

Summary of Comment Forms

Public Information Meeting

KY 163 Improvements South of Tompkinsville

Monroe County
KYTC Item No. 3-8310

Tompkinsville Elementary School, April 17, 2007

The first public information meeting was conducted to (1) inform the public of the alternatives planning study examining possible improvement opportunities to KY 163 south from near the Jane-Yokley Cemetery Road to the Kentucky-Tennessee state line; and (2) to receive their input/comments concerning the need for KY 163 improvements, their transportation concerns, problems to correct, issues to consider, and potential constraints. Citizens were provided a handout consisting of: a comment form to submit; an aerial photograph of the project study area to retain and or indicate their concerns/recommendations on; and the KYTC points of contact for additional information. No improvement alternatives were presented.

A staffed information table with a sign-in sheet was present at the entrance, and numbered handout/comment forms distributed to attendees. The meeting was conducted from 4:00-7:00 pm, CST, with about a 20-minute formal presentation at 4:30 pm followed by an open house type format. No formal oral comments were recorded or documented. Several tables were prepared with large-scale aerial photograph exhibits of the study area to generate discussion, and for attendees (and KYTC staff) to write or mark on to indicate their areas of concern, preferences, and recommendations. Inserted on the study area aerial maps were example photos of actual KY 163 typical sections of sharp curves, steep inclines, restricted visibility, improved passing lane sections, and poor intersection geometrics. Other exhibits were available on easels, and included: topographical map of the study area, a smaller scale aerial photo with the study area highlighted, and existing traffic volumes. Eight staff members from KYTC and Qk4 were available and stationed at each table to answer questions, elicit comments/discussion, and encourage citizens to annotate on the maps critical areas, sensitive areas, problem locations, and any recommended improvements to the existing roadway.

All attendees were asked to complete a comment form and either submit it at the meeting, or return it in the postage-paid envelop provided. Forty-one (41) people attended the meeting and signed the sign-in sheet. Fourteen (14) pre-printed comment forms were returned (representing 16 people), and one (1) email to the KYTC Central Office, expressing opinions and concerns. Summaries and representative statements of the comments received are presented below, with the number of times the same comment was stated indicated. Text in brackets was inserted for clarity.

1) What transportation problems exist on KY 163 south that should be addressed? (Check all that apply.)

- | | | |
|-----------------------------|--------------------|-----------------------------------|
| 0 No Problems | 4 Steep Grades | 8 Narrow Shoulders |
| 2 Low Travel Speed | 10 Safety | 13 Large Trucks |
| 5 Speeding Vehicles | 11 Poor Visibility | 0 Stopped or Broken Down Vehicles |
| 8 Few Passing Opportunities | 7 Narrow Lanes | 3 Congestion (too much traffic) |
| 13 Sharp Curves | | 1 Other (explain):
Noise |

Please explain and/or mark location(s) on the map:

- Side/cross roads intersecting with KY 163 need warning signs to alert drivers to stop, or the road ends (if a T-intersection). Warning signs needed on: Hestand-Chestnut Grove Road, Denton-Murphy Lane, and Beech-Grove-Bolfs Road.
- Some locations along KY 163 need guardrails. Indicated on map east side of KY 163 opposite Beech-Grove-Bolfs Road intersection.
- Need a new road on new alignment, from vicinity new Tompkinsville Bypass directly to KY 163 at the Tennessee state line. (4x)
- Blind spots on KY 163, especially when entering KY 163 from direct access driveways.
- KY 163/KY 216 intersection (Vernon Road, vicinity Francis B-B-Q) is very unsafe. KY 216 drivers frequently fail to stop, or yield the right of way.
- Marshall curve [*i.e.*, first curve south of Jane Yokely Cemetery Road] is very dangerous with “several bad [crashes] and some deaths.”
- Marshall curve has poor visibility.
- “Germany Church curve is very dangerous.” [*i.e.*, vicinity Hestand-Chestnut Grove Road]
- “A lot of loaded trucks on this road.” (2x)
- “Very sharp curves with poor visibility.”
- “Many accidents and fatalities due to” [the large truck traffic volume, sharp curves, and limited/restricted sight distances].
- KY 163 curve south of Reed Ford Road is very dangerous in the winter [standing water freezes], and has poor visibility all year long.
- Truck traffic, especially in the vicinity of the saw/pallet mills.
- Heavy traffic “takes several minutes to even pull out of my driveway.”
- Speeding vehicles on KY 163 north of Henson Road [*i.e.*, three-lane section between the saw/pallet mills, north of Moore’s Mill site]. “Several auto wrecks. Our barn is ran through at least once a year.”

2) How often do you use KY 163 south now? (Check one.)

- | | | | |
|----|---------------------|---|---------------------|
| 13 | Daily | 0 | 3-4 times per month |
| 0 | 1-2 times per week | 0 | Never |
| 1 | 3-4 times per week | 0 | Other |
| 1 | 1-2 times per month | | |

3) If you use KY 163 south, what is the primary purpose of your trips? (Check one.)

[Note: Many people checked multiple boxes, apparently checking “all that apply” to their KY 163 use.]

- | | | | |
|---|-------------------------------|---|-------------------------|
| 5 | Go to place of work | 5 | Go shopping |
| 4 | Conduct work-related business | 3 | Take trips or vacations |
| 3 | Conduct personal business | 7 | Visit friends or family |
| 3 | Go to, or take kids to school | 1 | Other (please explain): |
| 6 | Go shopping | | church services |

4) Are there sensitive areas that should be considered if a new route is constructed in the study area? (check a box for sensitive areas, and identify any specific locations, if known)

- 6 Homes, personal properties, or communities.
 - Several family homes along KY 163 would be close to the old road. It would be better to take a more direct route.
 - My house. I like where I am at!

- 2 Businesses/commercial properties.
 - Francis Bar-B-Que in business for 30-years.
 - Saw mills, pallet mills, BBQ.

- 1 Natural areas or wildlife habitats (includes caves, large sinkholes, etc.).
 - Rhoton Cave

- 0 Recreational areas or parks.

- 1 Historic or archaeological sites.
 - Moore's Mill, Hestand Post Office

- 6 Cemeteries.
 - Several along KY 163 south. (2x)
 - Mt Poland, Baxter, Freedom

- 0 Hazardous waste sites or dumps.

- 1 Scenic areas.
 - Would take away from the KY Scenic area.

- 2 Prime farmland.

- 0 Other (please explain).

5) Listed below is a summary of the comments written on the aerial photo exhibits, generally in location order from north to south.

- Mayor wants an improved KY 163 from the proposed Tompkinsville Bypass north to Tompkinsville.
- At the first curve north of the proposed Tompkinsville Bypass connection to KY 163 (*i.e.*, vicinity of the study area's northern boundary): "trees block sight" [distance].
- At the first curve south of Jane Yokely Cemetery Road (locally referred to as Marshall curve):
 - dangerous curve
 - site of 1 fatal crash (2x)
 - high crash area
- KY 163 between Hammer Cemetery Road and Henson Road [3-lane improved section between the saw mills]: area is "crash prone"

- KY 163 and Henson Road intersection: barn located in southeast quadrant [outside curve side] is crashed into at least annually
- KY 163 and Mt Poland Church Road intersection: cemetery located in southwest quadrant
- KY 163 in the vicinity of Reed Ford Road [4-lane improved section at top of hill, with south side narrowing to 2-lanes in curve cut into hillside]:
 - injury crash indicated just north of intersection
 - injury crash indicated just north of Hestand-Chestnut Grove Road
 - accident prone area
 - curve at bottom of hill [south side] accident prone area (3x) ; roadway poorly drained and freezes over in winter
 - Amish dismount their buggy and walk down the southbound lane. KYTC note: consider install warning/caution signs to alert drivers.
 - old cemetery located at top of hill, northwest quadrant from KY 163/Hestand-Chestnut Grove Road
 - KYTC note: “spot analysis at 4 to 2 lane transition” [south side of hill]
- KY 163 and KY 216 intersection [*i.e.*, vicinity Francis B-B-Q]:
 - cemetery located on pasture hill top, southwest quadrant
 - Amish community located approximately 14-miles to the east
 - “several fatalities”
 - “truck lane needed” on KY 163 south of intersection
- KY 163 and Ned Jackson Road intersection:
 - improve KY 163 curves north to KY 216
 - 2 pay-lakes located in northeast quadrant
 - 4-5 mobile home trailers occupied by seasonal, transient workers; located south of intersection, east side of KY 163, across from the saw mill
- KY 163 and Denton Murphy Lane: improve the curve
- KY 163 and E. Woods Road intersection:
 - fatal crash indicated in curve north of intersection
 - following sites located in the intersection’s southeast quadrant: civil war cemetery in or near the wood line, water well, sink hole, cemetery, cave
- KY 163 and Beech-Grove-Bolfs Road intersection:
 - 4 fatalities indicated south of intersection [unclear if 1 or 4 crashes]
 - guard rail needed from north of the intersection to about the state line
- first curve on KY 163 north of state line: “curve sloped wrong way”

In addition, a few people drew recommended improvements to KY 163 curves on the aerial photo exhibit. The most frequently drawn alignment improvement involved a new road on new alignment connecting the proposed Tompkinsville Bypass to KY 163 at the Kentucky-Tennessee state line. People expressed a preference for a new road on new alignment because: over the long term, it could be the less expensive improvement; it offered more potential for attracting employers/new businesses and economic opportunities for the county; and would minimize residential impacts.

When questioned about the number of crashes on KY 163 in the study area, numerous people stated crashes were common. Many provided specifics of crashes based upon person/first-hand knowledge, to include approximate location and the nature of the damage or injuries.



SURVEY QUESTIONNAIRE

What is your opinion about improvements to KY 163 South of Tompkinsville?



**Public Information Meeting
Tompkinsville Elementary School
Tompkinsville, Kentucky
April 17, 2007
4:00 to 7:00 p.m.**

You can help us better understand your transportation problems, issues, concerns, and the potential impacts if KY 163 south was improved in Monroe County from near the Jane Yokely Cemetery Road to the Kentucky-Tennessee state line. The Kentucky Transportation Cabinet will use your comments to develop and evaluate potential improvements to KY 163 south.

Please return this form before leaving the meeting, or request a postage paid envelope today and return the questionnaire by mail no later than two weeks after the meeting date.

Date: _____

Your Name: _____

Representing what organization (if any): _____

Address/City/State/Zip Code: _____

Phone: (optional) _____

1) What transportation problems exist on KY 163 south that should be addressed? (Check all that apply.)

- | | | |
|--|--|--|
| <input type="checkbox"/> No Problems | <input type="checkbox"/> Steep Grades | <input type="checkbox"/> Narrow Shoulders |
| <input type="checkbox"/> Low Travel Speed | <input type="checkbox"/> Safety | <input type="checkbox"/> Large Trucks |
| <input type="checkbox"/> Speeding Vehicles | <input type="checkbox"/> Poor Visibility | <input type="checkbox"/> Stopped or Broken Down Vehicles |
| <input type="checkbox"/> Few Passing Opportunities | <input type="checkbox"/> Narrow Lanes | <input type="checkbox"/> Congestion (too much traffic) |
| <input type="checkbox"/> Sharp Curves | | <input type="checkbox"/> Other (explain) |

Please explain and/or mark location(s) on the map:

2) How often do you use KY 163 south now? (Check one.)

- | | |
|--|--|
| <input type="checkbox"/> Daily | <input type="checkbox"/> 3-4 times per month |
| <input type="checkbox"/> 1-2 times per week | <input type="checkbox"/> Never |
| <input type="checkbox"/> 3-4 times per week | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> 1-2 times per month | |

3) If you use KY 163 south, what is the primary purpose of your trips? (Check one.)

- | | |
|--|--|
| <input type="checkbox"/> Go to place of work | <input type="checkbox"/> Go to the doctor |
| <input type="checkbox"/> Conduct work-related business | <input type="checkbox"/> Take trips or vacations |
| <input type="checkbox"/> Conduct personal business | <input type="checkbox"/> Visit friends or family |
| <input type="checkbox"/> Go to, or take kids to school | <input type="checkbox"/> Other (please explain): |
| <input type="checkbox"/> Go shopping | |

4) Are there sensitive areas that should be considered if a new route is constructed in the study area? (check a box for sensitive areas, and identify any specific locations, if known)

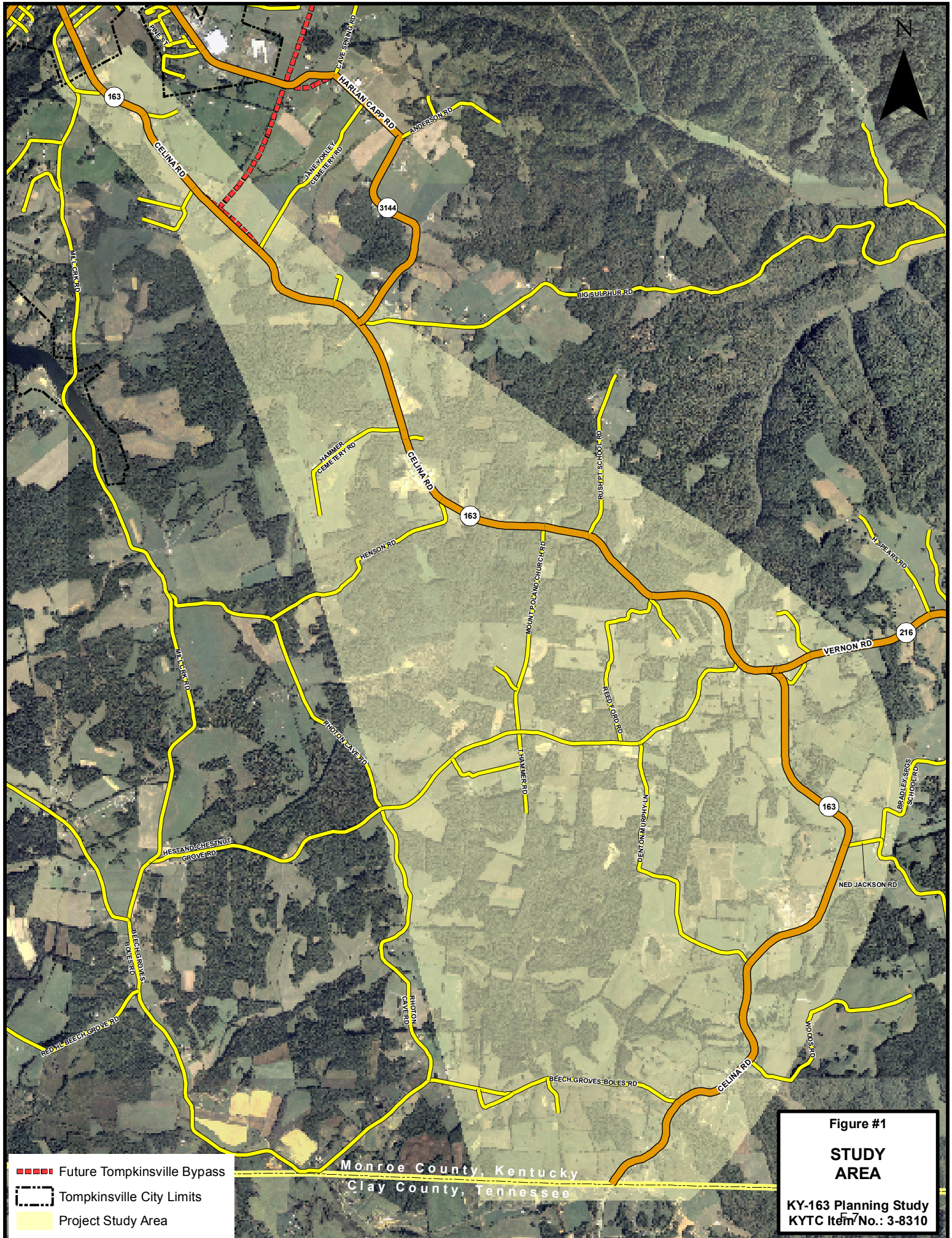
<u>Sensitive Area</u>	<u>Specific Locations (if known)</u>
<input type="checkbox"/> Homes, personal properties, or communities	_____
<input type="checkbox"/> Businesses/commercial properties	_____
<input type="checkbox"/> Natural areas or wildlife habitats (includes caves, large sinkholes, etc.)	_____
<input type="checkbox"/> Recreational areas or parks	_____
<input type="checkbox"/> Historic or archaeological sites	_____
<input type="checkbox"/> Cemeteries	_____
<input type="checkbox"/> Hazardous waste sites or dumps	_____
<input type="checkbox"/> Scenic areas	_____
<input type="checkbox"/> Prime farmland	_____
<input type="checkbox"/> Other (please explain)	_____

If you did not receive a postage paid envelope, please send your survey/map or written comments to:

Daryl Greer, P.E.
Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40602

Bruce Siria, P.E.
Project Manager
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40602
(502) 564-7183 Bruce.Siria@ky.gov

You may also look for project information on the Kentucky Transportation Cabinet's Division of Planning web site at <http://transportation.ky.gov/planning/>



- - - Future Tompkinsville Bypass
- Tompkinsville City Limits
- Project Study Area

Monroe County, Kentucky
Clay County, Tennessee

Figure #1
STUDY AREA
KY-163 Planning Study
KYTC Item No.: 3-8310

Summary of Comment Forms

Public Information Meeting #2

KY 163 Improvements South of Tompkinsville

Monroe County
KYTC Item No. 3-8310

Germany Church of Christ, Hestand, Kentucky, September 13, 2007

The second public information meeting was conducted to (1) present a variety of spot improvements, combinations of spots, and proposed options for a new cross-country alignment; and (2) to receive their input/comments concerning the proposed spot improvements and new cross-country alignment presented for KY 163 improvement. Citizens were provided a handout consisting of: a comment form to submit; an environmental constraints map of the project study area to retain and or indicate their concerns/recommendations on; and the KYTC points of contact for additional information.

A staffed information table with a sign-in sheet was present at the entrance, and numbered handout/comment forms distributed to attendees. The meeting was conducted from 5:00-7:00 pm, CST, with about a 30-minute formal presentation at 5:00 pm followed by an open house type format. No formal oral comments were recorded or documented. Several tables were prepared with large-scale aerial photograph exhibits of the study area to generate discussion, and for attendees (and KYTC staff) to write or mark on to indicate their areas of concern, preferences, and recommendations. Inserted on the study area aerial maps were example photos of actual KY 163 typical sections of sharp curves, steep inclines, restricted visibility, improved passing lane sections, and poor intersection geometrics. Other exhibits were available on easels, and included: topographical map of the study area, a smaller scale aerial photo with the study area highlighted, and existing traffic volumes. Nine staff members from KYTC and Qk4 were available and stationed at each table to answer questions, elicit comments/discussion, and encourage citizens to annotate on the maps critical areas, sensitive areas, problem locations, and any recommended improvements to the existing roadway.

All attendees were asked to complete a comment form and either submit it at the meeting, or return it in the postage-paid envelope provided. Forty-one (41) people attended the meeting and signed the sign-in sheet. Eighteen (18) pre-printed comment forms were returned (representing 21 people). Summaries and representative statements of the comments received are presented below, with the number of times the same comment was stated indicated. Text in brackets was inserted for clarity.

1) Pick your first and second choice Alternatives that you prefer for KY 163? (Write "1" for first choice and "2" for second choice in the box.)

The First ("1") Choices and the number of times they were chosen are as follows:

- 11x **New Corridor Option** – KY 163 is terrible, fix it completely or forget it; Serve the locals and visitors with a straight road and plenty of passing lanes; Build something that will serve the future, there is not a sensible place to make a first class road touching KY 163 anywhere; Safety; Less negative impact on homeowners; Best Trucking option; Shorter distance from Tompkinsville to Stateline, will improve the economic impact to county with easier access to I-40 and I-65 when TN improvements are complete; If the

corridor's not possible fixing the dangerous spots should be; too many repairs needed along KY 163; Good connection to the Tennessee route

- 5x **Spot Improvements Alternative** – Safety; Addresses all of the problems with KY 163; If the road is going to take my home I would rather it be done now instead of when I am older and not able to build or construct a new home; Because it's the only way I can make a living; Since a new corridor cannot be built
- 2x **No Build Alternative** – Less impact on community
- 1x **Combinations of Adjacent Spots** –

The Second (“2”) Choices and the number of times they were chosen are as follows:

- 6x **Combinations of Adjacent Spots** – Safety; Addresses all of the problems with KY 163; improve tourism; If the corridor's not possible fixing the dangerous spots should be; too many repairs needed along KY 163
- 3x **New Corridor Option** – If the road is going to take my home I would rather it be done now instead of when I am older and not able to build or construct a new home; Less impact on community
- 2x **Spot Improvements Alternative** – Shorter distance from Tompkinsville to Stateline, will improve the economic impact to county with easier access to I-40 and I-65 when TN improvements are complete
- 1x **No Build Alternative** – Good connection to the Tennessee route; increase economy; Cross-country would be shorter route

The combinations were ranked as follows:

- New Corridor Option (6x)
- New Corridor Option and Combinations of Adjacent Spots (4x)
- Spot Improvements Alternative (3x)
- Spot Improvements Alternative and Combinations of Adjacent Spots (2x)
- No Build Alternative and New Corridor Option (2x)
- Combinations of Adjacent Spots and Spot Improvements Alternative (1x)
- Spot Improvements Alternative and New Corridor Option (1x)
- New Corridor Option and Spot Improvements Alternative (1x)

2) Why do you prefer the Alternative(s) chosen above?

- **“1” Spot Improvements Alternative & “2” Combinations of Adjacent Spots** – Safety; Addresses all of the problems with KY 163;

- **“1” New Corridor Option & “2” Spot Improvements Alternative** – Shorter distance from Tompkinsville to Stateline, will improve the economic impact to country with easier access to I-40 and I-65 when TN improvements are complete;
- **“1” New Corridor Option** – KY 163 is terrible, fix it completely or forget it; Serve the locals and visitors with a straight road and plenty of passing lanes; Build something that will serve the future, there is not a sensible place to make a first class road touching KY 163 anywhere; Safety; Effect the least amount of homeowners; Best Trucking option;
- **“1” Spot Improvements Alternative & “2” New Corridor Option** – If the road is going to take my home I would rather it be done now instead of when I am older and not able to build or construct a new home;
- **“1” New Corridor Option & “2” Combinations of Adjacent Spots** – Safer travel (2x); improve tourism (2x); If the corridor’s not possible fixing the dangerous spots should be; too many repairs needed along KY 163;
- **“1” Spot Improvements Alternative** – Because it’s the only way I can make a living; Since a new corridor cannot be built;
- **“1” No Build Alternative & “2” New Corridor Option** – Less impact on community (2x)
- **“1” New Corridor Option & “2” No Build Alternative** – Good connection to the Tennessee route, increase economy, Cross-country would be shorter route;

3) In case no New Corridor option is done 163, the Transportation Cabinet may decide to do spot improvements on the existing road. Which five spot improvements do you feel are the most needed? Show which you prefer by writing 1 for your first choice, 2 for your second choice, 3 for your third choice, etc., and please provide any comments or notes you have about the spots, or combination of spot options.

Please review the spot improvements map before completing this question.

Spots (S) and Combination of Spots (CS) Rank in

S2 Marshal curve, just south of the proposed bypass

- **“1” (7x) The entire road needs changing because of safety problems as soon as possible; This curve is dangerous, lack of visibility and winter conditions**
- **“2”**
- **“4”**

S5 - Hestand Area. Two options: bypass to the west or east

RANK	VOTES	EAST	WEST	NOT SPECIFIC	WHY
“1”	1	1			Help Business
“2”	4	1	1	2	
“4”	2		1	1	Curves

CS2 – Combination of Spots 7, 8, and 9

- “1” (2x)
- “3” (2x)
- “2”
- “4”
- “5”

S1 North of Tompkinsville Bypass north to correct a curve

- “2” (2x)
- “1”
- “5”
- “4”
- “10”

S3 – The northern lumber mill safety improvement

- “3” (2x)
- “2”
- “5”
- “11”

CS1 – Combination of Spots 5 and 6

- “2” (2x) Winter conditions and lack of visibility
- “1”
- “3”
- “5”

S9 – From Beech Grove-Bowles Road to State Line –

- “4” (2x)
- “3”
- “5”

S4 – Curve in the passing lanes at Rush Point School Road

- “6”
- “9”

S6 - Curve at Ned Jackson Road

- “3”
- “4”
- “8”

S7 - From Saw Mill to Denton Murphy Lane

- “5”
- “7”

S8 - From Denton Murphy Lane to Beech Grove-Boles Road

- “3”
- “5”
- “6”

Rank "1"

- (7x) S2 Marshal curve, just south of the proposed bypass**
- (2x) CS2 Combination of Spots 7, 8, and 9**
- (1x) S1 North of Tompkinsville Bypass north to correct a curve**
- (1x) S5 Heston Area. EAST**
- (1x) CS1 Combination of Spots 5 and 6**

Rank "2"

- (2x) S5 Heston Area.**
- (2x) S1 North of Tompkinsville Bypass north to correct a curve**
- (2x) CS1 Combination of Spots 5 and 6**
- (1x) S5 Heston Area. EAST**
- (1x) S5 Heston Area. WEST**
- (1x) S2 Marshal curve, just south of the proposed bypass**
- (1x) S3 The northern lumber mill safety improvement**
- (1x) CS2 Combination of Spots 7, 8, and 9**

Rank "3"

- (2x) S3 The northern lumber mill safety improvement**
- (2x) CS2 Combination of Spots 7, 8, and 9**
- (1x) S8 From Denton Murphy Lane to Beech Grove-Boles Road**
- (1x) S9 From Beech Grove-Bowles Road to State Line**
- (1x) CS1 Combination of Spots 5 and 6**
- (1x) S6 Curve at Ned Jackson Road**

Rank "4"

- (2x) S9 From Beech Grove-Bowles Road to State Line**
- (1x) S5 Heston Area.**
- (1x) S5 Heston Area. WEST**
- (1x) S1 North of Tompkinsville Bypass north to correct a curve**
- (1x) S2 Marshal curve, just south of the proposed bypass**
- (1x) S6 Curve at Ned Jackson Road**
- (1x) CS2 Combination of Spots 7, 8, and 9**

Rank "5"

- (1x) S1 North of Tompkinsville Bypass north to correct a curve**
- (1x) S3 The northern lumber mill safety improvement**
- (1x) S7 From Saw Mill to Denton Murphy Lane**
- (1x) S8 From Denton Murphy Lane to Beech Grove-Boles Road**
- (1x) S9 From Beech Grove-Bowles Road to State Line**
- (1x) CS1 Combination of Spots 5 and 6**
- (1x) CS2 Combination of Spots 7, 8, and 9**

Additional Comments to #3 –

- Pot hole approach (2x)**
- Not interested in band aid approach**
- No one wants their property taken by a highway**
- Put some "Speed Zone" signs up on KY 163**

Rank and Vote Matrix

RANKS	1	2	3	4	5	6	7	8	9	10	11
	VOTES										
S1	1	2		1	1					1	
S2	7	1		1							
S3		1	2		1						1
S4						1			1		
S5East	1	1									
S5		2		1							
S5West		1		1							
S6			1	1				1			
S7					1		1				
S8			1		1	1					
S9			1	2	1						
CS1	1	2	1		1						
CS2	2	1	2	1	1						



SURVEY QUESTIONNAIRE

What is your opinion about improvements to KY 163 South of Tompkinsville?



KY 163 South Public Information Meeting

**Germany Church of Christ
5300 Celina Road
Tompkinsville, Kentucky**

**September 13, 2007
5:00 to 7:00 p.m.**

Welcome to the second of two public meetings regarding KY 163 South, from the south side of Tompkinsville to Tennessee. Thank you for coming out tonight to help us better understand your problems, issues, concerns, about KY 163.

At the last public meeting, on March 17, 2007, we provided a “blank map”—a map with no improvement options—and asked you where the problems areas are, why they are problem areas, and what options you would like to see us consider. Today, we are presenting a variety of spot improvements, combinations of spots, and proposed options for a new cross-country alignment, and we would like your opinions about them.

Please return this form tonight, before leaving the meeting, or request a postage paid envelope today and return the questionnaire by mail no later than two weeks after the meeting date.

Date: _____

Your Name: _____

Representing what organization (if any): _____

Address/City/State/Zip Code: _____

Phone: (optional) _____

PLEASE REVIEW THE MAPS OF ALTERNATIVES BEFORE COMPLETING THIS SURVEY

1) Pick your first and second choice Alternatives that you prefer for KY 163? (Write “1” for first choice and “2” for second choice in the box.)

___ No Build Alternative – No improvements to KY 163

___ Spot Improvements Alternative – Fix all or some of the chosen problem spots

___ Combinations of Adjacent Spots – Basically longer spots along KY 163

___ New Corridor Option – Constructing a new route from Tennessee, cross-country to the south side of Tompkinsville. KY 163 would remain in place.

2) Why do you prefer the Alternative(s) chosen above? _____

- 3) In case no New Corridor option is done 163, the Transportation Cabinet may decide to do spot improvements on the existing road. Which five spot improvements do you feel are the most needed? Show which you prefer by writing 1 for your first choice, 2 for your second choice, 3 for your third choice, etc., and please provide any comments or notes you have about the spots, or combination of spot options.

Please review the spot improvements map before completing this question.

Spots (S) and Combination of Spots (CS)		Rank	
S1	North of Tompkinsville Bypass north to correct a curve		
S2	Marshall curve, just south of the proposed bypass		
S3	The northern lumber mill safety improvement		
S4	Curve in the passing lanes at Rush Point School Road		
S5	Heston Area. Two options: bypass to the west or east		
S6	Curve at Ned Jackson Road		
S7	From Saw Mill to Denton Murphy Lane		
S8	From Denton Murphy Lane to Beech Grove-Boles Road		
S9	From Beech Grove-Bowles Road to State Line		
CS1	Combination of Spots 5 and 6		
CS2	Combination of Spots 7, 8, and 9		

If you did not receive a postage paid envelope, please send your survey/map or written comments to:

Daryl Greer, P.E.
Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40602

You may also look for project information on the Kentucky Transportation Cabinet's Division of Planning web site at <http://transportation.ky.gov/planning/>

Please note: Under KRS 516.030, falsely completing, making, or altering this document with the intent to defraud, deceive, or injure another is forgery in the second degree, a Class D felony.