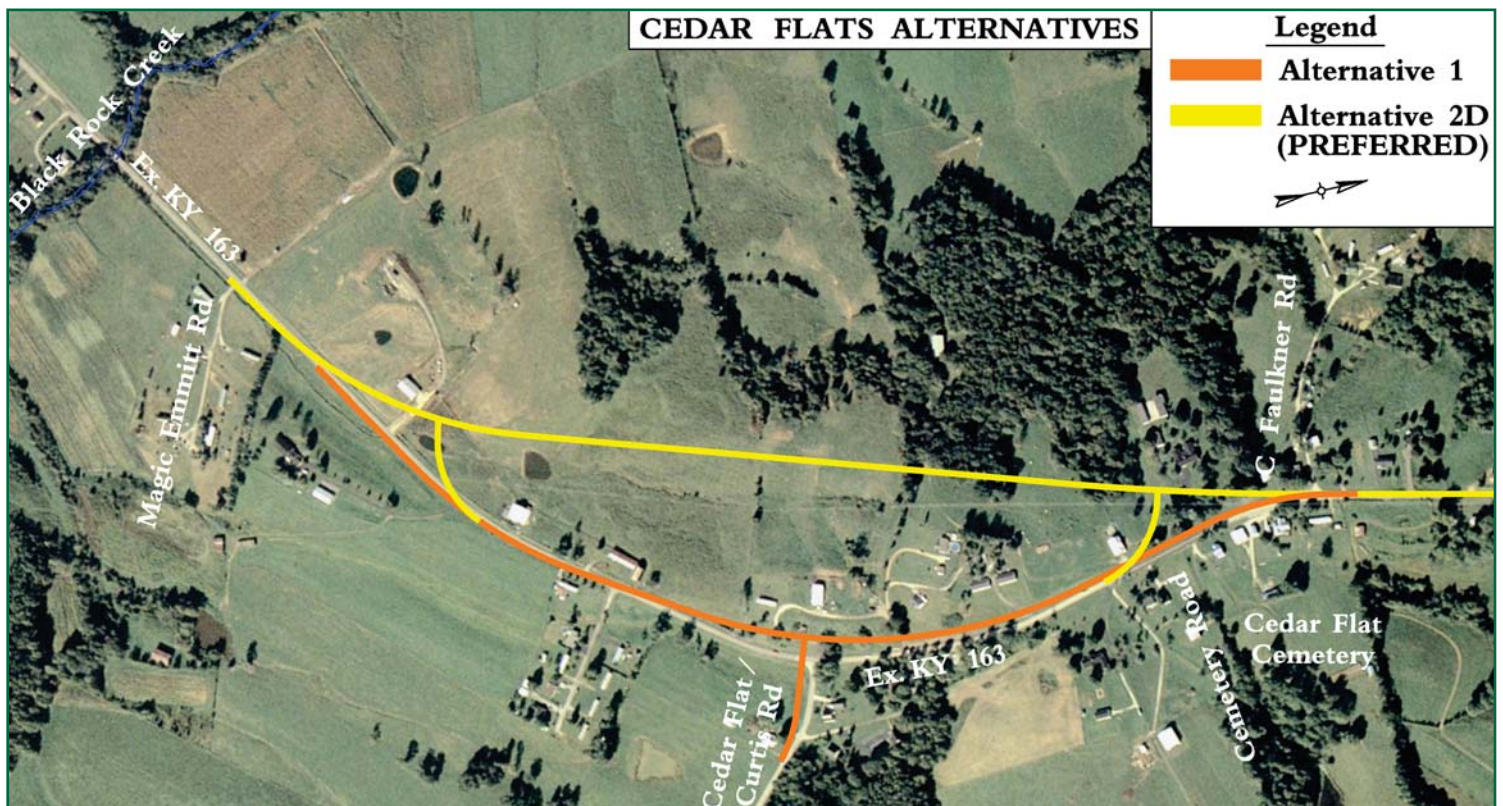
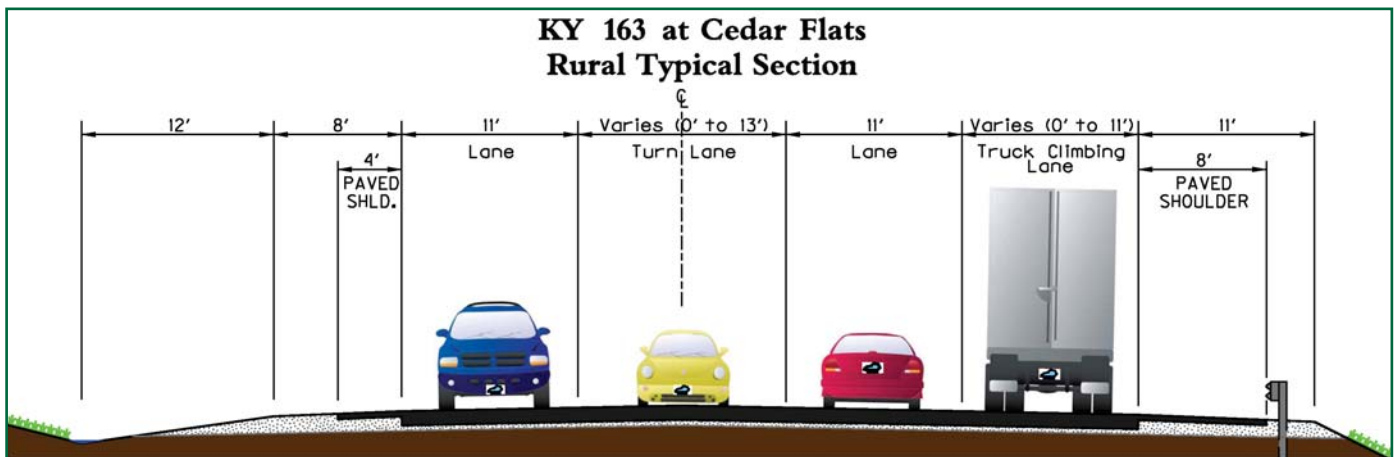
In Alternative No. 1, the proposed roadway is offset to the west of the existing roadway a sufficient distance to enable construction of the proposed roadway while maintaining KY 163 traffic on the existing roadway. This westward shift allows flattening of the horizontal curvature, correction of vertical deficiencies, and avoids a series of residential structures located along the eastern side of Existing KY 163. Alternative No. 1 begins 400 feet south of Homer Froedge Road, where it curves to the west away from the existing road. The alignment continues as an ascending side-hill

cut through the long horizontal curve, before tying back into existing KY 163 600 feet north of Cedar Flat Cemetery Road. As part of Alternative No. 1, Cedar Flats – Curtis Road will be realigned to meet the proposed roadway.

### Alternative #2D (YELLOW) PREFERRED ALTERNATIVE

In Alternative No. 2D, the proposed centerline follows a western cross-country path designed to by-pass the existing structures in the community of Cedar Flats. At its farthest offset, the proposed centerline of Alternative No. 2D is approximately 600 feet west of the Existing KY 163 / Cedar Flats – Curtis Road intersection. In Alternative No. 2D, the by-passed portion of Existing KY 163 is expected to revert to a local roadway with a lower posted speed limit.

Alternative No. 2D begins near Magic Emmitt Road. The proposed alignment curves west and diverges from the existing roadway. The proposed KY 163 alignment then ascends toward the Cedar Flats ridge through a side hill cut condition. A northbound truck climbing lane is provided to permit safer vehicle passing without the need for vehicles to cross the roadway centerline into oncoming traffic. Alternative No. 2D then aligns with the existing roadway tangent north of Faulkner Road using a mild horizontal curve. Left turn lanes are provided at each of the intersections with the connector roads to the Existing KY 163 roadway.





**Commonwealth of Kentucky  
Kentucky Transportation Cabinet  
Department of Highways District 3**

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# Questionnaire

Public Meeting for Metcalfe County  
KY 163 Spot Improvements and  
Western By-Pass  
Item 3-8506.00

*Please provide answers to the following questions and leave this questionnaire in the collection box at the Sign-in Table. If you wish to complete this form at home, please return via mail, fax, or email to the above address within two (2) weeks of the meeting date. We appreciate your efforts in completing this questionnaire.*

1. What are your interests in attending this event?  
(Check all that apply.)
- I have property that could be directly affected by the proposed project.
  - I drive along KY 163 through Cedar Flats regularly.
  - I drive along KY 163 through downtown Edmonton regularly.
  - I have a business within the project corridor.

Additional Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2. Are you aware of any historical or environmental features/areas near Cedar Flats that may impact this project?
- Yes       No

If yes, please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. Are you aware of any historical or environmental features/areas near the Western By-Pass corridor that may impact this project?
- Yes       No

If yes, please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. Rank the Cedar Flats alternatives in your order of preference (1st – most preferable to 3rd – least preferable)
- Alternate “1” (GREEN)
  - Alternate “2D” (YELLOW) PREFERRED ALTERNATIVE**
  - Do Nothing

Additional Comments for the Cedar Flats alternatives: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. Rank the Western By-Pass of Edmonton South of Greensburg Street alternatives in your order of preference (1st – most preferable to 4th – least preferable)
- Alternate “A” (GREEN)       Alternate “B” (PURPLE/YELLOW)
  - Alternate “C” (PURPLE)       Do Nothing

Additional Comments for Western By-Pass Southern Alternatives “A,” “B,” and “C”:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

6. Rank the Western By-Pass of Edmonton North of Greensburg Street alternatives in your order of preference (1st – most preferable to 4th – least preferable)
- Alternate “X” (ORANGE)       Alternate “Y” (RED)
  - Alternate “Z” (BLUE)       Do Nothing

Additional Comments for Western By-Pass Northern Alternatives “X,” “Y,” and “Z”:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Additional Comments:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**About You (optional)**  
You may be contacted by KYTC for additional information.

Name \_\_\_\_\_

Address \_\_\_\_\_

E-mail \_\_\_\_\_ Phone \_\_\_\_\_

City, State, ZIP Code \_\_\_\_\_

***Thank you for your participation!***