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MEETING MINUTES

Project: KY 163 south, Alternatives Study
Item Number 03-8310.00
Purpose: Project Team Kickoff Meeting
Place: Elizabethtown, Kentucky, D4 Main Conference Room
Meeting Date: February 15, 2007 2:00 p.m.
Prepared By: William Crawford
In Attendance: Bruce Siria KYTC, CO, Planning
Jeff Moore KYTC, D3, Planning
Misti Wilson KYTC, D3, Planning
Thomas Springer Qk4, Transportation Planner
Andy Gilley Qk4, Transportation Engineer
William Crawford Qk4, Transportation Planner

Mr. Bruce Siria, KYTC, CO, welcomed everyone to the meeting, and facilitated the kick-off project team meeting. He requested all attendees introduce themselves, and provided a brief overview of the project and other highway projects in the region.

Project Overview. The proposed project is an alternatives study examining feasible improvement opportunities/alternatives to improve KY 163 in Monroe County, from Tompkinsville south to the state line at Tennessee. The project is about 9 miles long, beginning at the proposed Tompkinsville Bypass southern terminus intersection with existing KY 163, and extending south to the Tennessee state line. KY 163 terminates at Tennessee State Route 51 at an intersection with poor geometrics, and coordination with TDOT is necessary. The meeting purpose was to review the project purpose and range of improvements to consider, general existing conditions, other KY 163 projects, discuss public involvement measures, and identify a tentative schedule for the next project steps (*i.e.*, project team meeting, meetings with local officials and the Chamber Transportation Committee, and a public information meeting). Available for review were preliminary large-scale exhibits (aerial and topographic) depicting the study area.

Other KY 163 Corridor Projects. Mr. Jeff Moore reviewed other KY 163 related projects either completed, scheduled, or under study. KY 163 south improvements are one piece of a larger KY 163 improvement program. KY 163 immediately north of Tompkinsville has already been improved, with the remaining portion north to KY 90 scheduled for improvement (much of it on new alignment) and the right-of-way acquisition phase is in progress. The Tompkinsville Bypass (east side of Tompkinsville) is planned, and its southern terminus is the northern terminus for this KY 163 south study. A study examining KY 163 improvements north of KY 90, with a connection to the Louie B. Nunn (Cumberland) Parkway, is currently in progress. Some KY 163 improvements south of Tompkinsville have already been implemented, such as truck passing lanes in the vicinity of the lumber mills.

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Since some KY 163 spot improvements have already been made, this study may look at “filling in the gaps;” but should not be interpreted as excluding any new alignment alternatives.

TDOT Coordination. KY 163 crosses the Tennessee state line (becoming SR 51) and intersects SR 52 near Moss. The intersection is 2-3 miles south of the state line, and has very poor geometrics with associated safety concerns. The intersection is considered in need of improvement. KYTC contact with TDOT is warranted, with possible coordination on TDOT’s long-range highway plan.

The potential exists for generating the interest of a lot of Tennessee residents in the project, too. The retail centers in Tompkinsville attract many Tennessee residents because of convenience, product availability, groceries, lower prices, and lower Kentucky sales tax. Conversely, Kentucky/Monroe County residents are attracted to Tennessee because of the alcoholic beverage availability. Consequently, contacting TDOT early on may be advisable to alert them to this study, gauge their level of interest and this corridor’s status in their long-range plan, and potentially coordinate efforts.

Environmental Justice. Amy Scott, Barren River ADD, will conduct the environmental justice study. In recent years, a growing trailer park population has developed along KY 163 in the southern part of the study area. There are indications of a predominantly Hispanic, or other low-income, minority population in the trailer parks, attracted by the employment opportunities at the lumber mills. Additionally, the county has a documented low literacy rate. These factors require consideration in the public involvement process, especially for printed material. Bilingual fliers and translators at the public meetings may be necessary. We need to make reasonable efforts to include all population groups in the public involvement process. This may include non-traditional efforts such as information centers at the major retail centers (e.g., Wal-Mart), or at other community events (e.g., town fair).

Public Involvement. A study of KY 163 improvements in Metcalfe County (*i.e.*, KY 163 north of KY 90) is currently under way, which has generated a lot of public interest, especially from Monroe County residents. We need to remain aware of this public interest and avoid scheduling any KY 163 south meetings involving the public or local officials too close to Metcalfe County KY 163 study meetings. The objective is to separate the two projects in the public’s perspective and avoid confusion. A lot of public interest in this project is anticipated.

Public involvement meetings in Monroe County will include two rounds of meetings with: local officials, the Chamber of Commerce Transportation Committee (associated with the Chamber of Commerce, currently being re-assembled), and public information meetings. The same information needs to be presented to each group during each round of meetings to preclude confusion. Emphasize this is a planning study only, with no additional funding authorized. Using maps/exhibits the public can write on or mark-up has been very successful in previous meetings, and may increase the quantity and quality of the public input. Indicate on the exhibits the Tompkinsville Bypass’ southern terminus/connection to KY 163. (The public likes to see lines on a map, and other orientation reference points.)

The first public information meeting target date is the middle to end of April 2007. Therefore, the next project team meeting is March 15. The first project team meeting will focus on reviewing the project’s scope of work, reviewing the study area and a preliminary existing conditions overview, and identifying study area issues and concerns.

A meeting with local officials and the Chamber Transportation Committee is desired before the public information meeting, with target dates of end of March to early April.

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The public information meeting will use an open house format, with a brief formal presentation (10-15 minutes) at a pre-announced/published start time (possibly 30 minutes after doors open), and no comment period. The formal presentation will emphasize the purpose of the meeting (*i.e.*, we are here to listen to you; this is just a study), and educate the public on the open house format and how to use it. Use write-on/markup exhibits and easel pads to annotate public comments/input.

Follow-up and Next Steps.

Qk4 will initiate environmental overviews, conduct a windshield survey of existing KY 163 conditions, and prepare preliminary base mapping for the first project team meeting. Qk4 will provide Mr. Siria with crash data requirements for him to process.

KYTC to schedule/confirm project team meeting dates, and will initiate contact with TDOT.

The meeting adjourned at approximately 3:30 p.m.

END OF MINUTES

attachment: none



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MEETING MINUTES

Project: KY 163 south, Alternatives Study
Item Number 03-8310.00
Purpose: Project Team Meeting #1
Place: Bowling Green, Kentucky, D3 Conference Room
Meeting Date: March 15, 2007 1:00 p.m. CST
Prepared By: William Crawford
In Attendance:

Bruce Siria	KYTC, CO, Planning
Jeff Moore	KYTC, D3, Planning
Steve James	KYTC, D3, Preconstruction
Scott Pedigo	KYTC, D3, Traffic
Phil Carter	KYTC, D3, Construction
Keirsten Jagers	KYTC, D3, PIO
Misti Wilson	KYTC, D3, Planning
Kevin Gearlds	KYTC, D3, Construction
Amy Scott	Barren River ADD
Thomas Springer	Qk4, Transportation Planner
Andy Gilley	Qk4, Transportation Engineer
William Crawford	Qk4, Transportation Planner

Mr. Bruce Siria and Mr. Jeff Moore welcomed everyone to the meeting. Mr. Moore facilitated the project team meeting and requested all attendees introduce themselves. The proposed project is an alternatives study examining feasible improvement opportunities/alternatives to improve KY 163 in Monroe County, beginning at the proposed Tompkinsville Bypass southern terminus intersection with KY 163, and extending south to the Tennessee state line. The project is about 9 miles long. KY 163 becomes State Route 51 at the Tennessee state line. SR 51 then terminates about 3-miles south at SR 52, an intersection with poor geometrics. Coordination with TDOT is on going.

Project Status. Mr. Springer briefly reviewed the meeting's agenda items and the main purpose for the meeting, which was to identify preliminary project issues/concerns and goals. He continued the meeting using handouts and a power-point presentation. The project's study area was reviewed, and the project's scope of work. The scope of work includes assessing existing conditions, several public involvement events/opportunities, an alternatives analysis, and documentation of the study. Baseline studies for geotechnical information, historic cultural resources, and terrestrial and aquatic ecological resources are in progress, and expected to be completed soon. He reviewed a timeline schedule of completed events, and pending events with tentative dates.

Other Projects. Mr. Springer reviewed the major regional roads, and other KYTC regional projects in the KY 163 corridor either completed, scheduled, or under study. Also discussed were travel patterns and traffic flows on the regional roadways, including traffic entering/exiting Tennessee via KY 163. Implementation and completion of KYTC regional projects could have important affects on future traffic flow patterns in the region, especially along KY 163.

Existing Roadway Conditions. Mr. Crawford reviewed the existing conditions in the study area using two tables listing relevant HIS data (*i.e.*, roadway classifications, weight class, number of lanes, lane and shoulder widths, speed limits, passing sight distance, and existing traffic volumes). Even though KY 163 is posted with a 55-mph speed limit, several reduced speed curves, restricted visibility, and virtually zero passing sight distance frequency reduces travel speed, except for the passing/truck climbing lanes in a few limited locations. He presented the team members with a photo tour of KY 163, beginning from near the northern terminus and continuing into Tennessee to the SR 51/SR 52 intersection at Moss. Example photos included typical KY 163 sections of sharp curves, steep inclines, restricted visibility, improved passing lane sections, and poor intersection geometrics.

TDOT Coordination. Mr. Moore discussed KYTC efforts to coordinate with TDOT and keep them advised of KYTC efforts in the area. TDOT representatives contacted seem interested and KYTC will continue their efforts to keep TDOT informed and include them in relevant KY 163 south planning efforts.

Project Issues and Goals. Mr. Springer lead the discussion concerning identifying the project's preliminary issues, concerns, and goals. He used a post-it note exercise to survey the project team, asking each team member to submit their KY 163 issues and concerns, writing one issue/concern per post-it page. The pages were collected, sorted, and grouped together into similar issues/concerns. The results of the issues/concerns survey are as follows and generally ordered according to frequency mentioned:

- safety
- correct geometric deficiencies
- regional connectivity
- passing opportunities
- community impacts
- economic development

Team members had no disagreements with this list. Issues and concerns associated with improving safety along KY 163 was the overwhelming main concern. Closely associated with it was improving roadway geometrics, primarily because improving one would automatically improve the other. The team was in agreement that improving safety and/or geometrics on KY 163 would also improve the regional connectivity and offer potential economic development benefits for the county.

Improvement Considerations. Mr. Springer led a discussion concerning the range of improvement opportunities and alternatives to develop and consider along KY 163. Essentially, the full range of improvement options are to be considered, including the no-build alternative, spot improvements, "fill-in-the-gap" improvements, overall reconstruction, and reconstruction on new alignment.

Other relevant considerations of any KY 163 improvements included items and potential events outside the study area. Currently, there are state and USACE concerns about Wolf Creek Dam's structural integrity on the Cumberland River at Lake Cumberland. Should an emergency situation develop, then

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KY 163 could become a designated emergency evacuation route for downstream communities. Funding for this alternatives study was through a state legislative initiative, with the guidance that any KY 163 south improvements be compatible with any TDOT improvements to SR 51. The project team needs to be cognizant that KY 163 improvements could have unintended impacts to connected Tennessee roadways. KY 163 improvements are intended to improve Tompkinsville's northern connections into Kentucky, and also south into Tennessee. These improvements could attract more traffic, of which heavy trucks could be of particular concern. If KY 163 improvements accommodate the larger and heavier tractor-trailer rigs, then those same trucks would be potentially overweight and illegally traveling on Tennessee roads. This consideration generated a discussion of qualification criteria for the National Truck Network.

Public Involvement. Public involvement meetings are scheduled in Tompkinsville with the elected officials (morning session) and the Chamber of Commerce Transportation Committee (afternoon session) on March 29, 2007; and the first public information meeting on April 17, 2007 at the Tompkinsville Elementary School. Resource agency coordination is tentatively planned to be initiated after the March 29 meetings, when the environmental base studies are anticipated to be completed and an environmental overview exhibit prepared. For the public involvement meetings, it was decided to use a "blank map" aerial photo exhibit of the study area upon which local officials, the Transportation Committee, and the public could mark and write on, indicating their ideas, concerns, and preferences. The power-point slide used in today's meeting illustrating traffic flow patterns on regional roadways was considered a good exhibit and should be used in the pending public involvement meetings. To encourage public involvement input, identify their concerns, and create a sense of project ownership, two questions need to be asked of everyone:

1. Why is improving KY 163 south of Tompkinsville an important project?
2. Where should it be improved?

Follow-up and Next Steps.

KYTC will continue coordination efforts with TDOT to keep them informed.

Qk4 will prepare the exhibits for the upcoming public involvement meetings. Indicate on the exhibits the Tompkinsville Bypass' southern terminus/connection to KY 163.

Following the first round of public involvement meetings, Qk4 will develop KY 163 improvement opportunities for the project team to consider at a date to be determined, probably in July. Qk4 will continue documenting the existing conditions and baseline studies.

The meeting adjourned at approximately 3:00 p.m.

END OF MINUTES

attachment: agenda

Agenda

KY-163 South of Tompkinsville Item No.: 3-8310.00 Alternatives Study Project Team Meeting No. 1

Date: March 15, 2007
Time: 1:30 P.M., CDT
Location: KYTC District 3, Bowling Green, KY

1. Introductions
2. Status of Study
 - a. Study Area
 - b. Scope of Work
 - c. Schedule
3. Other Projects in the Area
 - a. Tompkinsville Bypass, 3-7020.01
 - b. KY 163, Tompkinsville to KY 90, 3-276.00
 - c. KY 90 Pre-Design Scoping Study, 8-136.00 and 112.00
 - d. KY 163 Scoping Study, KY 90 North to Nunn Parkway, 3-129.00
4. Existing Conditions
 - a. Photo Tour of Corridor
 - b. Review Environmental Footprint
 - c. Review Traffic, Crash, and HIS Information
5. TDOT Coordination
6. Discuss Project Goals and Issues
7. Discuss Alternative Concepts
 - a. Near-Term and Long-Term
8. Next Steps
 - a. Elected Official / Chamber Committee Mtg. March 29, 2007
 - b. Public Informational Meeting, April 17, 2007
 - c. Agency Coordination



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MEETING MINUTES

Project: KY 163 south, Alternatives Study
Item Number 03-8310.00
Purpose: Project Team Meeting #2
Place: Bowling Green, Kentucky, D3 Conference Room
Meeting Date: July 25, 2007 10:00 a.m. CST
Prepared By: Tom Springer
In Attendance:

Jeff Moore	KYTC, D3, Planning
Misti Wilson	KYTC, D3, Planning
Deneatra Hack	KYTC, D3, Planning
Steve James	KYTC, D3, Preconstruction
Scott Pedigo	KYTC, D3, Traffic
Keirsten Jagers	KYTC, D3, PIO
Andy Stewart	KYTC, D3, Design
Renee Slaughter	KYTC, D3, Environmental
Scott Schurman	KYTC, CO DEA
Jim Simpson	KYTC, CO Design
Thomas Witt	KYTC, CO Planning
David Martin	KYTC, CO Planning
Amy Scott	Barren River ADD
Ashley Lawrence	Barren River ADD
David Smith	Qk4
Andy Gilley	Qk4
Tom Springer	Qk4

Mr. Jeff Moore welcomed everyone to the meeting. Following introductions, Mr. Springer reviewed the meeting objective, which is to review past activities, present new information on the existing conditions and the build alternatives, and prepare for the next round of public involvement meetings.

Project Status. On March 29, 2007 the first Elected Officials and first Stakeholder Meetings were held in Tompkinsville. On April 17, 2007 the first public informational meeting was held. Since these meetings, Qk4 has obtained and summarized both the public and resource agency comments, traffic and crash data, prepared an environmental overview, and developed various preliminary alternatives.

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Project Goals. Based on information received at the first Project Team, Elected Officials, Stakeholders, and Public Meetings, the overriding project goal is improvement of safety throughout the corridor.

Public Meeting Summary. At the April 17, 2007 Public Informational Meeting 41 citizens signed in. Fifteen comments were received. Most answered the question, “how often do you travel the roadway” with “daily.” The top priorities were sharp curves and large trucks. The top objective was to improve safety, especially at sharp curves. The top places to avoid were homes and cemeteries. The top identified option was a new corridor.

Environmental Overview. The following summary of the environmental resources in the area was presented.

- Historic Sites:
 - Potential Hestand Historic District, which includes one house currently listed on the National Register and four other sites that are potentially eligible.
 - Site B, Baxter Barlow House, near the proposed Tompkinsville Bypass, on the west side of KY 163
 - Site G, Dwelling at the southwest corner of Mt. Poland Road and KY 163
 - Site M, General Emmert Places (1840's settlement), located west of KY 163 on Hammer Spur Road, in the western portion of the study area.
- Archaeology:
 - There are 8 known cemeteries in the study area
 - The area has a moderate to high probability for historic and prehistoric resources
- Aquatic / Terrestrial:
 - Indiana bat and gray bats, and three mussels are listed for the area. There is no habitat for the mussels.
 - Jurisdictional wetlands and streams are in the area, impacts to each have been minimized and avoided with the proposed alternatives.
- Geotechnical research identified karst features, including sinkholes and one cave. The cave has been avoided and impacts to the sinkholes have been minimized and avoided where possible.
- Environmental Justice and HAZMAT investigations identified no areas of concern. The trailers near the southern lumber mill are currently vacant.

Resource Agency Coordination. It was noted that responses were received from 23 agencies, and the key comments include the following:

- Natural Resource Conservation Service noted that future coordination required with District Conservationists would be required
- KDFWR noted that the Indiana bat and gray bat are listed in the area, and that the project could have an impact on wetland habitats.
- KYTC Permits requested that a partially-controlled access be provided for the Bypass
- KGS noted several karst features, but no landside or earthquake concerns

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- KY DWM noted several dump sites that have been cleaned, and that no open dumps are currently known to occur in the area

Crash Data. Mr. Springer noted that the crash data identified no high crash areas, but that public comments identified many. Local crash data was gathered, but that still identified no high crash areas. Comments from the citizens at the public meeting identified five high-crash areas: Marshall Curve just north of KY 3144 and the lumber mill in the north, Reed Ford Road / End of the 4-lane passing lane section of KY 163, the Hestand area, and the curves in the southern portion of the project area. Deneatra Hack and Misti Wilson reported that they met with the Monroe County Sheriff's Office and have verified that the crash data is reliable, at least for 2005 and 2006.

Traffic Data. The following traffic data was presented:

Road	MP	2006 ADT	2006 LOS	2030 ADT	2030 No Build LOS	2030 Rebuild LOS
KY 163	0 – 3.2	1,470	C	2,400	C	B
KY 163	3.2 – 6.8	2,380	C	3,800	C	B
KY 163	6.8 – 8.5	3,190	C	5,100	C	C
New Alignment:		1,080	A	1,720	A	
Residual Traffic:						
KY 163	0 – 3.2	490	B	680	B	
KY 163	3.2 – 6.8	1,300	C	2,080	C	

Key points noted during the discussion of this data include the fact that both the existing and future No Build LOS is C. The LOS is less than B because of the lack of passing opportunities, not traffic volumes. To rebuild the existing road, or to build a new cross-country alignment, the resulting LOS on KY 163 would be B/C.

Regarding traffic volumes, it was noted that between 30% in the south and 55% in the north of traffic would remain on the existing alignment of KY 163. Mr. Springer explained that the methodology for projecting the residual traffic was based on a combination of traffic volumes on KY 216 and the forecasted traffic from the ITE Trip Generation manual for the lumber mills, one restaurant, and each residence currently along KY 163.

Existing Roadway Alignment. The existing horizontal and vertical alignment deficiencies of KY 163 were described. Although most of the corridor is signed for 55 MPH, less than 10 percent of the corridor meets both the vertical or horizontal design criteria for that speed. Qk4 also examined the road for 45 MPH design criteria and still found that less than 15 percent of KY 163 met that design criteria. The five high-crash areas were then overlaid onto the deficiency data, which illustrated that, with the exception of the area near the northern lumber mill, the high-crash areas were indeed in areas with both substandard horizontal and vertical geometrics.

Proposed Typical Section. Any proposed reconstruction would be a rural typical section with two 12-foot travel lanes and eight-foot shoulders. The design criteria used was a 55 MPH design speed for a Rural Collector. This typical section matches that for the Tompkinsville Bypass and the reconstruction

of KY 163 North of Tompkinsville. The right-of-way impacts could range from 100 feet wide in flat terrain to 250 or more feet wide in hilly terrain.

Build Alternatives. Mr. Gilley led the team in a discussion of the alternative concepts, which include spots, combinations of spots, and cross-country corridor options. The cost estimates were based on the Tompkinsville Bypass estimates and the reconstruction of KY 163 North bid prices and include design, right-of-way, utilities, and construction. It was requested that the construction cost estimates be increased by 5 percent because of the increases in gas and oil prices. This is based on recent bid and construction cost estimates. The costs indicated below do not reflect this increase.

- Spot improvements consist of small sections of KY 163 where a reconstructed curve could be tied back into the existing alignment in the shortest distance possible. Given the hilly and curvy alignment, some spot improvement options are considerably longer than others. In all, eight spots were identified where relatively short improvement could be implemented. Two new spots were identified during the meeting (S1 and S3, below). Consequently, the other spots have been renumbered to keep a sequential north to south numbering, as follows:
 - S1, from the Tompkinsville Bypass north to correct a curve and provide an improved connection to the town center of Tompkinsville. This option was identified during the meeting by the Project Team. S1 is 0.6-mile long and would cost approximately \$2.3 million.
 - S2 (formerly S1): Marshall curve, just south of the proposed bypass. This sharp curve could be fixed by the realignment of KY 163 to the east. Two options were identified; they range from 0.7 to 0.9-mile and \$2.7 to \$3.5 million.
 - S3, at the northern lumber mill. This spot was identified during the meeting. It is about 150 feet long and would require no reconstruction. Rather it would require coordination with the lumber mill to implement safety improvements.
 - S4 (formerly S2): Northern curve in the southern passing lanes, at Rush Pt. School Road. This spot is approximately 0.3-mile in length and would cost approximately \$1.0 million.
 - S5 (formerly S3): Hestand Area. Two general options exist—to bypass Hestand to the west or east. The west option is 1.3 miles in length and would cost \$5.3 million. There are two alignments for the east option, ranging from 0.75 to 0.83 mile and \$3.0 to \$3.4 million.
 - S6 (formerly S4): Ned Jackson Road Curve. This spot is a distance of 0.3-mile and would cost of \$1.0 million.
 - S7 through S9 (formerly S5 through S7): A series of spots improvements through the curvy and hilly area in the south. There are three options for Spot 7, two for Spot 8, and one for Spot 9, ranging from 0.4 to 0.7-mile in length and \$1.4 to \$2.7 million.
- Combination of Spots (CS) are longer sections that are basically the extension of several spots. Two such alternatives were consider, both in the southern portions of the study area.
 - CS1 is comprised of Spots 5 and 6 (the Hestand Bypass and Ned Jackson Road curve). It ranges in length from 1.8 to 2.0 miles and costs from \$7.4 to \$8.3 million.

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- CS2 is comprised of Spots 7, 8, and 9. It ranges in length from 1.6 to 1.8 miles and costs from \$6.6 to \$7.4 million.
- New cross-country corridor alignments include two different concepts with three variations each. Both concepts start near the Tennessee state line but differ by the location of the northern termini. NC1 ends at the Tompkinsville bypass and NC2 ends further to the south, between Henson Road and Grissom Road.
 - NC1 would be 5-miles in length and cost approximately \$21 to \$22 million
 - NC2 would be 3.8 to 4.1 miles in length and cost some \$16.7 to \$17.8 million

The Project Team does not favor a cross-country corridor because it would not attract enough traffic to justify the cost. Further, it would not address the main goal of safety because much of the traffic would remain on the substandard existing road. It was noted that if a new route were built, it would become the new KY 163 and the county would be requested to take over the maintenance of the existing KY 163. The transfer of the remaining segments of KY 163 into the County Road System would be difficult to execute.

It was decided that the facts, without a recommendation on advancement, will be presented to the Elected Officials and Stakeholders and the public. It will be noted that it will be difficult for a new alignment to compete for limited funding because of the costs and relatively low traffic volumes.

A matrix of these alternatives including the length, costs, number of relocations, number of sinkhole impacts, and number of streams crossed was included in the handouts.

Follow-up and Next Steps.

September 6, 2007 will be the second Elected Officials and Stakeholders meeting. This meeting will be combined, unlike last time for which they were separate. At this meeting and the next Public Meeting the preliminary alignments will not be presented. The spot improvements and the combination spot improvements will be represented on the displays with wide bands identifying only the general area of the spot or combination.

September 13, 2007 will be the second public meeting. The location of this meeting will be at a church along the corridor, rather than the elementary school.

The next Project Team Meeting has been tentatively scheduled for October 16 at 9:30 at District 3.

No further Resource Agency Coordination will be conducted.

The meeting adjourned at approximately 12:00 p.m.

END OF MINUTES

Attachment: Agenda

Agenda

KY-163 South of Tompkinsville Item No.: 3-8310.00 Alternatives Study Project Team Meeting No. 2

Date: July 25, 2007

Time: 10:00 A.M., CDT

Location: KYTC District 3, Bowling Green, KY

Meeting Objective: To review existing conditions and build alternatives for the next round of public involvement

1. Status of Study
 - a. Study Area
 - b. Project Goals
2. Existing Conditions
 - a. Typical Sections / Photos
 - b. Public Involvement Summary
 - i. Elected Officials / Stakeholder Meeting, March 29, 2007
 - ii. Public Informational Meeting, April 17, 2007
 - c. Environmental Overview / Footprint
 - d. 1st Resource Agency Coordination
 - e. Traffic and Crash Information
 - f. Existing Horizontal and Vertical Deficiencies
3. Build Alternative Concepts
 - a. Typical Section
 - b. Design Criteria
 - c. Spot Improvements
 - d. Composite of Spot Improvements
 - e. New Corridor Options
4. Next Steps
 - a. Address Comments from Today
 - b. Resource Agency Coordination #2
 - c. Elected Official / Stakeholders Committee Mtg. #2
 - d. Public Informational Meeting #2
 - e. Project Team Meeting #3
 - f. Draft Report



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MEETING MINUTES

Project: KY 163 South of Tompkinsville, Monroe County
Item No: 3-8310.00

Purpose: Project Team Meeting #3

Place: District-3, Bowling Green, Kentucky

Meeting Date: October 16, 2007

Prepared By: Tom H. Springer

In Attendance:

Jeff Moore	KYTC, District 3, Planning
Misti Wilson	KYTC, District 3, Planning
Deneatra Hack	KYTC, District 3, Planning
Scott Pedigo	KYTC, District 3, Traffic
Scott Schurman	KYTC, CO, DEA
Andy Stewart	KYTC, District 3, Design
Steve James	KYTC, District 3, Preconstruction
Amy Scott	Barren River ADD
Thomas Witt	KYTC, CO, Planning
David Martin	KYTC, CO, Planning
Tom Springer	Qk4

Following introductions, Tom Springer facilitated the meeting by first identifying the objective of the meeting, which is to review public comments and make recommendations for the planning study. He then described the handouts, which included an agenda, minutes from the previous Project Team Meeting and Stakeholders Meeting, a 3D map with the spot improvements, a summary of the public comments from the September 13, 2007 public meeting, traffic data, a matrix of the alternatives and their impacts, and a working document matrix that illustrates a quantitative analysis and preliminary ranking of the alternatives.

The PowerPoint presentation included a map of the study area, the schedule, a summary of the comments received at the public meeting, the project goals, high crash spots, geometric deficiencies, and the three alternative concepts: a new corridor, spot improvements, and combinations of spots.

The majority of the meeting focused around the recommendations in the final plan, which included identifying options, in the following order, as: 1) recommended not to be carried forward, 2) recommended to be identified as a maintenance or operations project, or 3) reconstruction projects recommended to be carried forward.

Options Recommended Not To Be Carried Forward

The project team first identified the following alternatives not to be advanced for the following reasons:

- New Corridor 1 and 2 (NC 1 and NC 2) would result in a notable amount of residual traffic on the current alignment of KY 163 that would still have to negotiate the substandard conditions; therefore, neither of these options would address the goal of safety. If a new corridor were built, the reconstruction of some of the substandard curves and hills would still need to be completed to address safety, which would increase the cost of this option. Further, if a new corridor were built, the cost to maintain the existing alignment of KY 163 would still exist. It was requested that the maintenance costs be included in the planning study. Another long-term cost associated with this project would be the improvement of rural county roads that would intersect a new corridor. Despite the fact that this option was the most desired as indicated by the eleven comments received from the public meeting, the facts stated above still deter this option from being recommended.
- Spots 7, 8, and 9 (the southernmost spots) are not recommended because individually neither would fully address the project goal of safety; rather, they are replaced with the advancement of Combined Spot 2 (CS 2).
- Spot 5, Spot 6, and Combined Spot 1 (CS 1) West are not recommended because as isolated projects neither would address the goal of safety. Rather, these were replaced with the advancement of CS 1 East.

Options Recommended To Be Identified As Maintenance Or Operations Projects

- One option, Spot 4, was recommended to be removed from the list of reconstruction options and identified as a Maintenance or Operations project, since the approach to address this spot would include coordination with the lumber mill and the improvement of access and clear zones along this 3-lane section of KY 163. Therefore, this alternative will be advanced, but not included or prioritized with the other reconstruction projects.

Reconstruction Projects Recommended To Be Carried Forward

The project team discussed the remaining alternative options and prioritized them as follows:

1. Spot 2 (Marshall Curve) was identified as the top priority because this is a long-known safety problem and high crash area, with a substantial amount of traffic. Of the comments received, this spot was identified on 7 comment forms as the top priority. The remainder of the spots received either 0, 1, or 2 top rankings.
2. Spot 1 (north of the Bypass) was identified as the second priority mainly because of the high volume of traffic using this section as well as the safety problems with the substandard curves. The traffic volume through this spot is anticipated to increase after the bypass is constructed.
3. CS 1 East was identified as the third priority because it would address the safety concerns in Hestand and serve a higher traffic volume than CS 2 to the south. The option would remove much of the traffic from the substandard KY 163/KY 216 intersection, thereby improving the safety of that area.

4. CS 2 was identified as the fourth priority because it would serve less traffic than Spots 1, 2, or CS 1, but still address the safety project in the south, just north of the Tennessee state line.
5. Spot 3 (KY 163/KY 3144 intersection) was identified as the fifth priority because it is anticipated that much of the traffic using KY 3144 would use the Bypass, once it is reconstruction, rather than the existing KY 163/KY 3144 intersection.

Other Comments

- It was requested that the cost estimates include a 10 percent increase in construction costs to account for recent increases on other construction projects.
- KYTC will provide Qk4 with average maintenance costs per mile per year for KY 163 south.

End of Minutes

cc: attendants

Agenda

KY-163 South of Tompkinsville Item No.: 3-8310.00 Alternatives Study Project Team Meeting No. 3

Date: October 16, 2007

Time: 9:30 A.M., CDT

Location: KYTC District 3, Bowling Green, KY

Meeting Objective: To review public comments and make recommendations

1. Status of Study
 - a. Project Schedule
 - b. Project Goals
2. September 16, 2007 Public Meeting Summary
3. Build Alternative Concepts
 - a. Typical Section
 - b. Spot Improvements
 - c. Composite of Spot Improvements
 - d. New Corridor Options
4. Next Steps
 - a. Draft Report

List of Handouts

1. Agenda
2. Project Concerns and Issues
3. Meeting Minutes
 - a. Project Team
 - b. Elected Officials Meeting
 - c. Stakeholders Meeting
4. Public Meeting Summary
5. Traffic
 - a. Table
 - b. Map
6. Map of Existing Deficiencies at a 45 MPH Design Speed
7. Proposed Typical Section