



Architecture

Engineering

Construction

MEETING MINUTES

Project: KY 163 south, Alternatives Study
Item Number 03-8310.00
Purpose: Elected Officials Meeting #1
Place: Monroe County Economic Development Center, Tompkinsville, Kentucky
Meeting Date: March 29, 2007 10:00 a.m. CST
Prepared By: William Crawford
In Attendance: Wilbur Graves Judge Executive, Monroe County
Bev McClendon Mayor, Tompkinsville
Ken Bartley Monroe Co Economic Development Center
Bruce Siria KYTC, CO, Planning
Jeff Moore KYTC, D3, Planning
Misti Wilson KYTC, D3, Planning
Thomas Springer Qk4, Transportation Planner
William Crawford Qk4, Transportation Planner

Mr. Springer welcomed everyone to the meeting, made the introductions, and facilitated the elected officials meeting. The proposed project is an alternatives study examining feasible improvement opportunities/alternatives to improve KY 163 in Monroe County, beginning near 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.

Project Status. Mr. Springer briefly reviewed the meeting's agenda items and the purpose for the meeting, which was to familiarize and inform the elected officials of the study, and to identify their issues/concerns and goals for the study area. On the table in front of the attendees was a large-scale aerial photograph of the study area for reference and to write/mark on. 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. The study includes baseline studies for geotechnical information, historic cultural resources, and terrestrial and aquatic ecological resources. 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. TDOT information available through their website concerning SR 52/SR 52 was discussed. Travel patterns and traffic flows on the regional roadways, including traffic entering/exiting Tennessee via KY 163, was addressed and presented graphically. Implementation and completion of KYTC regional projects could have important affects on future traffic flow patterns in the region, especially along KY 163.

Meeting Minutes

March 29, 2007

Page 2

Existing Conditions. Mr. Crawford reviewed the existing conditions using two tables and a photo tour of the KY 163 south study area, beginning from near the northern terminus and continuing into Tennessee to the SR 51/SR 52 intersection at Moss. The two tables listed relevant highway information system 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. Example photos included typical KY 163 sections of sharp curves, steep inclines, restricted visibility, improved passing lane sections, and poor intersection geometrics. The photos generated an informative discussion of KY 163 issues, concerns, and problems at the sites presented, as well as identifying other locations along KY 163. The comments were recorded on post-it notes and attached to the aerial map exhibit at the appropriate locations. There was consensus that numerous crashes occur along KY 163 south, even some fatalities. However, apparently most crashes are not reported and, consequently, the KYTC database may present an inaccurate safety record. Other comments expressed of particular note were:

Mayor McClendon:

- Expressed serious concerns of potential impacts to the City of Tompkinsville if the Tompkinsville Bypass were implemented. Overall, he is supportive of roadway improvements in Monroe County. However, if the Bypass were implemented, then Tompkinsville would have an old, inadequate, substandard section of KY 163 connecting the City to the Bypass's southern terminus. He was convinced drivers would use the Bypass rather than negotiate the unimproved KY 163 roadway into Tompkinsville, and, in effect, isolate Tompkinsville from the improved roadways, and encourage commercial development along the Bypass and its new intersections with KY 163. [KYTC D3 responded that the KY 163 roadway section should be added to the county's Unscheduled Projects List following the upcoming prioritization in May.]
- He noted that KY 163 is a designated scenic byway in honor of Cordell Hull, and connects national park lands.

Judge Executive Graves:

- Noted that an Amish Community is present in the vicinity of the KY 216 intersection, is well established, and growing. No one could recall any crash incidents or reported conflicts between Amish horse buggies and motor vehicles. Amish travel KY 163 to Tompkinsville and Celina, TN.
- Commented that near the lumber mills commercial tractor-trailer rigs sometimes block KY 163 perpendicularly, using the improved roadway [*i.e.*, the three lane section] to back the trailers into the mill yards for loading/unloading.

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 study efforts.

Project Issues and Goals. Mr. Springer and Mr. Moore facilitated the discussion identifying the project's issues, concerns, and goals among the elected officials. Post-it notes were used to record their KY 163 issues and concerns, writing one issue/concern per post-it page. The officials were asked two questions to generate discussion: "Why improve KY 163?" and "Where should improvements be made?" The results of the issues/concerns survey are as follows:

“Why improve KY 163 south?”:

- Safety — geometric deficiencies contribute significantly to a high crash rate.
- Economic Development — improved roadway(s) would encourage economic development in Tompkinsville/Monroe County.
- Connectivity — an improved roadway would make it more convenient to access other areas, especially other major highways. The improved access could encourage economic development.

The elected officials concurred with the above list of issues and concerns identified. Their primary concern focused on the economic health and development of the county/city. The list developed by the project team members was presented, and the issues/concerns corresponded favorably.

“Where should KY 163 improvements be made?”:

Everyone agreed numerous opportunities existed for improvements to KY 163 south, and most locations had already been identified/discussed during the photo tour.

The possibility of a “straight-line” alternative on new alignment was discussed. There are both advantages and disadvantages to using a new alignment. In some cases it can be the less expensive alternative, and least disruptive to the community, because of reduced cost associated with maintenance of traffic during construction, utility relocation, right-of-way acquisition, and other impacts. In the new alignment option, the “old road” would become the county’s maintenance responsibility. A reconstructed KY 163 on new alignment was favorably considered by the group.

Alternatives Concepts. 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 improvements are to be considered, including the no-build alternative, spot improvements, “fill-in-the-gap” improvements, overall reconstruction, and reconstruction on new alignment. Efforts to coordinate with TDOT will continue.

Next Steps. Mr. Springer reviewed the next steps in the study process, beginning with the Chamber of Commerce Transportation Committee meeting that afternoon, and the first public information meeting on April 17, 2007 at the Tompkinsville Elementary School. Resource agency coordination is planned to be initiated after the environmental base studies are completed and an environmental overview exhibit prepared. For the public involvement meetings, it was suggested the local newspaper run an ad announcing the meeting about two weeks prior to the meeting date, followed by an article about one week prior to the meeting to generate public interest and encourage attendance.

Following the first round of public meetings, preliminary KY 163 improvement opportunities and alternative designs will be developed and considered by the project team. Those improvements/alternatives selected to be carried forward will be presented at a second round of public involvement meetings (i.e., elected officials, stakeholders, and the general public).

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 Elected Officials Meeting No. 1

Date: March 29, 2007

Time: 10:00 A.M., CDT

**Location: Monroe County Economic Development Center
202 North Magnolia Street, Tompkinsville, 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 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. Public Informational Meeting, April 17, 2007 at Tompkinsville Elementary School
 - b. Agency Coordination
 - c. Design Alternatives



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MEETING MINUTES

Project: KY 163 south, Alternatives Study
Item Number 03-8310.00
Purpose: Stakeholders Meeting #1
Place: Monroe County Economic Development Center, Tompkinsville, Kentucky
Meeting Date: March 29, 2007 1:00 p.m. CST
Prepared By: William Crawford
In Attendance: Regina Holland Public Library
Marshall Hodges Tompkinsville Airport Development
Stanley D. Wood
Larry Moore Monroe Co Board of Education
Bruce Siria KYTC, CO, Planning
Jeff Moore KYTC, D3, Planning
Misti Wilson KYTC, D3, Planning
Thomas Springer Qk4, Transportation Planner
William Crawford Qk4, Transportation Planner

Mr. Springer welcomed everyone to the meeting and facilitated the stakeholders meeting, consisting of representatives from the Chamber of Commerce Transportation Committee. Mr. Springer asked everyone to introduce themselves. The proposed project is an alternatives study examining feasible improvement opportunities/alternatives to improve KY 163 in Monroe County, beginning near 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.

Project Status. Mr. Springer briefly reviewed the meeting's agenda items and the purpose for the meeting, which was to familiarize and inform the stakeholders of the study, and to identify their issues/concerns and goals for the study area. On the table in front of the attendees was a large-scale aerial photograph of the study area for reference and to write/mark on. 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. The study includes baseline studies for geotechnical information, historic cultural resources, and terrestrial and aquatic ecological resources. 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. TDOE information available through their website concerning SR 52/SR 52 was discussed. Travel patterns and traffic flows on the regional roadways, including traffic entering/exiting Tennessee via KY 163, was addressed and presented

graphically. Implementation and completion of KYTC regional projects could have important effects on future traffic flow patterns in the region, especially along KY 163.

Existing Conditions. Mr. Crawford reviewed the existing conditions using two tables and a photo tour of the KY 163 south study area, beginning from near the northern terminus and continuing into Tennessee to the SR 51/SR 52 intersection at Moss. The two tables listed relevant highway information system 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. Example photos included typical KY 163 sections of sharp curves, steep inclines, restricted visibility, improved passing lane sections, and poor intersection geometrics. The photos generated an informative discussion of KY 163 issues, concerns, and problems at the sites presented, as well as identifying other locations along KY 163. The comments were recorded on post-it notes and attached to the aerial map exhibit at the appropriate locations. There was consensus that numerous crashes occur along KY 163 south, even some fatalities. However, apparently most crashes are not reported and, consequently, the KYTC database may present an inaccurate safety record. Other comments expressed of particular note were:

- Mr. Hodges resides at the first curve along KY 163 in the study area's north. He recalled a large number of crashes at the site, and fatalities. The crashes included both passenger vehicles and large trucks. He noted the existing terrain creates a blind spot for drivers, and no warning signs advising reduced speed and/or curve ahead are posted. His recommendation was to re-align the road/curve to the west to smooth out the curve and improve visibility.
- Drivers on KY 3144 (Harlan Capp Road) have poor sight distances at the KY 163 intersection when attempting to enter KY 163.
- Large trucks frequently obstruct the entire roadway in the vicinity of the lumber mills, using the improved section (*i.e.*, three lanes) to maneuver their trucks and trailers.
- KY 216 intersection with KY 163 — located near the popular France's B-B-Q — is considered a dangerous location. The intersection occurs at an odd angle, essentially on a ridge top, resulting in a triangular intersection with restricted visibility to the south.
- No one could recall any crash incidents or reported conflicts between Amish horse buggies and motor vehicles. However, the Amish Community has been present for several years, is growing, and safety may become a concern in the future. [KYTC noted wider shoulders are commonly used to accommodate the horse buggies.]
- Ms. Holland recalled a near miss of a large truck at the SR 51/SR 52 intersection in Tennessee. [KY 163 changes to SR 51 at the state line.] This is also considered a very dangerous intersection, with the oblique angles and very restricted sight distances. KYTC noted the unconventional location of the yield sign for northbound SR 52 to SR 51 vehicles. It was generally believed its positioning was a safety decision, which allows southbound SR 52 to northbound SR 51 vehicles to clear the intersection and minimize conflicts on southbound SR 52 due to limited sight distances.
- KYTC D3 led a discussion concerning the unimproved KY 163 section located immediately north of the proposed Bypass and southern Tompkinsville. The stakeholders were in agreement this portion of KY 163 was also in need of improvement, and, if the Bypass were constructed, the need to improve this section of KY 163 would become more important. KYTC D3

responded that the roadway section should be added to the county's Unscheduled Projects List following the upcoming prioritization meeting in May.

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 and Mr. Moore facilitated the discussion identifying the project's issues, concerns, and goals among the stakeholders. Post-it notes were used to record their KY 163 issues and concerns, writing one issue/concern per post-it page. The stakeholders were asked two questions to generate discussion: "Why improve KY 163?" and "Where should improvements be made?" The results of the issues/concerns survey are as follows:

"Why improve KY 163 south?":

- Recruiting Industry — better highway access and improved roadways are needed to attract employers and make Tompkinsville/Monroe County economically competitive with other locations.
- Improve Safety — geometric deficiencies contribute significantly to a high crash rate.
- Relief of Truck Traffic — a large volume of truck traffic uses KY 163 as a "short-cut" between the major interstates, especially to/from eastern Tennessee. The large volume also deteriorates the road surface faster than normal. Some believed a 4-lane roadway is the ultimate solution.
- Passing Opportunities — existing conditions present few passing opportunities, especially when encountering agricultural traffic.

The stakeholders concurred with the above list of issues and concerns identified. Their primary concern focused on the economic health and development of the county/city. The list developed by the project team members was presented, and the lists corresponded favorably.

"Where should KY 163 improvements be made?":

Everyone agreed numerous opportunities existed for improvements to KY 163 south, and most locations had already been identified/discussed during the photo tour.

The possibility of a "straight-line" alternative on new alignment was discussed. There are both advantages and disadvantages to using a new alignment. In some cases it can be the less expensive alternative, and least disruptive to the community, because of reduced cost associated with maintenance of traffic during construction, utility relocation, right-of-way acquisition, and other impacts. In the new alignment option, the "old road" would become the county's maintenance responsibility. A reconstructed KY 163 on new alignment was favorably considered by the group.

Alternatives Concepts. 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 improvements are to be considered, including the no-build alternative, spot improvements, "fill-in-the-gap" improvements, overall reconstruction, and reconstruction on new alignment. Efforts to coordinate with TDOT will continue.

Meeting Minutes

March 29, 2007

Page 4

Next Steps. Mr. Springer reviewed the next steps in the study process, noting we had met with the elected officials that morning, and the first public information meeting is on April 17, 2007 at the Tompkinsville Elementary School. Resource agency coordination is planned to be initiated after the environmental base studies are completed and an environmental overview exhibit prepared. For the public involvement meetings, KYTC D3 suggested involving the public library and/or public school system through the KEEN program to generate public awareness and interest, and encourage attendance.

Following the first round of public meetings, preliminary KY 163 improvement opportunities and alternative designs will be developed and considered by the project team. Those improvements/alternatives selected to be carried forward will be presented at a second round of public involvement meetings (i.e., elected officials, stakeholders, and the general public).

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 Stakeholders Committee Meeting No. 1

Date: March 29, 2007
Time: 1:00 P.M., CDT
Location: Monroe County Economic Development Center
202 North Magnolia Street, Tompkinsville, 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
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 - b. Review Traffic, Crash, and HIS Information
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6. Discuss Project Goals and Issues
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 - a. Near-Term and Long-Term
8. Next Steps
 - a. Public Informational Meeting, April 17, 2007 at Tompkinsville Elementary School
 - b. Agency Coordination
 - c. Design Alternatives



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MEETING MINUTES

Project: KY 163 south, Alternatives Study
Item Number 03-8310.00
Purpose: Elected Officials and Stakeholders Meeting #2
Place: Monroe County Economic Development Center, Tompkinsville, Kentucky
Meeting Date: September 6, 2007 10:00 a.m. CST
Prepared By: Tom Springer
In Attendance:

Wilbur Graves	Judge Executive, Monroe County
Bev McClendon	Mayor, Tompkinsville
Steven H. Carter	City Commissioner, Tompkinsville
Ken Bartley	Monroe Co Economic Development Center
Kenny Reynolds	Scotty's
Greg Wilson	Judge Executive, Metcalfe County
Amy Scott	Barren River Area Development District
David Martin	KYTC, CO, Planning
Thomas Witt	KYTC, CO, Planning
Shailen Bhatt	KYTC, D3, Deputy Executive Director
Jeff Moore	KYTC, D3, Planning
Misti Wilson	KYTC, D3, Planning
Deneatra Hack	KYTC, D3, Planning
Andy Gilley	Qk4, Transportation Engineer
Tom Springer	Qk4, Transportation Planner

Mr. Moore welcomed everyone to the meeting, and then Mr. Springer facilitated the meeting, beginning with introductions. The objective of the meeting was to 1) review the environmental overview, high crash areas data, and project goals; 2) discuss roadway deficiencies and the proposed set of alternative concepts; and 3) prepare for the September 13, 2007 public hearing.

On the table in front of the attendees were aerial photographs of the study area with the proposed alternatives highlighted.

Environmental Overview. The most notable elements from the environmental overview were the historic sites, including a potential historic district in Hestand, cemeteries, and karst features.

Meeting Minutes

Elected Officials Meeting Minutes #2

September 6, 2007

Page 2

High Crash Areas. Crash data does not reflect any high crash areas, however, consistent public comments including those from eye-witnesses and first-hand knowledge identified six high crash areas along the corridor: Marshall Curve in the northern end of the project area, the northern lumber mill, the end of the 4-Lane Section at Reed-Ford Road, the Hestand/KY 216 area, a curve near Ned Jackson Road, and the curves north of Tennessee.

Roadway Deficiencies. Roadway deficiencies were described to the attendees as sections of the road that do not meet a 45-MPH design speed, either horizontally or vertically. This information was then superimposed with the high-crash areas that public identified. The results were that the public-identified high crash areas, with one exception, did indeed occur at areas with both horizontal and vertical deficiencies. The one exception is at the northern lumber mill. The crashes in this area are due more to obstacles and distraction from the lumber mill, and drivers accelerating to take advantage of the first passing opportunity for some distance.

Alternative Concepts. The assumptions that went into the alternative concepts were explained and include a 55-MPH design speed for a rural collector road, with two 12-foot travel lanes and 8-foot shoulders. Passing lanes could be considered as appropriate. There are three general types of alternative concepts: spot improvements (S), combinations of spots (CS), and a new corridor (NC).

- 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, nine spots were identified where relatively short improvement could be implemented, 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: 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 is about 150 feet long and would require no reconstruction. Rather it would require coordination with the lumber mill to implement safety improvements.
 - S4: 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: 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: Ned Jackson Road Curve. This spot is a distance of 0.3-mile and would cost of \$1.0 million.

Meeting Minutes

Elected Officials Meeting Minutes #2

September 6, 2007

Page 3

- 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.
- Combinations 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.
 - 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 Hensen Road and Grisson 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

It was noted that the new corridor/cross-country alignment would take many years of effort to be funded for several reasons: one is that it would only attract between 2/3rds and 1/2 of the traffic from KY 163, thereby leaving that road and the substandard conditions in place. Also The crash data would not support the \$17 to \$22 million dollar investment. Likewise, 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 but the Kentucky Transportation Cabinet would likely have to keep ownership and maintenance of the existing road because of the high volume of traffic on it. That would also deter the Cabinet from choosing to implement a new corridor options.

However, the new corridor alignment would be presented to the public, and its merits would be included in the plan.

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.

Comments.

Following the presentation, an open conversations was held about the various options, namely about the pros and cons of a proposed new alignment. In general, those in attendance understood the disadvantages of a new corridor option, and that such disadvantages could delay any improvements to the existing corridor.

A considerable amount of discussion focused on the high percentage of truck traffic, and where it originates. This is a top concern, and it is felt that any improvements to KY 163 would attract more truck traffic from Tennessee.

Meeting Minutes

Elected Officials Meeting Minutes #2

September 6, 2007

Page 4

Mr. Moore explained that improvements to Marshall Curve and a separate improvement to add a left-turn lane at the elementary school were included in the unscheduled needs list, and identified as regional priorities.

At the end of the meeting, each attendee was asked to complete the survey form that will be used at the upcoming public meeting. Of the four forms received, two identified spot improvements as the number one alternative, one identified combinations as number one, and one identified a new corridor as number one. When asked which spots were the top priority, one identified Marshall Curve, one identified the curve north of the bypass, and one identified the Hestand Area.

Follow-up and Next Steps.

September 13, 2007 will be the second public meeting. The location of this meeting will be at the Germany Church of Christ in Hestand.

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

END OF MINUTES

Attachment: Agenda

Agenda

KY 163 South of Tompkinsville

Item # 3-8310.00

Alternatives Study

Elected Official and Stakeholder Meeting # 2

Date: September 6, 2007

Time: 10:00 a.m.

Location: Monroe County Economic Development Center, Tompkinsville, KY

Meeting Objective: to review existing conditions, discuss improvement options, and prepare for upcoming Public Meeting.

- 1) Introductions
- 2) Status of Study
 - a) Study Area
 - b) Schedule
 - c) Public Involvement Summary
 - i) Public Informational Meeting, April 17, 2007
 - ii) Elected Officials / Stakeholder Meeting, March 29, 2007
- 3) Environmental Overview / Footprint
- 4) Project Goals
- 5) Crash Data
 - a) High Crash Areas
 - b) Design Deficiencies
- 6) Traffic and LOS Data
- 7) Build Alternative Concepts
 - a) Typical Section
 - b) Spot Improvements
 - c) Combination of Spot Improvements
 - d) New Corridor Options
- 8) Next Steps
 - a) Public Meeting #2, September 13, 2007 at Germany Church of Christ in Hestand

