

MINUTES

Project Team Meeting

Alternatives Study to Relocate/Reconstruct KY 163 from KY 90 to Nunn Parkway Metcalf County Item 3-129.00

KYTC District 3 Office
Bowling Green, Kentucky
November 30, 2006
10:00 AM

A project team meeting for the KY 163 Alternatives Study in Metcalfe County was held at 10 a.m. CST on Thursday, November 30, 2006, in Bowling Green, Kentucky. The purpose of the meeting was to discuss the project purpose and history, the scope of work, the preliminary data collected, relevant project issues, and public input strategies. Participants in the meeting came from the Barren River Area Development District (BRADD), the Kentucky Transportation Cabinet (KYTC) District 3 Office, and the consultant firms, Wilbur Smith Associates (WSA) and Third Rock Consultants. Meeting attendees included the following persons:

Amy Scott	BRADD, Regional Transportation Planner
Bruce Siria	KYTC Central Office, Planning
Keirsten Jaggars	KYTC District 3, Public Information Officer
Jeff Moore	KYTC District 3, Planning
Misti Wilson	KYTC District 3, Planning
Steve James	KYTC District 3, Preconstruction
Andrew Stewart	KYTC District 3, Design
Deneatra Hack	KYTC District 3, Design
Renee Slaughter	KYTC District 3, Environmental Coordinator
Allen Cox	KYTC District 3, Traffic
Virginia Goodman	Third Rock Consultants
Carl Dixon	Wilbur Smith Associates
Rebecca Ramsey	Wilbur Smith Associates

A summary of the key components and discussion items for this meeting is provided below, following the agenda outline.

1. Welcome and Introduction

Jeff Moore began the meeting, welcoming the participants and introducing the project team members in attendance. He emphasized the freshness of the project, assuring attendees that no pre-conceived solutions are favored for the route.

2. Purpose

Bruce Siria briefly outlined the purpose of the project: to extend the improvements along KY 163 north to Metcalfe County and allow Edmonton an opportunity to connect with a freight link along KY 90. Currently, truck turning movements are difficult in Edmonton; the parkway interchange west of the city is an old toll interchange providing the only access. The project also provides opportunities to improve safety hazards along the corridor and to mitigate congestion issues at the US 68 intersection in downtown Edmonton. Public input from the upcoming local officials, stakeholders, and public meetings will be used to guide alternative development.

3. Project History

Jeff reviewed the status of various other studies and construction projects occurring in the area. A trend has arisen that a number of freight trucks, to avoid construction and delays in the Nashville area, travel from Tennessee along KY 163 north to KY 90 west to access I-65. Traffic volumes along KY 163 noticeably decrease north of the intersection with KY 90. KY 163 also serves to connect the small industrial bases in Edmonton and Tompkinsville to Tennessee. In addition, a limited amount of recreational traffic uses KY 90 to access Dale Hollow and Cumberland Lake. This project should address the entire network, specifically planning how Edmonton will fit into these traffic patterns.

To better serve this traffic flow, improvements have been occurring along both KY 163 and KY 90 south of Metcalfe County. A widening project along KY 90 is in the current KYTC Six Year Plan in the design phase. A planning study along KY 90 identified 16 specific improvement projects, with a bypass around Summer Shade as a high priority. Portions of KY 163 in Tompkinsville have been reconstructed while the segment north of town in Monroe County is in the right-of-way acquisition phase. A bypass is in the design phase for Tompkinsville, as well, with an additional planning study in Monroe County to begin soon to complete a connection along KY 163 from Tennessee to the Nunn Parkway. Improving KY 163 through Edmonton could provide a more direct connection to the Parkway/Future I-66 which may reroute additional commercial traffic through the city. There is also an HES project underway on US 68 around milepoint 7 in Edmonton. A previous study was conducted at the KY 163/US 68 intersection to investigate the benefits of alternative striping or installation of a signal.

This KY 163 planning study for Metcalfe County was identified as a high priority locally and regionally and ranked as a medium priority at the district level. Goals, as shown on the KYTC planning process Project Identification Form, were first safety, then connectivity, followed by mobility. It was noted that there is a large degree of political interest in this project. It was suggested that members of the project team meet with Representative Comer and Senator Williams early in the planning phases.

4. Scope of Work

Carl Dixon discussed the scope of work, noting that Third Rock Consultants would be the subconsultant handling the environmental overview. He confirmed with Amy Scott that BRADD would provide environmental justice information by investigating and reporting demographic data on the population.

Three types of meetings are included in the scope.

- **Project Team** – Up to four meetings with the project team are anticipated, including the initial project scoping meeting and a meeting in March to review feasible solutions and refine the number of alternatives for external presentations.
- **Local Officials/Stakeholders** – Two meetings for each group are anticipated. The first, scheduled for November 30 at 2 p.m. and 3 p.m., respectively, is designed to establish a clearer purpose and need statement based on local perspectives. The second set of meetings is anticipated to occur in May and to provide an opportunity to gather local opinions about the final alternative corridors, including the No-Build Alternative.
- **Public Meetings** – Two meetings are anticipated to present information to the public. The first meeting is set for 4 – 6 pm CST on December 14, 2006, at the Edmonton High School cafeteria. This meeting is designed to allow the public an opportunity to comment on the project purpose and to voice their concerns. A public involvement plan will be presented to KYTC District personnel prior to the December 14th meeting.

WSA will provide the final recommendations around October 2007, in order to advance potential projects into the next KYTC six year plan.

5. Preliminary Data

Carl Dixon and Rebecca Ramsey presented an overview of the preliminary exhibits. The study area was defined along KY 163, with an eastern terminus corresponding to likely interchange locations along the Nunn Parkway. Other data is to be field verified, with KYTC providing traffic turning movement counts at select intersections. District personnel pointed out the topography around Edmonton potentially has karst features which will need to be mapped; the terrain is rolling farmland to the west of the city and hilly to the east. The environmental overview should pay special attention to the endangered Gray Bat, likely to be found on the eastern side of Edmonton. Three landfills shown on the environmental footprint could also merit special consideration.

Carl Dixon asked for clarification about the economy and workforce. Primarily, workers in Metcalfe County commute outside of the county for work. Economic engines within the area include an industrial park on the north side of Edmonton, the education system, agriculture, and a timber industry east of the city.

To obtain more detailed crash information, persons familiar with the area recommended contacting the sheriff's office. A significant amount of crash data goes unrecorded in this area.

6. Project Issues

Jeff Moore facilitated discussion about specific project issues likely to arise over the course of the study. Because there is not well-developed background accompanying the project, the team will rely heavily on local knowledge to identify potential concerns.

Due to the local concerns, the project team agreed that at least one alternative should avoid a bypass around the city of Edmonton. Other small communities in the area experienced economic stagnation after installing a bypass; community members may not respond warmly to a "bypass" whereas a "connection to the Parkway" might evoke a warmer reception.

Steve James expressed concern about funding and the typical cross section of the route. Emergency service access was another issue discussed; with the nearest hospital in Glasgow, fast access to the parkway is an important safety consideration.

7. Public Involvement

Carl Dixon asked about the characteristics of the population and any impacts that would cause on a public outreach effort. Generally speaking, the area has an older demographic with lower than average literacy rates. A simple survey, large mapping exercises with area photos, and verbal exercises were identified as potentially effective tools to gather information from the public. Jeff Moore recommended a post-it open discussion for the local officials and stakeholders meetings occurring later that day. Attendees would be asked to write their answers to the following questions and then to discuss results.

- What works about KY 163?
- What doesn't work about it?
- Are there any spots to avoid?

The meeting was adjourned around 11:30 CST.

AGENDA
KY 163 Alternatives Study
KY 90 to Louie B. Nunn (Cumberland) Parkway
Metcalfe County
November 30, 2006

- | | |
|-------------------------------------|---|
| 1. Welcome and Introductions | Highway District |
| 2. Purpose of Meeting | Division of Planning |
| 3. Project History | Division of Planning/
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| a. Origin | |
| b. Purpose | |
| c. Group Discussion | |
| 4. Scope of Work | Wilbur Smith Associates |
| a. Tasks | |
| b. Responsible parties | |
| c. Schedule | |
| 5. Preliminary Data/Exhibits | Wilbur Smith Associates |
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| b. Highway Systems | |
| c. Roadway/Bridge Data | |
| d. Traffic | |
| e. Volume/Service Flow | |
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| 6. Project Issues | Group Discussion |
| a. Study Area | |
| b. Local Issues | |
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| 7. Public Involvement | Group Discussion |
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| c. Schedule | |
| 8. Q & A | Group Discussion |
| ADJOURN | Division of Planning |

MINUTES

Local Officials Meeting

Alternatives Study to Relocate/Reconstruct KY 163 from KY 90 to Nunn Parkway Metcalf County Item 3-129.00

Judicial Center
Edmonton, Kentucky
November 30, 2006
2:00 PM

A stakeholders meeting for the KY 163 Alternatives Study in Metcalfe County was held at 2 p.m. CST on Thursday, November 30, 2006, in Edmonton, Kentucky. The purpose of the meeting was to discuss the project purpose and history, the scope of work, the preliminary data collected, relevant project issues, and public input strategies. Participants in the meeting came from Monroe County, the Barren River Area Development District (BRADD), the Kentucky Transportation Cabinet (KYTC) District 3 Office, and the consultant firm, Wilbur Smith Associates (WSA). Meeting attendees included the following persons:

Judge William Graves	Monroe County Judge Executive
Amy Scott	BRADD, Regional Transportation Planner
Bruce Siria	KYTC Central Office, Planning
Jeff Moore	KYTC District 3
Keirsten Jaggars	KYTC District 3
Misti Wilson	KYTC District 3
Carl Dixon	Wilbur Smith Associates
Rebecca Ramsey	Wilbur Smith Associates

A summary of the key components and discussion items for this meeting is provided below, following the agenda outline.

1. Welcome and Introduction

Jeff Moore began the meeting, welcoming the participants and introducing the project team members in attendance. He stressed the freshness of the project and the need to obtain local input to clarify existing problems and a community vision for the future.

2. Purpose

Bruce Siria briefly outlined the purpose of the project: to extend the improvements along KY 163 north to Metcalfe County and allow Edmonton an opportunity to connect with a freight link along KY 90. Currently, truck turning movements are difficult in Edmonton; the parkway interchange west of the city is

an old toll interchange providing the only access. The project also provides opportunities to improve safety hazards along the corridor and to mitigate congestion issues at the US 68 intersection in downtown Edmonton. He stressed that this was the first step in the study process and that there were no preconceived ideas or decisions made on what should be done. Public input from the upcoming local officials, stakeholders, and public meetings will be used to guide alternative development.

3. Project History

Jeff Moore reviewed the status of various other studies and construction projects occurring in Monroe and Metcalfe Counties. Improvements are occurring along both KY 163 and KY 90 south of Metcalfe County to serve a freight volume using this path to access I-65 while avoiding traffic delays in Nashville, TN. A planning study along KY 90 identified 16 specific improvement projects, with a bypass around Summer Shade as a high priority. Portions of KY 163 in Tompkinsville have been reconstructed while the segment north of town in Monroe County is in the right-of-way acquisition phase. A bypass is in the design phase for Tompkinsville as well, with an additional planning study in Monroe County beginning soon to complete a connection along KY 163 from the Tennessee state line to the Nunn Parkway. Improving KY 163 through Edmonton could provide a more direct connection to the Parkway/Future I-66 which may reroute additional commercial traffic through the city.

4. Scope of Work

Carl Dixon summarized the scope of work, focusing on key scheduling elements. There is a public meeting December 14, 2006. Alternatives will be developed and presented to local officials, stakeholders, and public in May of 2007. Final report recommendations are anticipated by October 2007.

5. Preliminary Data

Carl Dixon briefly described the data and exhibits distributed to participants, emphasizing that the information is preliminary, but it will provide a starting point for field investigations.

6. Project Issues

From the Monroe County perspective, having access to the future I-66 is a positive improvement for economic development.

With no further questions, the meeting was adjourned around 3:00 CST.

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KY 163 Alternatives Study
KY 90 to Louie B. Nunn (Cumberland) Parkway
Metcalfe County
November 30, 2006

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| 5. Preliminary Data/Exhibits | Wilbur Smith Associates |
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| ADJOURN | Division of Planning |

MINUTES

Stakeholders Meeting

Alternatives Study to Relocate/Reconstruct KY 163 from KY 90 to Nunn Parkway Metcalf County Item 3-129.00

Judicial Center
Edmonton, Kentucky
November 30, 2006
3:00 PM CST

A stakeholders meeting for the KY 163 Alternatives Study in Metcalfe County was held at 3 pm CST on Thursday, November 30, 2006, in Edmonton, Kentucky. The purpose of the meeting was to discuss the project purpose and history, the scope of work, the preliminary data collected, relevant project issues, and public input strategies. Participants in the meeting came from local stakeholder groups, the Barren River Area Development District (BRADD), the Kentucky Transportation Cabinet (KYTC) District 3 Office, and the consultant firm, Wilbur Smith Associates (WSA). Meeting attendees included the following persons:

Jack Vrocher	Edmonton City Council
Harold Stilts	City of Edmonton
Willard Hansford	Governor's Office
Mike Swift	Barren/Metcalf EMS, Director
Amy Scott	BRADD, Regional Transportation Planner
Bruce Siria	KYTC Central Office, Planning
Jeff Moore	KYTC District 3
Keirsten Jaggars	KYTC District 3
Misti Wilson	KYTC District 3
Carl Dixon	Wilbur Smith Associates
Rebecca Ramsey	Wilbur Smith Associates

A summary of the key components and discussion items for this meeting is provided below, following the agenda outline.

1. Welcome and Introduction

Jeff Moore began the meeting, welcoming the participants and introducing the project team members in attendance. He stressed the freshness of the project and the need to obtain local input to clarify existing problems and a community vision for the future.

2. Purpose

Bruce Siria briefly outlined the purpose of the project: to extend the improvements along KY 163 north to Metcalfe County and allow Edmonton an opportunity to connect with a freight link along KY 90. The project also provides opportunities to improve safety hazards along the corridor and to mitigate congestion issues at the US 68 intersection in downtown Edmonton. He stressed that this was the first step in the study process and that there were no preconceived ideas or decisions made on what should be done. The purpose of this meeting is to get local input on problems and possible solutions.

3. Project History

Jeff Moore reviewed the status of various other studies and construction projects occurring in the area. A trend has arisen that a number of freight trucks, to avoid construction and delays in the Nashville area, travel from Tennessee along KY 163 north to KY 90 west to access I-65. To better serve this traffic flow, improvements have been occurring along both KY 163 and KY 90 south of Metcalfe County. A planning study along KY 90 identified 16 specific improvement projects, with a bypass around Summer Shade as a high priority. Portions of KY 163 in Tompkinsville have been reconstructed while the segment north of town in Monroe County is in the right-of-way acquisition phase. A bypass is in the design phase for Tompkinsville as well, with an additional planning study in Monroe County beginning soon to complete a connection along KY 163 from the Tennessee state line to the Nunn Parkway. Improving KY 163 through Edmonton could provide a more direct connection to the Parkway/Future I-66 which may reroute additional commercial traffic through the city. There is also an HES project underway on US 68 around milepoint 7 in Edmonton.

4. Scope of Work

Carl Dixon summarized the scope of work, focusing on key scheduling elements. There is a public meeting December 14, 2006, which will provide an opportunity for the city of Edmonton to share their ideas with KYTC. Alternatives will be internally reviewed and presented to the local officials, stakeholders, and public again in May of 2007. Final report recommendations are anticipated by October 2007 in order to be included in the next KYTC Six Year Plan.

5. Preliminary Data

Attendees were provided with handouts of data and exhibits for the major state highways in the study area, showing systems, geometrics, traffic, critical rate factors, and volume/service flow. There was no detailed discussion of the information since time limitations made it imperative that the study proceed into a discussion of the local issues.

6. Project Issues

Jeff Moore explained that this project is a recent development with no preconceived solutions. The main goals identified in the KYTC statewide planning process Project Identification Form (PIF) were first safety, then connectivity,

followed by mobility. It is important to hear from a local perspective what the issues are with the route and what solutions will work best for the city. Jeff opened the floor for a roundtable discussion, allowing participants to introduce themselves in turn. Identified issues include the following points:

- Participants identified existing problems with the system. These included:
 - Narrow lanes and bridges along KY 163
 - No shoulders north of intersection with KY 90
 - Congestion at intersection with US 68 because there are no redundant routes – traveling north-south or east-west through Edmonton; the only crossing point is the 4-way stop
 - Intersection at Cedar Flats is a safety problem
 - Interchange with Nunn Parkway does not have a history of excessive accidents, despite deficient geometrics
 - Noticeable backup and delays when trucks entering/leaving stockyard at junction of US 68 and KY 80
 - Geometrics at KY 1243 intersection with US 68 north of Industrial Park
- A strong interest was expressed in seeing a second interchange with the parkway, east of the existing one. An interchange with US 68 would provide better access to the Industrial Park without routing trucks through town.
- There is a recognized need for route redundancy within Edmonton.
 - Help reduce congestion at 4-way stop
 - Provide alternative routes for emergency services
- Emergency response services are limited by existing layout of Edmonton. Fire and ambulances are located on US 68 west of the 4-way stop, in the same quadrant as the schools and primary retail developments. There is an existing Industrial Park in the north side of town along US 68 and a 38 acre industrial site being developed in the south along KY 163. If an event were to occur requiring immediate response, an alternative route east-west or north-south would speed response time. One report estimates ambulances could spend 3-4 minutes delayed in traffic at the 4-way stop. Similarly, the nearest hospitals are TJ Sampson in Glasgow and West Lake Cumberland Hospital in Somerset, best accessed via the parkway.
- Edmonton bypass options were discussed as well. General consensus was that a bypass is a logical option and will be a wise move for the community. Some conflicts may arise with residential properties, but downtown businesses are not heavily dependent on passing traffic which would be diverted; the schools and courthouse generate enough activity to continue supporting the businesses. Traffic congestion at the 4-way stop is actually thought to hurt downtown businesses by reducing accessibility. Two options were discussed, a bypass to the east or to the west.
 - East, reconnecting at the US 68/KY 80 split – which may make the most sense assuming there will be a second interchange with the parkway. It would reduce congestion at the 4-way stop, encourage economic development due to increased access, and improve

emergency response ability with route redundancy nearer the industrial park.

- West – approaches nearer the existing interchange, again diverting trips from the congestion at the existing 4-way stop. HES improvements in front of McDonalds would already address some route safety issues
- Lane configurations were discussed. The typical section will most likely include two lanes because there isn't enough volume to justify four lanes. Truck passing lanes are encouraged, if feasible.
- Stakeholders also identified additional areas to avoid based on potential environmental complications.
 - "Missionary Mound" is a cemetery across from the church
 - A high pressure steel gas line connects into KY 163 at Cedar Flats
 - Three existing landfills (old city dumps) are marked on the preliminary environmental footprint, but none remain operational.

7. Public Involvement

Jeff Moore and Keirsten Jagers asked the local representatives present which methods would best interest the community in the public meeting scheduled for December 14. Radio ads, letters to local businesses, announcements in the Herald News and Glasgow Times, and flyers posted around town were recommended. The District office will also place a variable message sign coming into town along US 68. It was noted that the legal notice appearing in the Light Newspaper did not include the meeting date.

The meeting was adjourned around 4:30 CST.

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KY 163 Alternatives Study
KY 90 to Louie B. Nunn (Cumberland) Parkway
Metcalfe County
November 30, 2006

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| 4. Scope of Work | Wilbur Smith Associates |
| a. Tasks | |
| b. Responsible parties | |
| c. Schedule | |
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| 8. Q & A | Group Discussion |
| ADJOURN | Division of Planning |

Public Involvement Meeting

**KY 163 Corridor Alternatives Study
Metcalfe County
Item No. 3-129.00
Metcalfe County High School
Edmonton, Kentucky
December 14, 2006 – 4:00 – 6:00 p.m.**

A public involvement open house meeting was held on Thursday, December 14, 2006, from 4:00 p.m. to 6:00 p.m. at Metcalfe County High School in Edmonton, Kentucky. The purpose of the meeting was to provide preliminary information to the public on the proposed project and to get public input on possible issues, impacts, and alternates. The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD), and consultant staff were in attendance:

Amy Scott	Barren River Area Development District
Shane Blankenship	KYTC, District 3
Keirsten Jagers	KYTC, District 3
Steve James	KYTC, District 3
Jeff Moore	KYTC, District 3
Andy Stewart	KYTC, District 3
Misti Wilson	KYTC, District 3
Bruce Siria	KYTC Central Office, Division of Planning
Carl D. Dixon	Wilbur Smith Associates
Rebecca Ramsey	Wilbur Smith Associates
Virginia Goodman	Third Rock Consultants

The public involvement meeting was arranged with several informational display boards, with KYTC, ADD, and consultant staff available to answer questions and discuss issues. As attendees entered the meeting room, they were invited to participate in the following areas:

- Sign-In

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, study area map, and information regarding KYTC roadway projects. Attendees were asked to complete the survey prior to leaving the meeting, or return it to KYTC at a later date in the postage-paid envelope provided. Attendees were encouraged to view a slide presentation prior to walking through the project exhibits.

- KY 163 Corridor Study Presentation

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the current KY 163 Corridor Study. The presentation included information such as: the study area; project history; preliminary project goals; traffic, design and environmental considerations; public involvement opportunities; and contact information.

This slide show was played continuously during the public involvement session, with a seating area provided nearby for viewers.

- Exhibit Boards

A section of the room was set up with a semi-circular arrangement of project exhibits, including the following maps:

- Regional Study Area
- City of Edmonton Map
- Roadway Geometry and Systems Information
- Average Daily Traffic and Volume/Service Flow Data
- General Accident Information, illustrated by Critical Rate Factors
- Photos of Potential Environmental Issues, Natural and Manmade
- Environmental Footprint

Attendees were invited to view the project exhibits and discuss any questions or concerns with KYTC, ADD, and consultant staff. Comments and concerns made during the public involvement meeting could also be recorded on one of the flip charts in this area of the room or drawn directly onto the display boards. General comments recorded consisted of the following:

- A second interchange with the Nunn Parkway (north/east of Edmonton) would help truck traffic, serve the existing industrial park and area saw mills, and improve emergency services response times.
- The four-way stop intersection where KY 163 meets US 68/KY 80 needs to be addressed. Traffic backs up during the afternoon peak hour and turning movements are difficult for large trucks.
- Several bypass locations were identified, including options on the east, west, and south. Eastern bypass recommendations were typically linked to a new interchange.
- Safety is the primary concern along KY 163.
- Make spot improvements to the existing route: straighten curves, widen lanes and bridges, add striping to the outer pavement edge, and add truck passing lanes.
- Preserve the farmlands and homes.
- KY 163 is not a high volume route; no improvements are needed. The fault lies with the driver, not the roadway itself.
- Relocate the livestock yard.

- Map Drawing Exercise

Two tables were set up with study area maps of both the region and city for attendees to draw on. Markers were provided at either table for attendees to identify potential areas of impact, existing problem locations along the existing route, and realignment alternatives to consider.

- Multiple sharp/steep curves exist on the current alignment which pose safety hazards: just north of KY 90 (MP 4), north of Roy Grider Road (MP 5.8), south of Goodluck (MP 6.8), surrounding Cedar Flats (MP 9.1), and at Hill Street (MP 10.7).
- Bridges at Rogers Creek (MP 7.2) and Black Rock Creek (MP 8.4) were identified as narrow.
- There is a high crash location just north of the curve at Cedar Flats.
- Truck traffic is concentrated on KY 80 and US 68, north of Edmonton.
- There is a high volume of pull-out traffic on KY 80, east of the junction with US 68.

- Survey Area with Refreshments

Tables were available to attendees to fill out their survey form and read over the project materials. Refreshments were also provided.

A total of 73 persons registered their attendance at the two-hour public session (this number includes the staff members listed above).

Additional comments are anticipated through the public comment surveys, which were distributed at the meeting to be returned during the meeting or by mail to KYTC. Once all of the questionnaires are received by KYTC, these comments will also be included in the official meeting record.

The meeting closed at 6:00 p.m.