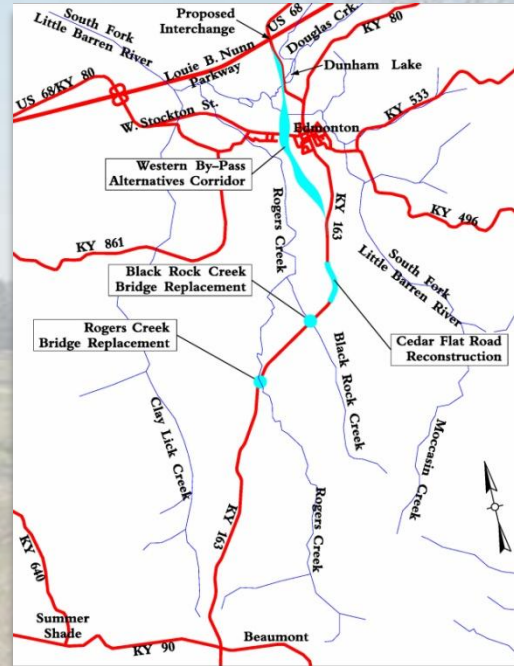


KY 163

Reconstruction / Spot Improvements from KY 90 to Louie B. Nunn Parkway



Public Meeting
October 13, 2011



Welcome!

The Kentucky Transportation Cabinet
welcomes you to tonight's public meeting
for Spot Improvements on KY 163
from KY 90 to the Louie B. Nunn Parkway and the
Western By-Pass of Edmonton.



BURGESS & NIPLE

The purpose of this meeting is to:

- Present potential corridor alternatives
 - Western By-Pass of Edmonton
 - Cedar Flats Reconstruction
- Gather information that may influence the travel path of the alternative alignments
- Present the preferred alternatives for the bridge replacements at Rogers Creek and Black Rock Creek
- Discuss project goals



Public Participation

We need your input to assist in the continuing development and design of this project.

Your involvement is appreciated.

Please visit the information displays and talk with the project team members.



Comments Requested

- We hope you will fill out the “Comment Form” provided.
- Completed forms can be left in the box near the sign-in table as you leave or mailed in at a later date.
- All written comments will be accepted until two weeks from today’s meeting.



Project Goals

- Improve highway systems linkage/connectivity between KY 90 and the Louie B. Nunn (formerly Cumberland) Parkway
- Address substandard 55 mph design speed
- 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



Project Goals *(continued)*

- 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
- Improve the overall quality of life for the traveling public and the local community



Western By-Pass

US 68/KY 80 intersection with KY 163:

- High Crash Rate
- Downtown location causes tight turns for truck traffic forced to swing out into oncoming traffic
- High congestion due to all area traffic being routed through intersection

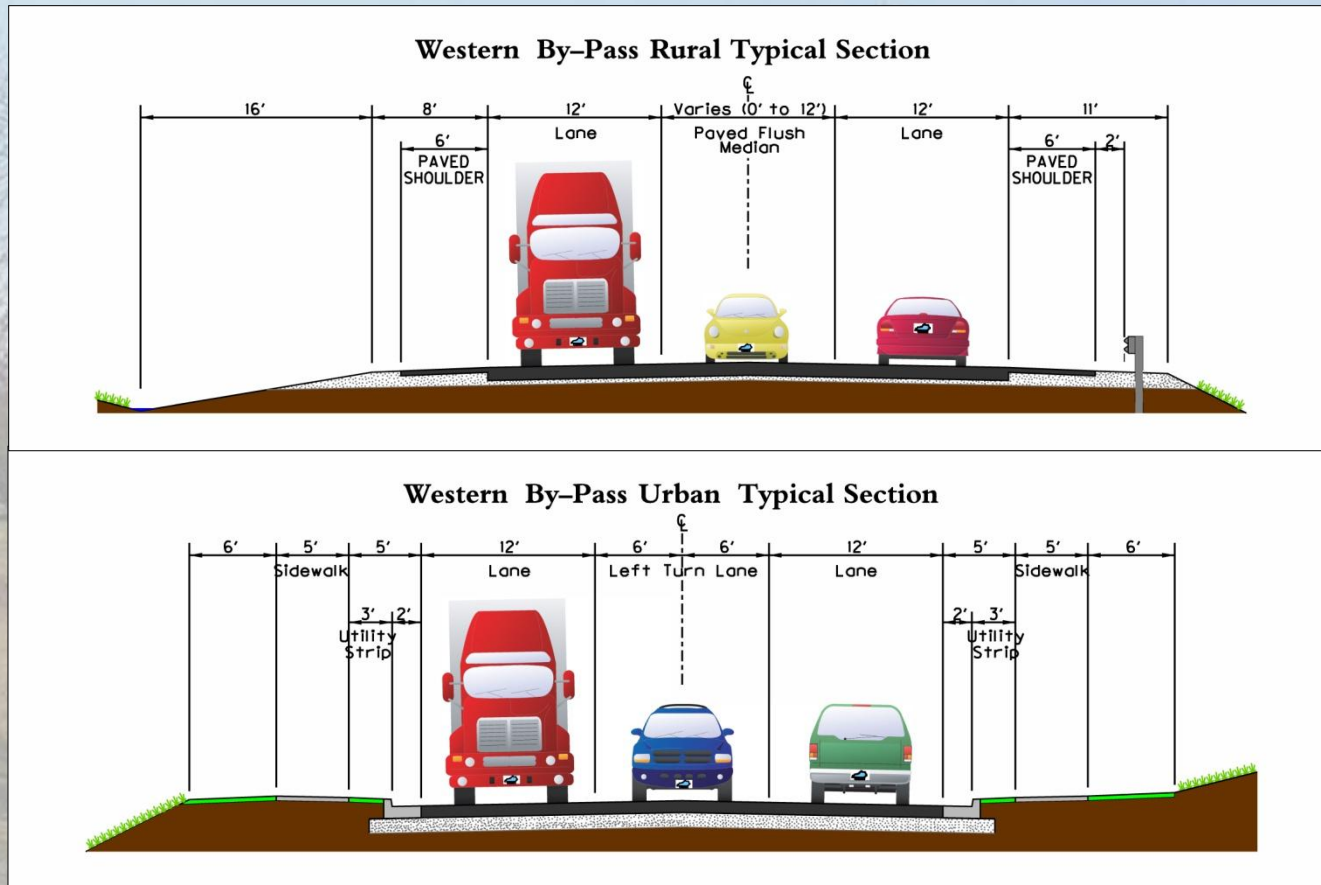


West Stockton Street

US 68/KY 80 is the only access point to Louie B. Nunn Parkway near Edmonton

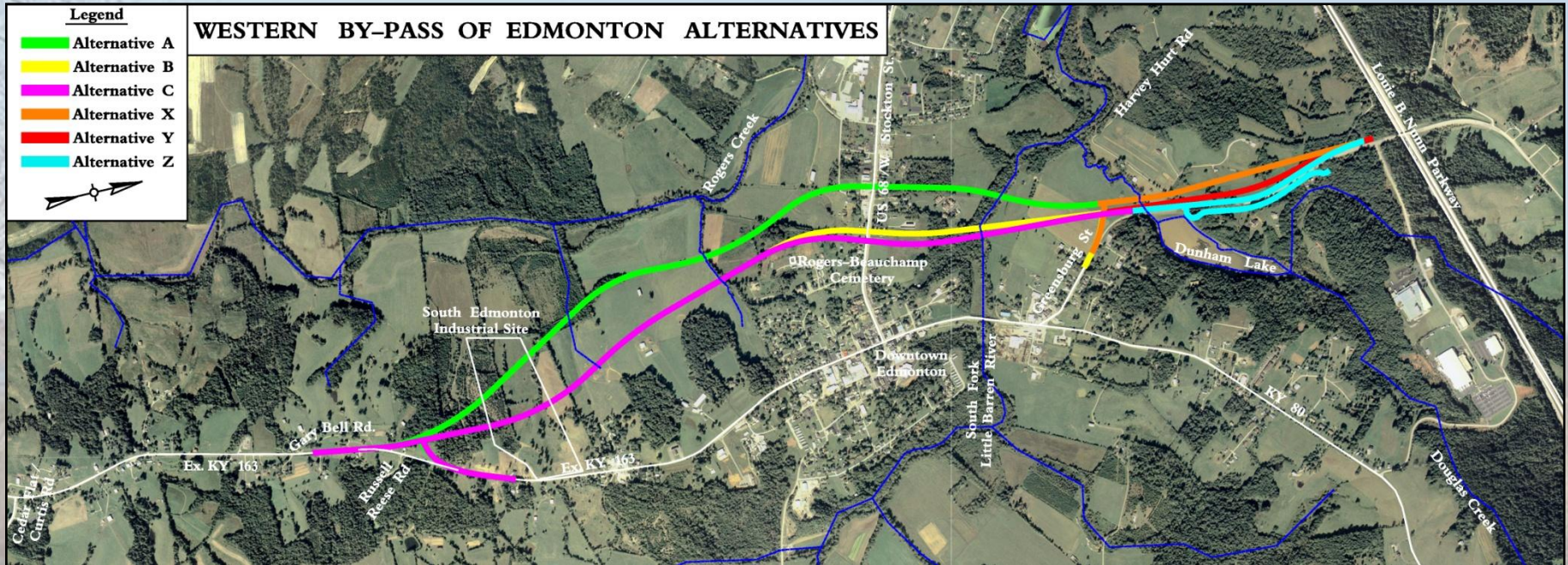


Western By-Pass Typical Sections



The urban typical section will be used 600 feet in both directions from West Stockton St.

Western By-Pass Alternatives



Western By-Pass would:

- Improve access to Industrial Park and Stockyard
- Relieve congestion in Edmonton
- Provide direct route to Louie B. Nunn Parkway

Please remember to choose which alternative you prefer for the Western By-Pass on the comment form provided and to list any additional comments you may have.

We appreciate your input.



Cedar Flats Reconstruction

- Narrow two lane roadway with minimal shoulders
- Two substandard horizontal curves, four substandard vertical curves that meet sight distance for only a 30 to 35 mph design speed
- Poor intersection sight distance at Cedar Flats/Curtis Road and C. Faulkner Road
- Traffic expected to increase 50 percent by design year (2030), increasing accidents and congestion
- Offset alignment necessary to correct horizontal and vertical deficiencies and limit impact to residences

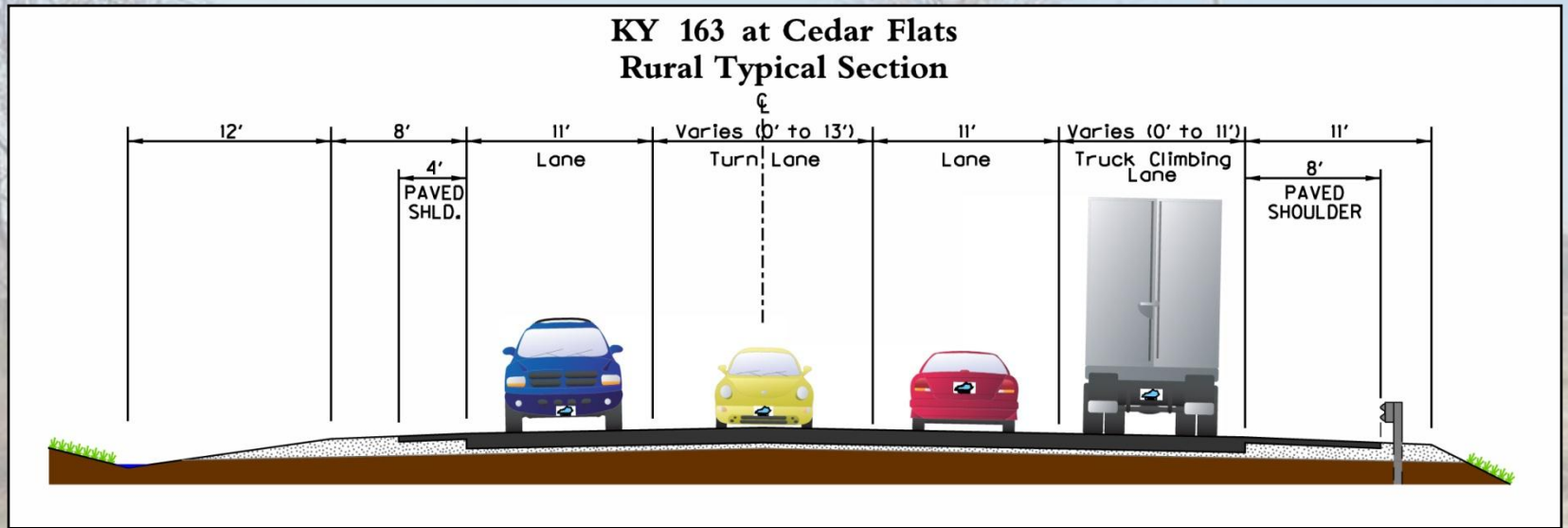


Substandard Horizontal Curve

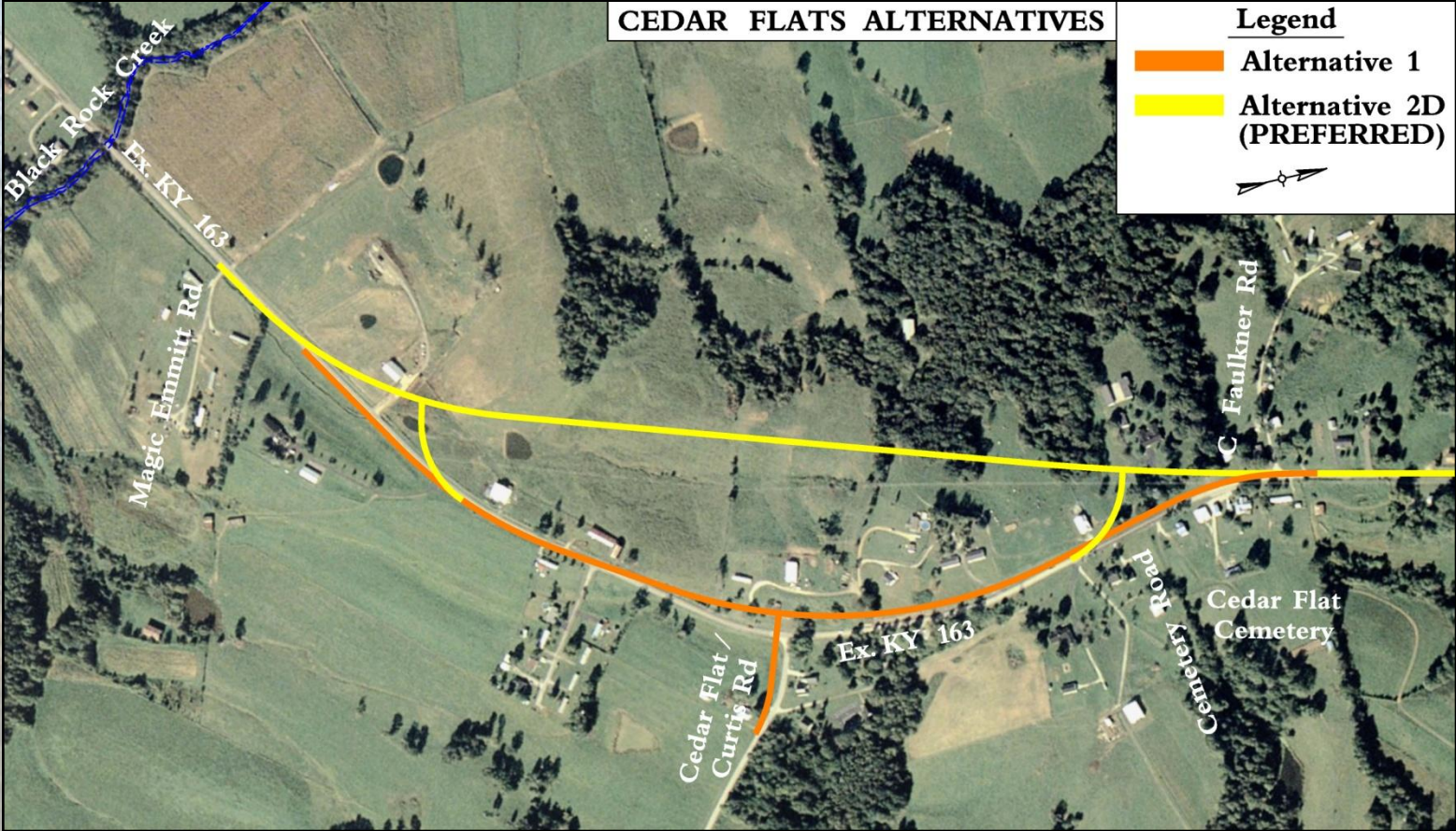


Substandard Vertical Curve

Cedar Flats Typical Section



Cedar Flats Alternatives



Please remember to choose which alternative you prefer for the Cedar Flats Reconstruction on the comment form provided and to list any additional comments you may have.

We appreciate your input.



Rogers Creek Bridge Replacement

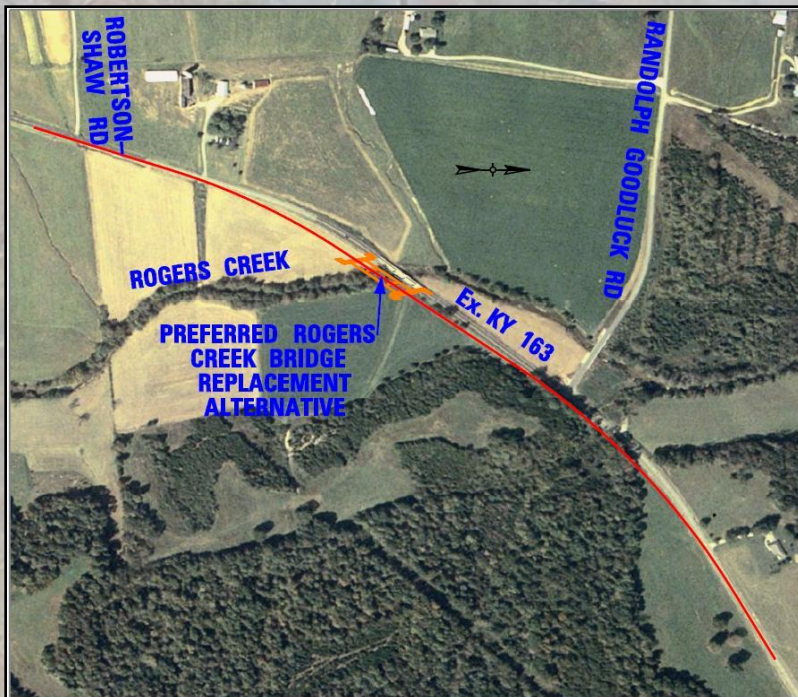
Existing Conditions:

- 19 feet wide with no shoulders
- Constructed in 1929
- Joint failure, beam fracture, abutment cracking, exposed steel

Existing Rogers Creek Bridge



Preferred Alternative Plan



Preferred Alternative:

- 38 feet wide
- 3-Span Precast I-Beam Bridge
- 3,250 foot realignment to East allowing traffic to remain on existing road during construction

Black Rock Creek Bridge Replacement

Existing Black Rock Creek Bridge



Existing Conditions:

- 19 feet wide with no shoulders
- Constructed in 1929
- Cracking and spalling beams
- Plugged deck drains

Example Three Sided Arch



Preferred Alternative:

- 38 feet wide
- Three Sided Arch Structure
- Replaced while maintaining traffic on temporary structure to west of existing bridge

Next Steps

- KYTC will review and consider all comments received.
- 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.



Next Steps *(continued)*

- KYTC will recommend one alternative to move forward for the Western By-Pass of Edmonton.
- Additional funding will have to be programmed. This project currently has funds for R/W and Utilities, but not construction.



Thank You

Thank you for your participation.

Please remember to complete
the comment form.

Contact Person:

Jeff Moore, Project Manager

Kentucky Department of Highways

District 3 Office

900 Morgantown Road

Bowling Green, Kentucky 42101

Telephone: 270-746-7898

Fax: 270-746-7643

E-mail: Jeff.Moore@ky.gov



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