



PUBLIC NOTICE



The Kentucky Transportation Cabinet (KYTC), in cooperation with the Federal Highway Administration (FHWA), is issuing this notice to advise the public that the KYTC is initiating a study for the following proposed highway project:

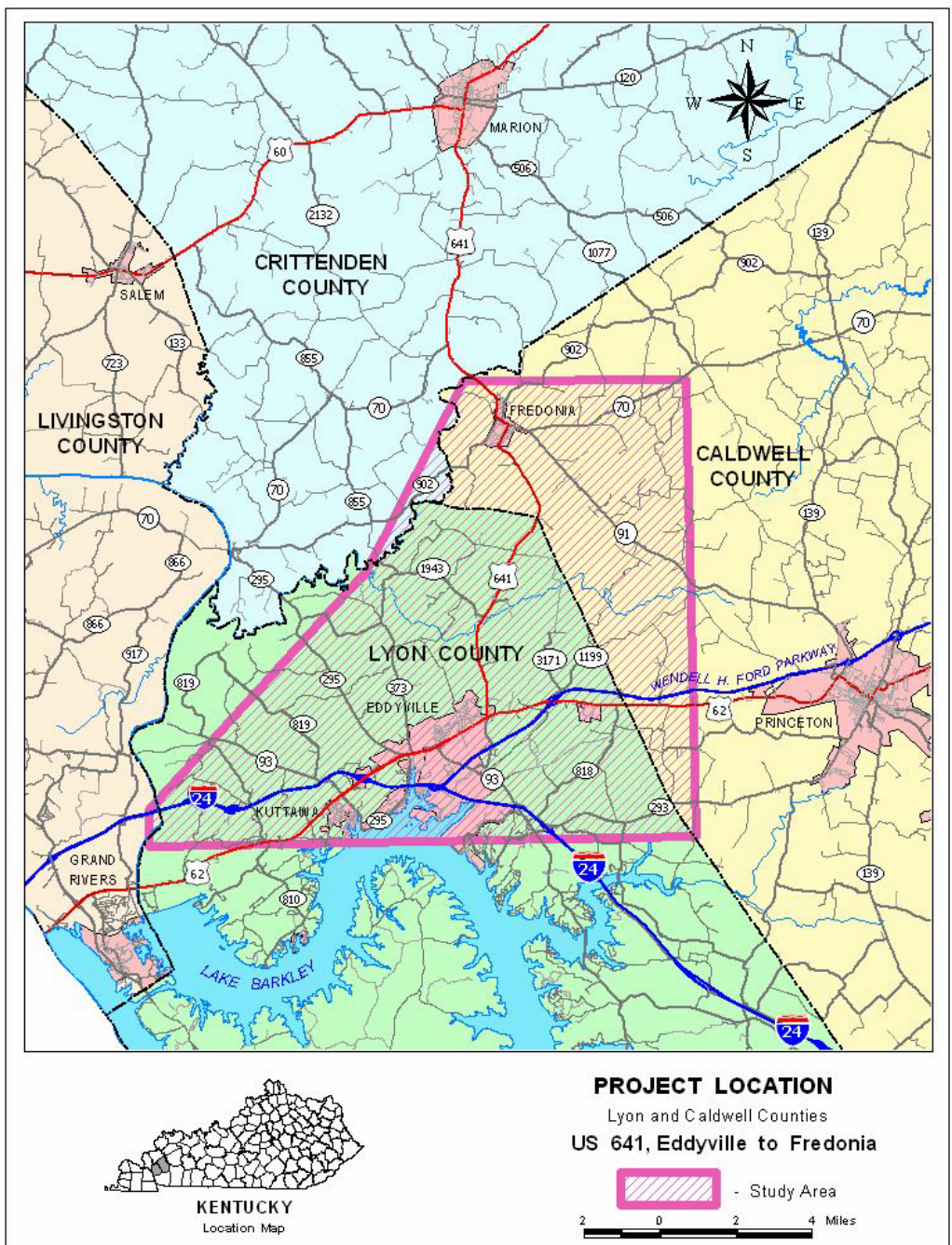
US 641
Reconstruction or Relocation of US 641 from Eddyville to Fredonia
In
Lyon and Caldwell Counties, Kentucky

This study will address alternatives and issues related to the development of a reconstructed or relocated US 641 highway between Eddyville in Lyon County and Fredonia in Caldwell County. The new route will complete an improved connection between Eddyville, which has direct access to I-24 and the Wendell H. Ford Western Kentucky Parkway, and Marion and US 60 in Crittenden County. It will provide regional access to the National Truck Network and the National Highway System, stimulate economic growth in the region, and address safety and capacity concerns.

During this study, comments will be gathered from appropriate federal, state, and local agencies, as well as other interested persons and the general public, in accordance with requirements set forth in the National Environmental Policy Act (NEPA) of 1969 and subsequent federal regulations and guidelines developed by the Executive Office of the President's Council on Environmental Quality and the United States Department of Transportation for the implementation of the NEPA process.

This study will include a scoping process for the early identification of potential alternatives for and environmental issues related to the proposed project. At this time, the level of environmental documentation that will ultimately be prepared is not known. However, if an Environmental Impact Statement (EIS) is prepared for the proposed project in the future, the information gained through the scoping process in this planning study may be used as input to the scoping process for the development of that EIS. If an EIS is prepared in the future, written comments on the scope of alternatives and impacts will still be considered at that time, after the filing of the Notice of Intent (NOI).

Comments, questions, or expressions of interest for the proposed project should be directed in writing to Annette Coffey, P.E., Director, Division of Planning (A-2), Kentucky Transportation Cabinet, 125 Holmes Street, Frankfort, KY 40622 or Evan Wisniewski, Federal Highway Administration, 330 West Broadway, Frankfort, KY 40601.



MINUTES

Project Scoping Meeting: Alternatives Study Lyon-Caldwell Counties

Relocate/Reconstruct US 641 from Eddyville in Lyon County to Fredonia in Caldwell County

June 23, 2003

1:00 p.m. CDT

Highway District 1 Office, Paducah, Kentucky

A project team meeting for the US 641 Alternatives Study in Lyon and Caldwell Counties was conducted on Monday, June 23, 2003 in Paducah, Kentucky. The purpose of the meeting was to discuss the project history and purpose, scope of work and related activities, preliminary data/exhibits, project issues, and public involvement needs and ideas. Participants at the meeting included representatives from KYTC Districts 1 and 2, Pennyriple Area Development District (PADD), KYTC Central Office, and consultant staff from Wilbur Smith Associates (WSA). Individual attendees at the meeting included the following:

Craig Morris	Pennyriple Area Development District
Tim Choate	KYTC, District 1, TEBM, Pre-Construction
Allen Thomas	KYTC, District 1, Planning
Jeff Thompson	KTYC, District 1, Planning
Chris Kuntz	KYTC, District 1, Design
Johnny Wall	KYTC, District 1, Utilities
Everett Green	KYTC, District 2, TEBM, Pre-Construction
Kevin McClearn	KYTC, District 2, Pre-Construction/Planning
Nick Hall	KYTC, District 2, Planning
Stephen Hoefler	KYTC Central Office, Highway Design
Jim Wilson	KYTC Central Office, Planning
Brad Johnson	Wilbur Smith Associates
Carl Dixon	Wilbur Smith Associates

A summary of the key comments and discussion items for this meeting is provided below in the order of the meeting agenda. A copy of the agenda for the meeting is attached to this document.

1) Welcome and Introductions

Jim Wilson began the meeting by asking everyone to introduce themselves.

2) Purpose of Meeting

Jim Wilson stated that the purpose of the project was to extend the section of US 641 currently in design from the Fredonia area to Eddyville. Aerial photography of the southern terminus of the current priority project was provided for exhibit. That section is currently in Phase II Design and the work is being done by Florence and Hutcheson.

3) Project History

Tim Choate continued the discussion by providing a history of the project. He said at first, money was provided for a northern bypass of Marion. Both northern and southern bypass options were explored, but neither was favored by the public. Local support was for an improved connection to Marion, not a bypass around the city. As a result, funding was switched from the Marion Bypass to the US 641 improvement project. The first priority segment is currently in Phase II Design. Tim described the roadway as tying into Marion to the south, following a path east of existing US 641 and terminating northwest of Fredonia near Livingston Creek in Caldwell County.

Tim identified traffic forecasts for the 2027 No Build Alternate to be 6,700 ADT and for the 2027 Build Alternate to be 5,300 ADT. He went on to say that working with Rob Bostrom and the Kentucky Statewide Traffic Model, they determined as many as 10,000 trips could be diverted from the Edward T. Breathitt Parkway and Wendell H. Ford Parkway when improvements to US 60 are completed from Marion to Henderson, if combined with US 641 improvements.

Tim noted that the Pennyryle Area Development District had conducted a study of the US 641 corridor and one of the recommended corridors from that study is being closely followed in the initial segment.

A question was raised regarding the descriptions from the Six Year Highway Plan for the US 641 project. It was agreed that the segment descriptions were confusing and should be clarified in future updates to the Six Year Highway Plan so as to not omit a segment of roadway. As it stands, the project is being handled in two phases although three phases are described in the Six Year Plan.

Carl Dixon asked about the availability of aerial coverage for the US 641 corridor. Some coverage is available west of Fredonia, but does not cover Fredonia, south of Fredonia, and the rest of study area.

Tim noted that the northern section is being designed as a four-lane, partially controlled access facility with a 60-foot median. It was noted that local proponents for the project are expecting a four-lane roadway, but traffic forecasts could only justify a two-lane facility (on four-lane right-of-way) at present. No one was aware if a four-lane facility had been promised to the local community and Jim was going to check into this further.

4) Scope of Work

Carl Dixon briefly reviewed Wilbur Smith Associates' Scope of Work. He noted that Palmer Engineering and Qore would be subconsultants handling the environmental and geotechnical overviews. He confirmed with Craig Morris that PADD would assist with the environmental justice data collection and analysis by providing demographic data on minorities and economically disadvantaged persons. In response to a comment from District 2, it was confirmed that, as part of the scope of work, WSA would consider US 60 from Marion to Henderson as an improved section.

Carl reviewed the project schedule, noting that the Public Involvement Plan was due one week following the Project Team Meeting. At present there are two rounds of meetings with local officials/stakeholders and two rounds of public meetings, all to be

held in Fredonia and Eddyville. It was decided that the first Local Officials/Stakeholders Meetings should be scheduled before July 21st. Jim Wilson indicated that he would coordinate with Craig Morris to set up these meetings. Carl said that a preliminary draft is due by January 2004, and the final report is to be completed by May 2004.

5) Preliminary Data/Exhibits

Brad Johnson reviewed the handouts distributed to everyone at the beginning of the meeting. He noted the importance of better defining the study area and identifying mapping errors or omissions. Data presented was noted as preliminary and would be further defined and verified as the project progresses.

The study area was discussed, and the approximate boundaries were decided as follows. The northernmost point of the study boundary would be the southern terminus of the current design project, north of Fredonia. To the west, the study boundary would parallel the Livingston County line to the Lyon-Marshall County line and extend southward past I-24. The southern boundary would parallel I-24 about 1,000 feet or so south of the interstate. The eastern boundary would be located on the WK Parkway about 1 or 2 miles into Caldwell County and it would head straight northward to somewhere east of Fredonia.

District 1 staff brought to the consultant's attention an anticipated high accident segment at Bennett's Curve on US 641 in Fredonia which was not showing up on the "Critical Rate Factors for Highway Crashes" map. They, along with Craig Morris, thought that the boundary for Mineral Mounds State Park was incorrect. Craig Morris agreed to send WSA a map verifying the boundary. It was also noted that karst topography exists west of US 641, and Tim noted that this is one of the reasons that existing US 641 is located on the east side of Eddyville.

6) Project Issues

Craig Morris presented a concept idea for a large industrial project that PADD and several local officials have been pursuing. If fully realized, the project would be a 500 to 800-acre "super site" intended for one user such as a major automotive plant that could employ as many as 2,000 employees. The primary portion of land would be acquired from the northern part of the West Kentucky Farm Center which is owned and operated by the Commonwealth of Kentucky Department of Corrections. Two other adjoining sites are owned by out-of-state property owners. The site is east of US 641 and has access to all necessary utilities. The site is also near the Fredonia Valley Railroad which interchanges with the Paducah and Louisville Railway. A draft feasibility study has been conducted by PADD. Over the next couple of months, PADD should have a better idea of whether the project will be carried forward.

Following discussion on the industrial facility, Tim Choate presented a concept plan for a new Interstate 66/69 route north of Eddyville. This plan would address geometric design deficiencies of the existing Wendell Ford Parkway and I-24 interchange. If US 641 tied into this route, then the overall concept plan would address the desire for US 641 to tie into I-24. To help address concerns of Eddyville locals, the existing portion of the Wendell Ford Parkway between I-24 and the northern interstate bypass could be turned into an access-by-permit section of roadway allowing for future development.

A short discussion followed related to the project goals. They were identified as follows:

- 1) Provide connectivity between I-24 and US 60;
- 2) Provide regional access to the National Truck Network and National Highway System (since Marion is not currently served by a legal route for 102-inch wide trucks);
- 3) Stimulate economic development in the region; and,
- 4) Address safety and capacity concerns.

Carl Dixon asked if anyone anticipated environmental justice concerns. Craig Morris felt these would be minimal and right-of-way relocation would not be a problem. However, in the discussion, the issue of prime farmland was raised. The group felt this would be a key issue and needed to be considered.

7) Public Involvement

Carl Dixon asked where public meetings were typically held. A community center, name unknown, was available in Fredonia and held approximately 50 to 60 people. In Eddyville, meetings could be held in the new Lyon County Court House. It was agreed that the public meetings should be open-format on either a Tuesday or Thursday from 5:00 PM to 7:00 PM. It was decided that a slide presentation that would continuously loop throughout the meeting would be prepared.

Tim Choate noted that there was already a local committee formed in Marion who are pursuing the US 641 project, and they should be involved in any meetings. It was agreed that Marion and Crittenden County local officials and stakeholders would be invited to the local officials/stakeholders meeting in Fredonia.

It was also suggested that representatives from Martin Marietta, Department of Corrections, and State Parks be involved in the project.

8) Questions and Answers

Tim Choate asked what the outcome from the Alternatives Study would be. Carl Dixon responded by saying the goal of the consultant is to recommend a single corridor, but this is not always possible because of the limits on the available environmental data. On occasion, more than one corridor would need to be considered in the design phase if there is not sufficient environmental data to select a final corridor. Jim Wilson said that, if such an issue arose, it was possible that the study scope of work could be modified for some additional data and analysis to help in making the final decision.

Tim noted that he would like to see any or all connectors related to the project be included as part of the Alternatives Study.

Finally, Craig noted what he saw as three important legs resulting from an improved US 641. First, motorists wishing to head east from Fredonia would continue to use KY 91. Motorists traveling south to Eddyville would continue to use existing US 641. If US 641 were reconstructed to provide a connection to I-24, then motorists would use this new facility to go west.

With no further comments, the meeting concluded at approximately 3:20 p.m.

AGENDA
Project Scoping Meeting: Alternatives Study
Lyon-Caldwell Counties
Relocate/Reconstruct US 641 from Eddyville
in Lyon County to Fredonia in Caldwell County
June 23, 2003
1:00 p.m. CDT
Highway District 1 Office, Paducah, Kentucky

- | | |
|---|---|
| 1. Welcome and Introductions | Division of Planning |
| 2. Purpose of Meeting | Division of Planning |
| 3. Project History | Division of Planning/
Highway District 1 |
| a. Origin | |
| b. Purpose | |
| c. Priority 1 Section: Status/Features | |
| 4. Scope of Work | WSA |
| a. Tasks | |
| b. Responsible parties | |
| c. Schedule | |
| 5. Preliminary Data/Exhibits | WSA |
| 6. Project Issues | Group Discussion |
| a. Study Area | |
| b. District/Local Issues | |
| c. Project Goals | |
| d. Environmental Justice | |
| 7. Public Involvement | Group Discussion |
| a. Special groups | |
| b. Tasks | |
| c. Schedule | |
| 8. Q & A | Group Discussion |
| 9. Adjourn | Division of Planning |

MINUTES

Local Officials/Stakeholders Meeting

Alternatives Study to Relocate/Reconstruct US 641 from Eddyville to Fredonia Lyon and Caldwell Counties

Public Library
Eddyville, Kentucky
July 29, 2003 – 10:30 a.m.

A local officials/stakeholders meeting for the US 641 Alternatives Study in Lyon and Caldwell Counties was conducted on Tuesday, July 29, 2003, in Eddyville, Kentucky. The purpose was to discuss the project history and purpose; scope of work and related activities; preliminary data/exhibits; project issues; and public involvement needs. Participants at the meeting included local officials, agency representatives, stakeholders, and staff from the Pennyriple Area Development District (PADD), Kentucky Transportation Cabinet (KYTC) Districts 1 and 2, KYTC Central Office, and the project consultant, Wilbur Smith Associates (WSA). Meeting attendees included the following:

Rudy Bennett	Kuttawa City Council
Jim Boyd	Lyon County Judge-Executive
Steve Davidson	Crittenden County Economic Development Corporation
Mike Cherry	District 4 State Representative
Steve Cruce	Lyon County Magistrate
Russell Edwards	Eddyville Business Owner
Charles Ferguson	Lyon County Magistrate
Bart Frazer	Marion, Kentucky
Zac Greenwell	Marion, Kentucky
Ron Hughes	Marion, Kentucky
Kay McCollum	Kentucky's Western Watershed
Lee McCollum	Mayor, City of Kuttawa
Jim Moore	Caldwell Lyon Partnership
Bill Robertson	City of Kuttawa
John Rudolph	Lyon County Extension Service
Judi Sutton	Mayor, City of Eddyville
Nora Traum	Kentucky's Western Watershed
Chris Sutton	Pennyriple ADD
Craig Morris	Pennyriple ADD
Jess Reagan	Pennyriple ADD
Wayne Mosley	KYTC District 1, Chief District Engineer
Jeff Thompson	KYTC District 1, Planning
Kevin McClearn	KYTC District 2, Planning/Pre-Construction
Daryl Greer	KYTC Central Office, Planning
Stephen Hoefler	KYTC Central Office, Design
Carl D. Dixon	Wilbur Smith Associates
Samantha Wright	Wilbur Smith Associates

A summary of the key comments and discussion items for this meeting is provided below in order of the meeting agenda. A copy of the agenda for the meeting is attached to this document.

1) Welcome

Daryl Greer began the meeting with a statement of welcome and appreciation for local interest in the project. He indicated that the purpose of the meeting was to introduce the project need and to get input on the project from local attendees.

2) Introductions

Daryl then asked the attendees for introductions and reminded everyone to sign the sign-in sheet for the meeting. Attendees are listed above.

3) Project History

Carl Dixon introduced the history of the US 641 project. Steve Hoefler indicated that the Fredonia-to-Marion portion of the project is in the design phase. Preliminary corridors indicate the route will be located to the east of and generally parallel to existing US 641, with four lanes and partial control of access. Representative Cherry said that funds are currently in the Six Year Highway Plan for right-of-way phase in FY 2004 and construction could begin in FY 2005; however, the only "real funds" are for the first two years of the Plan, i.e., FY 2003 and FY 2004, so steps will be needed in the next session of the General Assembly to make sure that the funds for construction are included in the next version of the Six Year Highway Plan.

Carl explained that the project under consideration at this meeting was the study of US 641 south of Fredonia. The study of this portion of US 641 is expected to consider corridors from Fredonia south to I-24 or the Wendell H. Ford (Western Kentucky) Parkway. This project is in the planning stage and no future phases of this project are funded at this time.

4) Scope of Work

Carl briefly reviewed the Scope of Work for Wilbur Smith Associates. Tasks for this study include: data collection and analysis; public input-and-involvement meetings; identification of goals for the project; and development and analysis of potential corridor alternatives. Carl noted that Palmer Engineering and Qore would be subconsultants handling the environmental and geotechnical overviews. He also reviewed the project schedule, noting that public involvement meetings would likely be held in late September, 2003. A preliminary draft report is due in January, 2004.

Samantha Wright reviewed meeting handouts provided to attendees. Data presented were noted as preliminary, with further verification expected as the project progresses. Discussion items included the project study area, current traffic volumes and preliminary environmental issues. Other exhibits displayed at the meeting showed volume-to-service flow ratios, adequacy ratings and critical crash rates.

Changes and updates to the project materials recommended by the meeting attendees included the following:

- The city limits for Kuttawa have been expanded to the west, as indicated in the *Lyon County Eddyville-Kuttawa Comprehensive Plan*. A copy of the *Comprehensive Plan* was provided to WSA for further information.
- The Mineral Mounds State Park property is located only on the south/west side of I-24. The shaded area to the north/east should be removed on the environmental overview maps.

a) Project Purpose and Goals

Representative Mike Cherry indicated that the original intent of a connection from Fredonia to either I-24 or the Parkway was to provide 102-inch-wide truck access to Crittenden County, which currently does not have such access.

However, there are also other project purposes and/or benefits. One would be to serve the site of a proposed Caldwell/Lyon/Crittenden County industrial park on some portion of the penitentiary farm, located southeast of Fredonia. At present, the local economy is largely based around tourism, although there are efforts to expand this base into other industries.

The Mineral Mounds State Park could also benefit from improved access to the region, potentially expanding the tourism base in the area.

Through the meeting discussions, the following preliminary goals for a potential new route were identified:

- Improve access for economic development;
- Increase service to industrial areas; and
- Improve access to recreational areas and lakes.

b) Project Issues

John Rudolph with the Lyon County Extension Office indicated that the project area includes traditional farmland and there will probably be resistance from some family farm owners, especially those with “family lineage” farms and strong roots to the land in this area.

Representative Cherry said that the timeframe for the project would depend on the funding allocation in the next update of the Six Year Highway Plan. He stressed the need to move this project forward as quickly as possible.

Craig Morris with PADD recommended that the study consider both full-access control and partial-access control for the new route.

Other highway projects in the area should be considered in doing this study, such as the US 62 widening to four lanes.

There may be potential problems with karst around Fredonia.

c) Project Termini

Potential corridor locations discussed at the meeting included the following:

- A corridor east of Fredonia would feed three (3) arteries on the east side of town and provide access to Princeton.

- Tying in the corridor near the weigh stations is too far away to be beneficial to Eddyville.
- For recreation and tourism access, the corridor should terminate between Eddyville and Kuttawa, or at the existing US 641 intersection. When built, this improved route would provide better access not only to Marion and Fredonia, but also to and from the US 60/Henderson/Owensboro/Evansville area for those coming to the Lakes for recreation.

Mayor Lee McCollum indicated that Kuttawa depends on tourist traffic and any improved route in the area would be beneficial.

5) Public Involvement

Public involvement needs for this project include the following:

- Information related to the current design project between Fredonia and Marion will be of interest to the public. Preliminary alignments or other current information should be displayed for this project at the public information meetings.
- Public involvement efforts should consider input from farm owners as well as those living in town.
- There is an Amish population in Marion, and there may be some buggies and tractors using the existing US 641 corridor south of Fredonia. It may be beneficial to check on this and, if so, involve this population in the public information activities.
- No minority or low-income populations were identified in the study area.

Carl Dixon indicated that the first round of public involvement activities for this project is likely to be planned for mid to late September, 2003. The next meeting with the local officials will likely be held around Thanksgiving of this year. Daryl Greer said that local officials and agencies should also expect to receive correspondence requesting input and comments on the proposed project in the coming months.

6) Questions and Answers

One question was raised regarding the cross section of the potential connector route. WSA will be studying existing and future traffic needs as part of this study, which will help identify the number of lanes and suggested cross section.

7) Adjourn

With no further comments or questions, the meeting was adjourned at approximately 12:00 noon.

AGENDA
Local Officials Meeting

Alternatives Study
Lyon-Caldwell Counties
Relocate/Reconstruct US 641 from Eddyville
in Lyon County to Fredonia in Caldwell County

July 29, 2003
10:30 a.m. CDT
Public Library, Eddyville, Kentucky

- 1) Welcome**
- 2) Introductions**
- 3) Project History**
- 4) Scope of Work**
 - a) Project Purpose and Goals**
 - b) Project Issues**
 - c) Project Termini**
- 5) Public Involvement**
- 6) Questions and Answers**
- 7) Adjourn**

MINUTES
Local Officials/Stakeholders Meeting
Alternatives Study to Relocate/Reconstruct US 641
from Eddyville to Fredonia
Lyon and Caldwell Counties
Lion's Club
Fredonia, Kentucky
July 29, 2003 – 2:00 p.m.

A local officials/stakeholders meeting for the US 641 Alternatives Study in Lyon and Caldwell Counties was conducted on Tuesday, July 29, 2003, in Fredonia, Kentucky. The purpose was to discuss the project history and purpose; scope of work and related activities; preliminary data/exhibits; project issues; and public involvement needs. Participants at the meeting included local officials, agency representatives, stakeholders, and staff from the Pennyriple Area Development District (PADD), Kentucky Transportation Cabinet (KYTC) Districts 1 and 2, KYTC Central Office, and the project consultant, Wilbur Smith Associates (WSA). Meeting attendees included the following:

Bobby Beck	Mayor, City of Fredonia
Jim Boyd	Lyon County Judge-Executive
Mike Cherry	District 4 State Representative
Robert DeBoe	Western Kentucky Correctional Complex
Victor "Pippi" Hardin	Crittenden County Judge-Executive
Paul Herron, Jr.	State Senator
Ron Hughes	Marion, Kentucky
Jim Moore	Caldwell Lyon Partnership
Jared Nelson	Times Leader
Dale Watson	Western Kentucky Correctional Complex
Chris Sutton	Pennyriple ADD
Craig Morris	Pennyriple ADD
Wayne Mosley	KYTC District 1, Chief District Engineer
Tim Choate	KYTC District 1, Pre-Construction
Jeff Thompson	KYTC District 1, Planning
Sarah Woods	KYTC District 1
Kevin McClearn	KYTC District 2, Planning/Pre-Construction
Daryl Greer	KYTC Central Office, Planning
Stephen Hoefler	KYTC Central Office, Design
Carl D. Dixon	Wilbur Smith Associates
Samantha Wright	Wilbur Smith Associates

Following is a summary of the key comments and discussion items for this meeting is provided in order of the meeting agenda. A copy of the agenda for the meeting is attached to this document.

1) Welcome

Daryl Greer began the meeting with a statement of welcome and appreciation for local interest in the project. He indicated that the purpose of the meeting was to introduce the project need and to get input on the project from local attendees.

2) Introductions

Daryl then asked the attendees for introductions and reminded everyone to sign the sign-in sheet for the meeting. Attendees are listed above.

3) Project History

Carl Dixon explained that the project under consideration at this meeting was the study of US 641 south of Fredonia. The study of this portion of US 641 is expected to consider corridors from Fredonia south to I-24 or the Wendell H. Ford (Western Kentucky) Parkway. This project is in the planning stage and no future phases of this project are funded at this time.

Tim Choate, with KYTC District 1, said that the Fredonia-to-Marion portion of the project is in the design phase. Right-of-way plans are expected to be complete by the first of December, 2003, with the acquisition process beginning as soon as the first of the year, 2004. US 641 will be constructed on new alignment east of and parallel to the existing road. Tim noted that this was one of the alternates considered in the Pennyrile ADD public involvement study done a few years ago. Preliminary cross sections indicate that the route will be four lanes with partial control of access. Consideration has been given to initial construction of two lanes on four-lane right-of-way, with the remaining two lanes to be constructed in the future.

4) Scope of Work

Carl briefly reviewed the Scope of Work for Wilbur Smith Associates. Tasks for this study include: data collection and analysis; public input-and-involvement meetings; identification of goals for the project; and development and analysis of potential corridor alternatives. Carl noted that Palmer Engineering and Qore would be subconsultants handling the environmental and geotechnical overviews.

Samantha Wright reviewed meeting handouts provided to attendees. Data presented were noted as preliminary, with further verification expected as the project progresses. Discussion items included the project study area, current traffic volumes and preliminary environmental issues. Other exhibits displayed at the meeting showed volume-to-service flow ratios, adequacy ratings and critical crash rates.

Changes and updates to the project materials recommended by the meeting attendees included the following:

- The quarry operation in Fredonia should be added to the environmental issues map.
- There are “wildlife refuge area” signs posted at the Department of Corrections farm complex. This area should be checked for its wildlife status and potentially added to the environmental issues map.

a) Project Purpose and Goals

Pippi Hardin, Crittenden County Judge-Executive, offered a number of purposes that the proposed route could serve:

- Address the loss of industry due to the lack of oversized truck access and provide economic growth for the region, not only for Crittenden County, but for all of West Kentucky by providing improved access from the Henderson area to the south;
- Provide a connection to services in Paducah; and
- Serve as an alternate to the future I-66 and I-69 corridors.

Judge Hardin stated that “improving this road is not a matter of life-and-death for Crittenden County, it’s more important than that.”

b) Project Issues

Mayor Bobby Beck of Fredonia stated that the proposed route would be beneficial to the whole area.

Judge-Executive Hardin indicated that the no-passing zones, farm equipment, truck traffic, and quarry traffic make the existing US 641 route dangerous.

Robert DeBoe with the Western Kentucky Correctional Complex indicated that the existing US 641 route is not safe for his 210 staff who drive it. The proposed route would provide improved access to the complex and the farm.

Farmland impacts will be a concern with the public. Splitting of farms should be minimized as part of this project.

c) Project Termini

Potential corridor locations discussed at the meeting included the following:

- A new route to the west of US 641 would avoid farmland in the area.
- A new route should not come through Fredonia, but should not be located too far outside the city limits due to the costs of additional infrastructure.
- Because escapees are a reality, the proposed route should not be located through the middle of the penitentiary farm, but to the east or the west.
- On the southern end, a terminus near Eddyville or Kuttawa would be best.
- Judge Hardin said that the best location for Crittenden County would be an alternate west of Eddyville or Kuttawa, ideally near the weight stations, but they are not locked into that. He said that the east side toward Princeton would not be the best for Crittenden County, but they will live with what the study recommends. Their main interest is an improved road.
- South of Fredonia, a new route could tie into the existing US 641 corridor near the corner of the penitentiary farm and continue southwest to US 62 near the I-24 interchange. A cloverleaf at US 62 would eliminate the need for a stop or signal at the interchange.

5) Public Involvement

Public involvement needs for this project include the following:

- No minority or low-income populations were identified in the study area.
- Mayor Beck indicated that the Lion's Club facility would be available for public involvement activities and future meetings.

Carl Dixon indicated that the first round of public involvement activities for this project is likely to be planned for mid to late September, 2003. The next meeting with the local officials will likely be held around Thanksgiving of this year. A draft report for this study is expected in January, 2004.

Daryl Greer indicated that this is a planning study and the resulting recommendations will be general. He encouraged local officials to encourage others to come to the upcoming public involvement activities. Daryl Greer said that local officials and agencies should also expect to receive correspondence requesting input and comments on the proposed project in the coming months.

6) Questions and Answers

One question was raised related to the reality of funding for this project. Representative Cherry said that there is no funding for the project committed in the the Six Year Highway Plan. The next update for the Six Year Highway Plan is the next opportunity for funding to be added to the project.

7) Adjourn

With no further comments or questions, the meeting was adjourned at around 3:15 p.m.

AGENDA
Local Officials Meeting

Alternatives Study
Lyon-Caldwell Counties
Relocate/Reconstruct US 641 from Eddyville
in Lyon County to Fredonia in Caldwell County

July 29, 2003
2:00 p.m. CDT
Lion's Club, Fredonia, Kentucky

- 1) Welcome**
- 2) Introductions**
- 3) Project History**
- 4) Scope of Work**
 - a) Project Purpose and Goals**
 - b) Project Issues**
 - c) Project Termini**
- 5) Public Involvement**
- 6) Questions and Answers**
- 7) Adjourn**

Public Involvement Meeting

**US 641 Alternatives Study
Lyon and Caldwell Counties
Lyon County Public Library
Eddyville, Kentucky
September 29, 2003 – 5:00-7:00 p.m. CDT**

The first of two public involvement open house meetings was held on Monday, September 29, 2003 from 5:00 p.m. to 7:00 p.m. at the Lyon County Public Library in Eddyville, 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, destination points, and alternates. The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD) and consultant staff were in attendance:

Craig Morris	Pennyrile Area Development District
Timothy Choate	KYTC, District 1
Allen Thomas	KYTC, District 1
LouElla Thomas	KYTC, District 1
Stephen Hoefler	KYTC Central Office, Division of Highway Design
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Carl D. Dixon	Wilbur Smith Associates
Brad Johnson	Wilbur Smith Associates

The public involvement open house was arranged with several project information stations, and KYTC, ADD, and consultant staff members were 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, project brochure, and information regarding KYTC roadway projects. Attendees were asked to complete the survey questionnaire prior to leaving the meeting, or return it to the 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.

- US 641 Alternatives Study Presentation

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the current US 641 Alternatives Study. The presentation included information such as: the study area; 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 in a straight line arrangement of project exhibits, including the following titles:

- What is the project study area?
- How many cars and trucks are on area roadways today (2003) and what is the level of service?
- If there are no new road improvements, how many cars and trucks will be on area roadways in 2025 and what is the level of service?
- What are the environmental issues? (presented on aerial photography and topographic mapping)
- Where are the most crashes occurring?
- What is the overall performance of the highways?

Attendees were invited to view the project exhibits and discuss any questions or concerns with KYTC, ADD, and consultant staff. General comments consisted of the following:

- One couple noted how close their home was located to existing US 641 and were concerned about US 641 being widened instead of relocated/reconstructed.
- A couple of individuals were interested in what the typical section would be for the section from Fredonia to Marion and if the section from Eddyville to Fredonia would be the same.
- One individual noted that he drives US 641 most everyday with little to no delay.
- A couple of persons said that the road was unsafe due to speeding trucks and few passing opportunities.

- Map Drawing Exercise

One table was set up with one environmental footprint map and one project study area map for attendees to draw on. Markers were provided for attendees to circle areas on the environmental footprint that should be avoided. Areas identified included:

- Most areas along US 641 between Eddyville and Fredonia
- Five cemeteries not shown on the environmental footprint – four located in south Caldwell County between US 641 and KY 902 and one located along the Caldwell/Lyon County Line approximately one mile west of US 641.
- West Kentucky State Penitentiary Farm
- Prime farmland east and west of KY 373 in Lyon County
- Land north of the Paducah and Louisville Railway between KY 373 and US 641.

In addition, markers were used to indicate potential corridors for a relocated/reconstructed US 641. Potential corridors starting at the northern termini included:

- East around Fredonia and generally heading south to the existing US 62 interchange with the Wendell H. Ford (Western Kentucky) Parkway.
- West around Fredonia intersecting the northeast corner of Lyon County and then following just inside the Lyon County line intersecting the Wendell H. Ford (Western Kentucky) Parkway just east of the US 62 interchange.
- West around Fredonia continuing in a southeast direction crossing existing US 641 at Beck Road and then crossing through the West Kentucky State Penitentiary Farm and then terminating at two locations. The first along the Wendell H. Ford (Western Kentucky) Parkway just east of the US 62 interchange and the second crossing US 62 and interchanging with the Wendell H. Ford (Western Kentucky) Parkway halfway between the US 62 interchange and I-24 interchange.

- West of Fredonia continuing south to just north of the existing US 641 intersection with KY 1943 and then turning southeast to interchange with the Wendell H. Ford (Western Kentucky) Parkway at US 62.
 - West of Fredonia continuing south crossing US 62 just east of the existing intersection with US 641 and continuing to a new interchange with the Wendell H. Ford (Western Kentucky) Parkway.
 - West of Fredonia continuing south to terminate at the existing intersection of US 641 and US 62.
 - West of Fredonia running southwest in a straight line to KY 373 approximately two miles north of US 62 and then turning southeast to intersect US 62 across from KY 93.
 - West of Fredonia running southwest in a straight line to KY 373 approximately two miles north of US 62 and then turning south to intersect US 62 across from KY 295.
- Survey Area with Refreshments

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

A total of 68 persons registered their attendance at the two-hour public session, not including the eight (8) KYTC, ADD, and consultant staff. Thirty-four (34) surveys were returned at the meeting.

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

The meeting closed at 7:00 p.m.

Public Involvement Meeting

**US 641 Alternatives Study
Lyon and Caldwell Counties
Fredonia Lions Club
Fredonia, Kentucky
September 30, 2003 – 5:00-7:00 p.m. CDT**

The second of two public involvement open house meetings was held on Tuesday, September 30, 2003 from 5:00 p.m. to 7:00 p.m. at the Fredonia Lions Club in Fredonia, 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, destination points, and alternates. The following Kentucky Transportation Cabinet (KYTC) and consultant staff were in attendance:

Allen Thomas	KYTC, District 1
Ted Merryman	KYTC, District 2, Chief District Engineer
Kevin McClearn	KYTC, District 2
Stephen Hoefler	KYTC Central Office, Division of Highway Design
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Carl D. Dixon	Wilbur Smith Associates
Brad Johnson	Wilbur Smith Associates

The public involvement open house was arranged with several project information stations, and KYTC and consultant staff were 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, project brochure, and information regarding KYTC roadway projects. Attendees were asked to complete the survey questionnaire prior to leaving the meeting, or return it to the 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.

- US 641 Alternatives Study Presentation

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the current US 641 Alternatives Study. The presentation included information such as: the study area; 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 in a straight line arrangement of project exhibits, including the following titles:

- What is the project study area?

- How many cars and trucks are on area roadways today (2003) and what is the level of service?
- If there are no new road improvements, how many cars and trucks will be on area roadways in 2025 and what is the level of service?
- What are the environmental issues? (presented on aerial photography and topographic mapping)
- Where are the most crashes occurring?
- What is the overall performance of the highways?

Attendees were invited to view the project exhibits and discuss any questions or concerns with KYTC and consultant staff. Comments and concerns made during the public involvement meeting could also be recorded on a large display in this area of the room. General comments recorded consisted of the following:

- One couple noted the need for bypassing Fredonia due to an alarming number of accidents within the area, including one fatal accident the husband was involved in.
- Other Fredonia residents noted being aware of a high number of accidents within Fredonia.
- A few attendees were interested in knowing if the section from Fredonia to Marion would continue south of the existing southern termini because they are property owners along Old Mexico Road and are concerned about losing all or a portion of their property.
- One individual noted the importance of avoiding crossings with the Paducah and Louisville Railway and drew an example corridor demonstrating how this could be accomplished.

- Map Drawing Exercise

One table was set up with one environmental footprint map and one project study area map for attendees to draw on. Markers were provided for attendees to circle areas on the environmental footprint that should be avoided. Areas identified included:

- Three cemeteries not shown on the environmental footprint – one located in close proximity to the Caldwell/Crittenden/Lyon County Line; a second located approximately one half mile north of the Lyon County Line and halfway between US 641 and the Caldwell/Crittenden County Line; and a third located one half mile south of Fredonia off KY 902.
- Mill's Bluff which is a cave and spring located just off KY 902 near the Caldwell/Crittenden County Line.

In addition, markers were used to indicate potential corridors for a relocated/reconstructed US 641. Potential corridors starting at the northern termini included:

- East around Fredonia and generally following the eastern Lyon County line to intersect the Wendell H. Ford (Western Kentucky) Parkway at the Lyon/Caldwell County Line.
- West around Fredonia intersecting the northeast corner of Lyon County and then following the county line as explained for the last corridor.
- West around Fredonia continuing in a south, southeast direction to a terminus along US 641 and Beck Road.
- West of Fredonia continuing in the southern direction crossing existing US 641 at KY 1943 and then crossing US 62 east of US 641, continuing south to cross the Wendell H. Ford (Western Kentucky) Parkway and then terminating at I-24 in close proximity to KY 93.

- Following the previous corridor to a split north of KY 1943 and then staying west of US 641 following closely to the Eddyville northern city limits and terminating at the US 62 interchange with I-24.
 - West of the previous corridor intersecting KY 1943, KY 373, KY 295, KY 819, and KY 93 intersecting I-24 just east of KY 810.
 - West of Fredonia running southwest in a straight line intersecting I-24 just east of KY 810.
 - Assuming a northern termini at US 641 and KY 70 West, south in a straight line to an intersection with I-24 at the US 62 interchange.
 - Assuming northern termini on US 641 approximately four miles north of KY 70 West, southeast in a straight line to I-24 in close proximity to the westbound weigh station.
- Survey Area with Refreshments

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

A total of 49 persons registered their attendance at the two-hour public session, not including the seven (7) staff members listed above. Thirteen (13) surveys were returned at the meeting.

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

The meeting closed at 7:00 p.m.

MINUTES

Project Scoping Meeting: Alternatives Study Lyon-Caldwell Counties

Relocate/Reconstruct US 641 from Eddyville in Lyon County to Fredonia in Caldwell County

March 4, 2004

1:00 p.m. CDT

Highway District 1 Office, Paducah, Kentucky

The second project team meeting for the US 641 Alternatives Study in Lyon and Caldwell Counties was conducted on Thursday, March 4, 2004 in Paducah, Kentucky. The purpose of the meeting was to review input to date, discuss the proposed alternatives and level 1 screening, and plan future project activities. Participants at the meeting included representatives from KYTC Districts 1 and 2, FHWA, Pennyriple Area Development District (PADD), KYTC Central Office, and consultant staff from Wilbur Smith Associates (WSA). Individual attendees at the meeting included the following:

Craig Morris	Pennyriple Area Development District
Mary Murray	Federal Highway Administration
Wayne Mosley	KYTC, District 1, Chief District Engineer
Tim Choate	KYTC, District 1, TEBM, Pre-Construction
Allen Thomas	KYTC, District 1, TEBM, Planning
Jeff Thompson	KYTC, District 1, Planning
Chris Kuntz	KYTC, District 1, Design
Johnny Wall	KYTC, District 1, Utilities
Kevin McClearn	KYTC, District 2, Planning
Nick Hall	KYTC, District 2, Planning
Gary Bunch	KYTC Central Office, Environmental Analysis
Stephen Hoefler	KYTC Central Office, Highway Design
Jim Wilson	KYTC Central Office, Planning
Brad Johnson	Wilbur Smith Associates
Carl Dixon	Wilbur Smith Associates

A summary of the key comments and discussion items for this meeting is provided below in the order of the meeting agenda. A copy of the agenda for the meeting is attached to this document.

1) Welcome and Introductions

Jim Wilson began the meeting by welcoming everyone and asking them to introduce themselves.

2) Purpose of Meeting

Jim Wilson provided a brief recap of the project schedule to-date.

3) Review of Input to Date

Brad Johnson briefly discussed the public meeting survey results, areas to access and areas to avoid identified in the public meetings. He also reviewed the resource agency input. The project team was provided with a summary of the public survey comments. Mr. Johnson noted that 75% of the public meeting participants were in favor of the project. However, no clear consensus on the southern terminus was determined, although I-24 received a few more votes than did US 62 or the Wendell H. Ford Parkway. Key sensitive areas to avoid were identified as personal properties and homes, prime farmland, and historic and cultural sites.

During the public meetings, participants were asked to identify on maps their preferred corridor and areas to avoid. Maps of each were included in the handout and presented to the project team.

Mr. Johnson concluded this discussion item by presenting the resource agency findings. Noteworthy were the threatened and endangered species, which he identified as the Indiana bat, gray bat, pink mucket and bald eagle. He stated that a few respondents supported the corridor being as close as possible to the proposed Pennyryle WestPark Industrial Site. He also noted that some geologic concerns do exist, including karst formations, and a map was provided to WSA by the Kentucky Geologic Survey to identify these areas.

Allen Thomas asked the status of the Pennyryle WestPark Industrial Site. Craig Morris responded that the new administration has expressed support for the proposed site and he anticipated that the project would move forward.

Craig Morris presented the environmental justice findings concluding that the reconstruction of US 641 will have little or no impact on minority or low-income persons in Caldwell, Crittenden, Livingston, and Lyon Counties.

4) Proposed Alternatives

Carl Dixon presented the 12 alternative corridors explaining the theory behind each. Brad Johnson then presented the Level 1 screening, which addressed traffic, environmental and community impacts, project goals, and cost. From this data, each corridor was assigned a rating from Low to High. A Low rating was given to those alternates that do not adequately address many of the factors used in the screening process, especially if they do not adequately meet the project goals and/or they have a relatively higher potential for negative environmental and/or community impacts. The consultant discussed and presented the ratings for each of the corridors and suggested that corridors which do not meet a Medium-High or High rating should not be carried forward for further consideration. This would result in five corridors with an overall rating of either Medium-High or High to be carried forward. When the floor was opened for discussion, several questions were asked, some of the ratings were questioned, and the number of affected corridors was eventually modified by the Project Team.

Mary Murray asked if the historic Trail of Tears along US 641 and KY 91 would be a factor on this project. Tim Choate noted that it hasn't been a concern on the northern section, which is further along than the subject project.

Concerns were expressed because WSA's suggested guidelines would not carry forward a corridor that interchanges with I-24, which was the most favored terminus from the public survey summary. To address this concern, it was agreed that corridors with a rating of medium would also be carried forward to a Level 2 screening.

Steve Hoefler noted concern over the different percentages in the cost estimates for added contingencies. He felt that it should be clearly explained why they differ.

The Project Team was in agreement that some corridors could be dropped from consideration; however, it needs to be clearly explained to the public and in the report why each corridor was dropped from consideration during the Level 1 screening.

Tim Choate expressed concern over the width of the corridor along existing US 641. He felt 1000' on either side would not be adequate if a preferred alignment were to be a reasonable distance behind existing residences along US 641. His concerns were discussed, but no decision was made for the study analysis to include a wider corridor.

Tim Choate also recommended a new corridor alternate that included (1) the rebuilding of the interchange at Exit 4 and (2) a new corridor parallel and immediately adjacent to the West Kentucky State Penitentiary Farm from the Exit 4 interchange to a point near the existing farm entrance. The corridor then would follow existing alignments east or west of Fredonia. The interchange would be reconfigured to make US 641 to the north the predominant movement and would have US 62 intersect US 641 in a "T" configuration. The Project Team agreed that this alternate should be added and carried forward.

Craig Morris proposed to the group that a fully-controlled facility to the Pennyryle WestPark Industrial Site from the south be considered. North of the park would be a partially controlled facility similar to the section north of Fredonia.

It was recommended that the rating of Alternative Corridors 3 and 3A be reconsidered. In particular, the Project Team felt that the community and environmental impacts, compatibility with project goals, and public support for the corridor had not been adequately evaluated for these two alternates. After some discussion, it was agreed that this was the case and that the consultant would modify the evaluation process for these corridors based on the input from the Project Team.

In discussing which corridors would not be carried forward, Wayne Mosley recommended that Alternative Corridors 2B and 2C also be reconsidered and revised. After some discussion, it was decided by the Project Team that (1) the section of these alternates from the Wendell H. Ford Western Parkway to US 62 had potentially high negative community and environmental impacts and (2) these two alternates should be removed from further consideration.

In summary, based on the discussion at the meeting, the Project Team decided that:

- Alternates 2B, 2C, 3B, 3C, 3D, and 3E should not be carried forward
- Alternates 1, 1A, 2, 2A, 3, and 3A should be carried forward.
- A new alternate corridor, starting at Exit 4 and paralleling the West Kentucky State Penitentiary Farm should be developed and carried forward

5) Local Officials/Public Meeting – Round II and Next Steps

Carl Dixon recommended that the geotechnical and environmental overviews be completed prior to conducting the next round of meetings. WSA was asked to make the recommended adjustments to the alternate corridors and then provide their sub-consultants the okay to move forward with their work activities. This process would take at least 30 days to complete. At the conclusion of these efforts, the next round of meetings could be scheduled.

With no further comments, the meeting was adjourned at approximately 3:30 p.m.

AGENDA

**Project Scoping Meeting: Alternatives Study
Lyon-Caldwell Counties
Relocate/Reconstruct US 641 from Eddyville
in Lyon County to Fredonia in Caldwell County**

March 4, 2004

1:00 p.m. CDT

Highway District 1 Office, Paducah, Kentucky

- | | |
|--|--------------------------------|
| 1. Welcome and Introductions | Division of Planning |
| 2. Purpose of Meeting | Division of Planning |
| 3. Review of Input To-Date | Wilbur Smith Associates |
| a. Public Survey Summary | |
| b. Areas to Access/Avoid Identified by Public | |
| c. Resource Agency Input | |
| 4. Proposed Alternatives | Wilbur Smith Associates |
| a. Presentation of Alternatives | |
| b. Other Issues or Locations | |
| 5. Local Officials/Public Meeting - Round II | Division of Planning |
| a. Advertisement | |
| b. Meeting Agenda | |
| 6. Next Steps | Wilbur Smith Associates |
| 7. Q & A | Group Discussion |
| 8. Adjourn | Division of Planning |

MINUTES
Local Officials/Stakeholders Meeting
Alternatives Study to Relocate/Reconstruct US 641
from Eddyville to Fredonia
Lyon and Caldwell Counties

Lions Club
Fredonia, Kentucky
July 26, 2004 – 10:30 a.m.

The first of two local officials/stakeholders consultation meetings for the US 641 Alternatives Study in Lyon and Caldwell Counties was convened at 10:30 a.m. on Monday, July 26, 2004, at the Lions Club building in Fredonia, Kentucky. The purpose was to present information and get input on public survey results following the September, 2003 public meetings; early resource agency input; 14 project alternates considered to date; level one screening of all 14 alternates; the final eight (8) alternates to be carried forward for further evaluation; and the results of the environmental overview and geotechnical overview of those eight alternates. Participants at the meeting included local officials, agency representatives, stakeholders, and staff from the Pennyriple Area Development District (PADD), Kentucky Transportation Cabinet (KYTC) Districts 1 and 2, KYTC Central Office, and the project consultant, Wilbur Smith Associates (WSA). Meeting attendees included the following:

Elbert Bennett	Caldwell County Fiscal Court
Van Knight	Caldwell County Fiscal Court
Gale Cherry	Representing State Rep. Mike Cherry
Fred Brown	Crittenden County Judge-Executive
Roger Simpson	Crittenden County Magistrate
Steve Davidson	Crittenden County Economic Development Corp.
Mark Champion	Martin Marietta Aggregates
Mark Denton	Martin Marietta Aggregates
Mickey Alexander	Mayor, City of Marion
Wendell Garner	Western Kentucky Correctional Complex
Becky Pancake	Western Kentucky Correctional Complex
Tom Simpson	Western Kentucky Correctional Complex
Chris Sutton	Pennyriple ADD
Craig Morris	Pennyriple ADD
Lee Conrad	Pennyriple ADD
Tim Choate	KYTC District 1, Pre-Construction
Allen Thomas	KYTC District 1, Planning
Jeff Thompson	KYTC District 1, Planning
Kevin McClearn	KYTC District 2, Planning/Pre-Construction
Stephen Hoefler	KYTC Central Office, Design
Jim Wilson	KYTC Central Office, Planning
Ted Noe	KYTC Central Office, Planning

Carl D. Dixon Wilbur Smith Associates
Brad Johnson Wilbur Smith Associates

Following is a summary of the key discussion items and comments, provided in order of the meeting agenda. A copy of the agenda is attached to the minutes.

1) Welcome and Introductions

Jim Wilson welcomed everyone and indicated that he appreciated their attendance and interest in the project. At Mr. Wilson's request, the attendees then introduced themselves. Mr. Wilson reminded everyone to please put their names on the sign-in sheet. Meeting attendees from the sign-in sheet are listed at the beginning of these minutes.

2) Purpose of Meeting

Mr. Wilson stated that the purpose of the meeting was to provide information and get input on proposed alternates for the improvement of US 641. He then gave a brief progress report on the study, saying that the last local officials meeting was held in July, 2003 and public meetings were held in September, 2003. He said that the Cabinet had mailed out letters to solicit input from federal, state, and local resource agencies. He said that the consultants have developed project alternates and completed an environmental and geotech overview of those alternates, which are to be presented at the meeting. He then turned the agenda over to Carl Dixon, Wilbur Smith Associates.

3) Review of Input to Date

Carl Dixon began the discussion by reviewing the project goals. As he went through the goals, a question was raised by Crittenden County Judge-Executive Fred Brown regarding the status of the section north of Fredonia to Marion.

Tim Choate, with KYTC District 1, said that the Fredonia-to-Marion portion of the project is in final design. Right-of-way plans are essentially complete for the majority of the project, although there are some issues to be addressed at the project termini. However, since the Six Year Plan was not approved by the legislature, the state has no approved highway budget. Therefore, funds are not currently authorized for right-of-way purchase and utility relocation on the northern section. Also, while there are funds for the design on a five-mile portion of the section under study between Eddyville and Fredonia, these funds also are not authorized or necessarily available at present.

There were expressions of concern from many of the attendees. Judge Brown said that he had met with both the previous and current governor and felt that the county had commitments from each administration that the US 641 project would be given a high priority. He said that he was under the impression that the funds were available and committed to the project. KYTC staff indicated that the state used to set aside project funds, but this was no longer true because of the "spend down" of earmarked project funds at the direction of the legislature in the 2002 session and since the Six Year Plan has not been formally approved.

Messrs. Choate, Wilson, and Dixon all emphasized that it was important to finish this planning study for US 641 between Eddyville and Fredonia before KYTC can proceed into the next phase.

a. Public Survey Summary

With this extensive discussion eventually concluded, Mr. Dixon referred to a handout showing the summary results of surveys returned during earlier public involvement activities, which shows the following:

- 75% of the survey respondents felt that US 641 needs to be improved between Eddyville and Fredonia.
- The three primary problems identified on existing US 641 were safety (33%), large truck traffic (24%), and roads too narrow for trucks (17%).
- If US 641 is relocated, the top highways to connect with are I-24 (40%), Wendell H. Ford Western Kentucky Parkway (29%), and US 62 (29%).
- If US 641 is relocated, the top locations for the connection are I-24 near the weigh stations (16%), near the US 62/I-24 interchange (15%), the US 62/US 641 intersection (10%), and the US 62/Ford Parkway interchange (10%).
- 56% of the respondents use existing US 641 daily, and another 19% use it at least three times a week, thus, indicating that a large portion of the respondents use the existing road and should be knowledgeable about it.
- The primary sensitive areas to avoid are Personal Properties or Homes (28%) and Prime Farmland (23%). Other than property impacts, the third main sensitive areas to avoid were Historical or Cultural Sites (10%).

b. Areas to Avoid/Proposed Corridors

Mr. Dixon referred to the handouts to present two maps showing input received from attendees at the public meetings in September, 2003. The first map shows areas that should be avoided, if possible. This included (1) an area southwest of Fredonia which was purported to contain cemeteries, a spring, a bluff, caves, and sinkholes; (2) an area south of Fredonia encompassing an area on both sides of US 641 from the city limits to the northern boundary of the West Kentucky correctional facility, which contains prime farmland, a quarry, and numerous sinkholes; and (3) an area north of Eddyville from near just east of KY 295 on the west to the county line on the east and from the northern city limits of Eddyville and southern boundary of the West Kentucky state penitentiary farm on the south to a line paralleling US 62 on the north on a line approximately ending at the northern boundary of the West Kentucky state penitentiary farm. [NOTE: While not discussed at the Local Officials meeting, it was observed by staff at the public meeting that the latter area was drawn by someone at the meeting who was trying to create a barrier to the south that would force any proposed alternate to locate far west of Eddyville.]

Mr. Dixon also referred to another handout showing corridors proposed by attendees at the public meeting. He noted that this input was considered in developing the proposed alternates to be presented later at the meeting.

Mr. Dixon then asked Brad Johnson, Wilbur Smith Associates, to present information on public and resource agency input on the project.

c. Resource Agency Input

Brad Johnson, Wilbur Smith Associates, presented a summary of resource agency comments received to date. Mr. Johnson noted that 15 agency responses were received. Several responses expressed the importance of the project, noting it would provide an industrial and economic stimulant, particularly if it provided connection to the proposed industrial park. The Department of Fish and Wildlife noted several threatened and endangered species are known to exist within the study area. The Department of Corrections stated they preferred that the new roadway not be any closer than existing US 641. The Kentucky Geotechnical Branch noted that sinkholes are prevalent in the area and should be avoided if possible. They also noted a spring known to exist within the study area.

Mr. Johnson then asked Craig Morris, Transportation Planner, Pennyryle ADD, to provide the results of analysis of Environmental Justice issues in the study area.

4) Environmental Justice Issues

Craig Morris, Pennyryle ADD, explained what the Environmental Justice concept was and gave a very brief summary of his findings. He concluded that there should be no disproportionate impacts on Environmental Justice groups, i.e., minorities and low-income populations.

Upon request, Craig Morris also gave an update on the status of the new proposed Industrial Park. He said that the state has agreed to provide about 500 acres of the West Kentucky State Penitentiary Farm property on the northern end for the industrial park. Therefore, the development of the park is moving forward.

5) Proposed Alternatives

Carl Dixon then referred to a map in the handouts and on an exhibit board showing 15 potential alternates (including the No-Build alternate) identified by the consultant and the project team for consideration, as follows: 1, 1A, 2, 2A, 2B, 2C, 3, 3A, 3B, 3C, 3D, 3E, 4, and 4A. The consultant was then asked to do a “level one” screening to see if the number of alternates could be reduced. This initial screening considered primarily two factors: first, if the alternate adequately met the purpose and need for the project (as indicated by the preliminary project goals) and, second, if there was any potential major environmental impact that would result. The screening process also gave some consideration to the estimated project costs for the various alternatives.

Mr. Dixon then asked Brad Johnson, Wilbur Smith Associates, to review the “level one” screening process. Mr. Johnson discussed the 4-page evaluation matrices included in the handouts and explained each of the criteria and how the evaluation was done. This consisted of how well each alternate successfully met criteria in three evaluation areas: Project Goals, Environmental Issues, and Cost Issues. The fourth page is a summary sheet which presents the final results.

It was pointed out that the corridors shown on the maps are 2,000-foot-wide corridors, while the right-of-way required for the project would probably be about 150 to 200 feet; therefore, the totals of sensitive areas affected (e.g., properties or historical sites) as shown by the matrix number does not mean that all of these would be affected. That is, if the project moves forward into the design phase, there would still be some room

within each corridor to develop an alignment that could avoid or lessen the impact on sensitive areas, even if they exist in the corridor.

Based on this evaluation, Mr. Johnson pointed out that Alternates 2B, 2C, 3B, 3C, 3D, and 3E were dismissed by the KYTC project team, leaving nine (9) alternates (including the No-Build alternate), as shown on a second map in the handouts and as shown on an exhibit board. These will be carried forward for further evaluation and will be shown at the public meetings.

6) Discussion of Geotechnical Overview

Carl Dixon gave a brief summary of major problems identified in the geotechnical overview of the area, which shows that there is karst topography, including sinkholes, in the eastern portion of the study area. There is also a quarry in this area and a spring fed by an underground stream northwest of Fredonia. The geotechnical sub-consultant recommends that Alternates 2, 3, or 4 be used.

7) Discussion of Environmental Overview

Carl Dixon gave a brief summary of the environmental overview of the area, which generally shows no major problems, except for the Spring Mill Bluff (also identified in the geotechnical overview). There is karst topography and sinkholes, which can have archaeological significance. Also, there is the potential for about 25 Threatened and Endangered Species. Four of these have been sighted in the area: Indiana bat, gray bat, bald eagle, and the pink mucket. Those present were reminded that the corridors shown on the maps were 2,000-foot-wide corridors, while the right-of-way required for the project would probably be about 150 to 200 feet; therefore, there would be some room within each corridor to develop an alignment that could avoid or lessen the impact on sensitive areas.

8) Public Meeting – Round II

Jim Wilson then discussed the next round of public meetings, which are scheduled for 5 to 7 p.m., August 23rd and 24th, at the Public Library in Eddyville and the Lions Club in Fredonia, respectively. Mr. Wilson told the group that there were flyers and legal ads available and asked that they take some with them to place in their businesses, workplaces, or other locations in the area.

Carl Dixon presented a project survey form to be handed out at the public meeting. Mr. Wilson asked those present to go ahead and complete the survey and return them today, if possible, but that postage paid envelopes were available for later mailing

9) Next Steps

Carl Dixon said that the next steps are, first, send out a second round of letters requesting resource agency input, probably in mid-August, and, second, hold the public meetings. Resource agency input should be complete in mid-October. After that, the KYTC project team would meet in early November to make a final recommendation. This could include recommending one or more corridors to be carried on to the next phase of project development. After the recommendation has been decided, a draft report will be prepared and submitted to the KYTC in mid-to-late November. After KYTC review, the final report would be developed and submitted by the end of the year.

10) Q & A

Comments presented by individual attendees during the meeting were as follows:

- Alternate 1 is no good. It goes nowhere.
- Alternate 3 is preferred, but would take prime farmland.
- There is not a big concern with the southern termini being US 62 as apposed to I-24 or the Wendell H. Ford Parkway.
- Fredonia is concerned with taking business from the city. Alternate 3 would help business less than the eastern bypass alternate.
- The quarry would have to find a connection to Alternate 3. A lot of this business is going south.
- Alternate 2A is a win-win for everyone: helps industrial park, quarry, and Fredonia. 4A could also meet these criteria.

11) Adjourn

With no further comments or questions, the meeting was adjourned at around noon.

AGENDA

Local Officials Meeting

Alternatives Study Lyon-Caldwell Counties Relocate/Reconstruct US 641 from Eddyville in Lyon County to Fredonia in Caldwell County

July 26, 2004

10:30 a.m. CDT

Lions Club, Fredonia, Kentucky

- | | |
|--|--------------------------------|
| 1. Welcome and Introductions | Division of Planning |
| 2. Purpose of Meeting | Division of Planning |
| 3. Review of Input To-Date | Wilbur Smith Associates |
| a. Public Survey Summary | |
| b. Areas to Access/Avoid Identified by Public | |
| c. Resource Agency Input | |
| 4. Environmental Justice Issues | Pennyrile ADD |
| 5. Proposed Alternatives | Wilbur Smith Associates |
| a. Presentation of Alternatives | |
| b. Tier 1 Screening of Alternatives | |
| c. Other Issues or Locations | |
| 6. Discussion of Geotechnical Overview | Wilbur Smith Associates |
| 7. Discussion of Environmental Overview | Wilbur Smith Associates |
| 8. Public Meeting - Round II | Division of Planning |
| a. Advertisement | |
| b. Meeting Agenda | |
| 9. Next Steps | Wilbur Smith Associates |
| 10. Q & A | Group Discussion |
| 11. Adjourn | Division of Planning |

MINUTES
Local Officials/Stakeholders Meeting
Alternatives Study to Relocate/Reconstruct US 641
from Eddyville to Fredonia
Lyon and Caldwell Counties

Public Library
Eddyville, Kentucky
July 26, 2004 – 2:00 p.m.

The second of two local officials/stakeholders consultation meetings for the US 641 Alternatives Study in Lyon and Caldwell Counties was convened at 2:00 p.m. on Monday, July 26, 2004, at the Public Library in Eddyville, Kentucky. The purpose was to present information and get input on public survey results following the September, 2003 public meetings; early resource agency input; 14 project alternates considered to date; level one screening of all 14 alternates; the final eight (8) alternates to be carried forward for further evaluation; and the results of the environmental overview and geotechnical overview of those eight alternates. Participants at the meeting included local officials, agency representatives, stakeholders, and staff from the Pennyryle Area Development District (PADD), Kentucky Transportation Cabinet (KYTC) Districts 1 and 2, KYTC Central Office, and the project consultant, Wilbur Smith Associates (WSA). Meeting attendees included the following:

Sara Boyd	Lyon County Judge Executive
Steve Cruce	Lyon County Magistrate
Bill Robertson	City of Kuttawa
Mike Kuntz	US Army Corps of Engineers
Shelly Morris	The Nature Conservancy
Chris Sutton	Pennyryle ADD
Craig Morris	Pennyryle ADD
Lee Conrad	Pennyryle ADD
Ted Merryman	KYTC District 1 & 2, Chief District Engineer
Tim Choate	KYTC District 1, Pre-Construction
Allen Thomas	KYTC District 1, Planning
Jeff Thompson	KYTC District 1, Planning
LouElla Thomas	KYTC District 1, Public Relations
Kevin McClearn	KYTC District 2, Planning/Pre-Construction
Stephen Hoefler	KYTC Central Office, Design
Jim Wilson	KYTC Central Office, Planning
Ted Noe	KYTC Central Office, Planning
Carl D. Dixon	Wilbur Smith Associates
Brad Johnson	Wilbur Smith Associates

Following is a summary of the key discussion items and comments, provided in order of the meeting agenda. A copy of the agenda is attached to the minutes.

1) Welcome and Introductions

Jim Wilson welcomed everyone and indicated that he appreciated their attendance and interest in the project. At Mr. Wilson's request, the attendees then introduced themselves. Mr. Wilson reminded everyone to please put their names on the sign-in sheet. Meeting attendees from the sign-in sheet are listed at the beginning of these minutes.

2) Purpose of Meeting

Mr. Wilson stated that the purpose of the meeting was to provide information and get input on proposed alternates for the improvement of US 641. He then gave a brief progress report on the study, saying that the last local officials meeting was held in July, 2003 and public meetings were held in September, 2003. He said that the Cabinet had mailed out letters to solicit input from federal, state, and local resource agencies. He said that the consultants have developed project alternates and completed an environmental and geotech overview of those alternates, which are to be presented at the meeting. He then turned the agenda over to Carl Dixon, Wilbur Smith Associates.

3) Review of Input to Date

Carl Dixon began the discussion by reviewing the project goals. He then began a discussion of the public meeting results.

a. Public Survey Summary

Mr. Dixon referred to a handout showing the summary results of surveys returned during earlier public involvement activities, which shows the following:

- 75% of the survey respondents felt that US 641 needs to be improved between Eddyville and Fredonia.
- The three primary problems identified on existing US 641 were safety (33%), large truck traffic (24%), and roads too narrow for trucks (17%).
- If US 641 is relocated, the top highways to connect with are I-24 (40%), Wendell H. Ford Western Kentucky Parkway (29%), and US 62 (29%).
- If US 641 is relocated, the top locations for the connection are I-24 near the weigh stations (16%), near the US 62/I-24 interchange (15%), the US 62/US 641 intersection (10%), and the US 62/Ford Parkway interchange (10%).
- 56% of the respondents use existing US 641 daily, and another 19% use it at least three times a week, thus, indicating that a large portion of the respondents use the existing road and should be knowledgeable about it.
- The primary sensitive areas to avoid are Personal Properties or Homes (28%) and Prime Farmland (23%). Other than property impacts, the third main sensitive areas to avoid were Historical or Cultural Sites (10%).

b. Areas to Avoid/Proposed Corridors

Mr. Dixon referred to the handouts to present two maps showing input received from attendees at the public meetings in September, 2003. The first map shows areas that should be avoided, if possible. This included (1) an area southwest of Fredonia which was purported to contain cemeteries, a spring, a bluff, caves, and sinkholes; (2) an area south of Fredonia encompassing an area on both sides of

US 641 from the city limits to the northern boundary of the West Kentucky correctional facility, which contains prime farmland, a quarry, and numerous sinkholes; and (3) an area north of Eddyville from near just east of KY 295 on the west to the county line on the east and from the northern city limits of Eddyville and southern boundary of the West Kentucky state penitentiary farm on the south to a line paralleling US 62 on the north on a line approximately ending at the northern boundary of the West Kentucky state penitentiary farm. [NOTE: While not discussed at the Local Officials meeting, it was observed by staff at the public meeting that the latter area was drawn by someone at the meeting who was trying to create a barrier to the south that would force any proposed alternate to locate far west of Eddyville.]

Mr. Dixon also referred to another handout showing corridors proposed by attendees at the public meeting. He noted that this input was considered in developing the proposed alternates to be presented later at the meeting.

Mr. Dixon then asked Brad Johnson, Wilbur Smith Associates, to present information on public and resource agency input on the project.

c. Resource Agency Input

Brad Johnson, Wilbur Smith Associates, presented a summary of resource agency comments received to date. Mr. Johnson noted that 15 agency responses were received. Several responses stated the importance of the project, noting it would provide an industrial and economic stimulant, particularly if it provided connection to the proposed industrial park.

The Department of Fish and Wildlife noted several threatened and endangered species known to exist within the study area. The Department of Corrections stated that they preferred the new roadway not be any closer than existing US 641. The Kentucky Geotechnical Branch noted that sinkholes are prevalent and should be avoided if possible and also that a spring was known to exist within the study area.

Mr. Johnson then asked Craig Morris, Transportation Planner, Pennyrile ADD, to provide the results of analysis of Environmental Justice issues in the study area.

4) Environmental Justice Issues

Craig Morris, Pennyrile ADD, explained what the Environmental Justice concept was and gave a very brief summary of his findings. He concluded that there should be no disproportionate impacts on Environmental Justice groups, i.e., minorities and low-income populations.

Upon request, Craig Morris also gave an update on the status of the new proposed Industrial Park. He said that the state has agreed to provide about 500 acres of the West Kentucky State Penitentiary Farm property on the northern end for the industrial park. Therefore, the development of the park is moving forward.

5) Proposed Alternatives

Carl Dixon then referred to a map in the handouts and on an exhibit board showing 15 potential alternates (including the No-Build alternate) identified by the consultant and

the project team for consideration, as follows: 1, 1A, 2, 2A, 2B, 2C, 3, 3A, 3B, 3C, 3D, 3E, 4, and 4A. He said the consultant was then asked to do a “level one” screening to see if the number of alternates could be reduced. This initial screening considered primarily two factors: first, if the alternate adequately met the purpose and need for the project (as indicated by the preliminary project goals) and, second, if there was any potential major environmental impact that would result. The screening process also gave some consideration to the estimated project costs for the various alternatives.

Mr. Dixon then asked Brad Johnson, Wilbur Smith Associates, to review the “level one” screening process. Mr. Johnson discussed the 4-page evaluation matrices included in the handouts and explained each of the criteria and how the evaluation was done. This consisted of how well each alternate successfully met criteria in three evaluation areas: Project Goals, Environmental Issues, and Cost Issues. The fourth page is a summary sheet which presents the final results.

It was pointed out that the corridors shown on the maps are 2,000-foot-wide corridors, while the right-of-way required for the project would probably be about 150 to 200 feet; therefore, the totals of sensitive areas affected (e.g., properties or historical sites) as shown by the matrix does not mean that all of these would be affected. That is, if the project moves forward, there would still be some room within each corridor for an alignment that could avoid or lessen the impact on sensitive areas in the corridor.

Based on this evaluation, Mr. Johnson pointed out that Alternates 2B, 2C, 3B, 3C, 3D, and 3E were dismissed by the KYTC project team, leaving nine (9) alternates (including the No-Build alternate), as shown on a second map in the handouts and as shown on an exhibit board. These will be carried forward for further evaluation and will be shown at the public meetings. Using the exhibit board, Mr. Johnson defined each of the eight (8) remaining “build” alternates to help eliminate any confusion.

6) Discussion of Geotechnical Overview

Carl Dixon gave a brief summary of major problems identified in the geotechnical overview of the area, which shows that there is karst topography, including sinkholes, in the eastern portion of the study area. There is also a quarry in this area and a spring fed by an underground stream northwest of Fredonia. The geotechnical sub-consultant recommends that Alternates 2, 3, or 4 be used.

7) Discussion of Environmental Overview

Carl Dixon gave a brief summary of the environmental overview of the area, which generally shows no major problems, except for the Spring Mill Bluff (also identified in the geotechnical overview). There are karst topography and sinkholes, which can also have archaeological issues. Also, there is the potential for about 25 or so Threatened and Endangered Species. Four have been sighted in the area: Indiana bat, gray bat, bald eagle, and the pink mucket. Those present were reminded that the corridors shown on the maps were 2,000-foot-wide corridors, while the required right-of-way would probably be about 150 to 200 feet; therefore, there would be room within each corridor for an alignment that could avoid or lessen the impact on sensitive areas.

8) Public Meeting – Round II

Jim Wilson then discussed the next round of public meetings, which are scheduled for 5 to 7 p.m., August 23rd and 24th, at the Public Library in Eddyville and the Lions Club in Fredonia, respectively. Mr. Wilson told the group that there were flyers and legal ads available and asked that they take some with them to place in their businesses, workplaces, or other locations in the area.

Carl Dixon presented a project survey questionnaire that will be handed out at the public meeting. Mr. Wilson asked those present to go ahead and complete the survey and return them today, if possible. If not, he said that postage-paid envelopes were available.

9) Next Steps

Carl Dixon said that the next steps are, first, send out a second round of letters requesting resource agency input, probably in mid-August, and, second, hold the public meetings. Resource agency input should be complete in mid-October. After that, the KYTC project team would meet in early November to make a final recommendation. This could include recommending one or more corridors to be carried on to the next phase. After the recommendation is decided, a draft report will be prepared and submitted in mid-to-late November. After KYTC review, the final report would be developed and submitted by the end of the year.

10) Q & A

Comments presented by individual attendees during the meeting were as follows:

- There was a question of when the recommendation will be made. This should be made in mid-to-late-November.
- Another question asked about the difference between Alternate 2 and 4 in terms of access. The consultant noted that Alternate 4 had direct access to the Wendell H. Ford Parkway while Alternate 2 accessed US 62.
- Alternate 3 (green) is not favored.
- Ms. Morris, The Nature Conservancy, noted that Alternate 4 would pass through a property where she is working with the property owner to restore its natural habitat.
- It was noted that the ultimate typical section would be a four-lane partially controlled facility.
- It was suggested all utility companies be involved in the agency coordination.
- Mr. Kuntz asked if wetlands inventory had been reviewed. It was noted that the environmental overview had not looked at wetlands in detail and that this would be evaluated more thoroughly in the next phase of work.
- The question was raised if only one corridor would be recommended. Mr. Dixon noted that more than one corridor could be carried forward to the next phase. As part of the NEPA process, the objective is to eliminate corridors that don't adequately meet the purpose and need of the project or that have major environmental issue. Even if other corridors are carried forward, he said the study could still recommend a preferred alternate, subject to further investigation.

11) Adjourn

With no further comments or questions, the meeting was adjourned at around 3:15 p.m.

AGENDA

Local Officials Meeting

Alternatives Study Lyon-Caldwell Counties Relocate/Reconstruct US 641 from Eddyville in Lyon County to Fredonia in Caldwell County

July 26, 2004

2:00 p.m. CDT

Public Library, Eddyville, Kentucky

- | | |
|--|--------------------------------|
| 1. Welcome and Introductions | Division of Planning |
| 2. Purpose of Meeting | Division of Planning |
| 3. Review of Input To-Date | Wilbur Smith Associates |
| a. Public Survey Summary | |
| b. Areas to Access/Avoid Identified by Public | |
| c. Resource Agency Input | |
| 4. Environmental Justice Issues | Pennyryle ADD |
| 5. Proposed Alternatives | Wilbur Smith Associates |
| a. Presentation of Alternatives | |
| b. Tier 1 Screening of Alternatives | |
| c. Other Issues or Locations | |
| 6. Discussion of Geotechnical Overview | Wilbur Smith Associates |
| 7. Discussion of Environmental Overview | Wilbur Smith Associates |
| 8. Public Meeting - Round II | Division of Planning |
| a. Advertisement | |
| b. Meeting Agenda | |
| 9. Next Steps | Wilbur Smith Associates |
| 10. Q & A | Group Discussion |
| 11. Adjourn | Division of Planning |

MINUTES
Media Meeting
Alternatives Study to Relocate/Reconstruct US 641
from Eddyville to Fredonia
Lyon and Caldwell Counties
Public Library
Eddyville, Kentucky
July 26, 2004 – 4:00 p.m. CDT

Following two local officials/stakeholders consultation meetings, a third meeting was held with representatives from the local media on the US 641 Alternatives Study in Lyon and Caldwell Counties. The meeting was convened at 4:00 p.m. on Monday, July 26, 2004, at the Public Library in Eddyville, Kentucky. The purpose of the media meeting was to present information and respond to questions on study activities, including the public survey results following the September, 2003 public meetings; early resource agency input; the 14 proposed project alternates considered initially; a level one screening to reduce the number of alternates; the final eight (8) “build” alternates to be carried forward for further evaluation; and the results of the environmental overview and geotechnical overview of those eight alternates.

Participants at the meeting included local media representatives and staff from the Pennyriple Area Development District (PADD), Kentucky Transportation Cabinet (KYTC) Central Office, and the project consultant, Wilbur Smith Associates (WSA). Meeting attendees included the following:

Bobbie Foust	Herald Ledger
Chris Evans	The Crittenden Press
Jared Nelson	Times Leader
Caroline Garcia-Quinn	Lite Rock 104.9 WAVJ FM
Brian Peach	Paducah Sun
Craig Morris	Pennyriple ADD
Jim Wilson	KYTC Central Office, Planning
Ted Noe	KYTC Central Office, Planning
Carl D. Dixon	Wilbur Smith Associates
Brad Johnson	Wilbur Smith Associates

Following is a summary of the key discussion items and comments, provided in order of the meeting agenda. A copy of the agenda is attached to the minutes.

1) Welcome and Introductions

Jim Wilson welcomed everyone and indicated that he appreciated their attendance and interest in the project. At Mr. Wilson’s request, the attendees then introduced themselves. Mr. Wilson reminded everyone to please put their names on the sign-in sheet. Meeting attendees from the sign-in sheet are listed at the beginning of these minutes.

2) Purpose of Meeting

Mr. Wilson stated that the purpose of the meeting was to provide information on the US 641 planning study and particularly the proposed alternates for the improvement of US 641. He then gave a brief progress report on the study, saying that the last local officials meeting was held in July, 2003 and public meetings were held in September, 2003. He said that the Cabinet had mailed out letters to solicit input from federal, state, and local resource agencies. He said that the consultants have developed project alternates and completed an environmental and geotech overview of those alternates, which are to be presented at the meeting. He then turned the agenda over to Carl Dixon, Wilbur Smith Associates.

3) Review of Input to Date

Carl Dixon began the discussion by reviewing the project goals. He then presented a discussion of the public meeting results.

a. Public Survey Summary

Mr. Dixon referred to a handout showing the summary results of surveys returned during earlier public involvement activities, which shows the following:

- 75% of the survey respondents felt that US 641 needs to be improved between Eddyville and Fredonia.
- The three primary problems identified on existing US 641 were safety (33%), large truck traffic (24%), and roads too narrow for trucks (17%).
- If US 641 is relocated, the top highways to connect with are I-24 (40%), Wendell H. Ford Western Kentucky Parkway (29%), and US 62 (29%).
- If US 641 is relocated, the top locations for the connection are I-24 near the weigh stations (16%), near the US 62/I-24 interchange (15%), the US 62/US 641 intersection (10%), and the US 62/Ford Parkway interchange (10%).
- 56% of the respondents use existing US 641 daily, and another 19% use it at least three times a week, thus, indicating that a large portion of the respondents use the existing road and should be knowledgeable about it.
- The primary sensitive areas to avoid are Personal Properties or Homes (28%) and Prime Farmland (23%). Other than property impacts, the third main sensitive areas to avoid were Historical or Cultural Sites (10%).

b. Areas to Avoid/Proposed Corridors

Mr. Dixon referred to the handouts to present two maps showing input received from attendees at the public meetings in September, 2003. The first map shows areas that should be avoided, if possible. This included (1) an area southwest of Fredonia which was purported to contain cemeteries, a spring, a bluff, caves, and sinkholes; (2) an area south of Fredonia encompassing an area on both sides of US 641 from the city limits to the northern boundary of the West Kentucky correctional facility, which contains prime farmland, a quarry, and numerous sinkholes; and (3) an area north of Eddyville from near just east of KY 295 on the west to the county line on the east and from the northern city limits of Eddyville and southern boundary of the West Kentucky state penitentiary farm on the south

to a line paralleling US 62 on the north on a line approximately ending at the northern boundary of the West Kentucky state penitentiary farm.

Mr. Dixon also referred to another handout showing corridors proposed by attendees at the public meeting. He noted that this input was considered in developing the proposed alternates to be presented later at the meeting.

Mr. Dixon then asked Brad Johnson, Wilbur Smith Associates, to present information on public and resource agency input on the project.

c. Resource Agency Input

Brad Johnson, Wilbur Smith Associates, presented a summary of resource agency comments received to date. Mr. Johnson noted that 15 agency responses were received. Multiple responses stated the importance of the project noting it would provide an industrial and economic stimulant, particularly if it provided connection to the proposed industrial park. The Department of Fish and Wildlife noted several threatened and endangered species known to exist within the study area. The Department of Corrections stated they preferred the new roadway not be any closer than existing US 641. The Kentucky Geotechnical Branch noted that sinkholes are prevalent in the area and should be avoided if possible. They also noted the presence of a spring known to exist within the study area.

Mr. Johnson then asked Craig Morris, Transportation Planner, Pennyryle ADD, to provide the results of analysis of Environmental Justice issues in the study area.

4) Environmental Justice Issues

Craig Morris, Pennyryle ADD, explained what the Environmental Justice concept was and gave a very brief summary of his findings. He concluded that there should be no disproportionate impacts on Environmental Justice groups, i.e., minorities and low-income populations.

Upon request, Craig Morris also gave an update on the status of the new proposed Industrial Park. He said that the state has agreed to provide about 500 acres of the West Kentucky State Penitentiary Farm property on the northern end for the industrial park. Therefore, the development of the park is moving forward.

5) Proposed Alternatives

Carl Dixon then referred to a map in the handouts and on an exhibit board showing 15 potential alternates (including the No-Build alternate) identified by the consultant and the project team for consideration, as follows: 1, 1A, 2, 2A, 2B, 2C, 3, 3A, 3B, 3C, 3D, 3E, 4, and 4A. He said the consultant was then asked to do a “level one” screening to see if the number of alternates could be reduced. This initial screening considered primarily two factors: first, if the alternate adequately met the purpose and need for the project (as indicated by the preliminary project goals) and, second, if there was any potential major environmental impact that would affect any of the alternates. The screening process also gave some consideration to the estimated project costs for the various alternatives.

Mr. Dixon then asked Brad Johnson, Wilbur Smith Associates, to review the “level one” screening process. Mr. Johnson discussed the 4-page evaluation matrices included in the handouts and explained each of the criteria and how it the evaluation was done. This consisted of how well each alternate successfully met criteria in three evaluation areas: Project Goals, Environmental Issues, and Cost Issues. The fourth page is a summary sheet which presents the final results.

It was pointed out that the corridors shown on the maps are 2,000-foot-wide corridors, while the right-of-way required for the project would probably be about 150 to 200 feet; therefore, the totals of sensitive areas affected (e.g., properties or historical sites) shown by the matrix number does not mean that all of these would be affected. That is, if the project moves forward into the design phase, there would still be some room within each corridor to develop an alignment that could avoid or lessen the impact on sensitive areas, even if they exist in the corridor.

Based on this evaluation, Mr. Johnson pointed out that Alternates 2B, 2C, 3B, 3C, 3D, and 3E were dismissed by the KYTC project team, leaving nine (9) alternates (including the No-Build alternate), as shown on a second map in the handouts and as shown on an exhibit board. These will be carried forward for further evaluation and will be shown at the public meetings. Using the exhibit board, Mr. Johnson defined each of the eight (8) remaining “build” alternates to help eliminate any confusion.

6) Discussion of Geotechnical Overview

Carl Dixon gave a brief summary of major problems identified in the geotechnical overview of the area, which shows that there is karst topography, including sinkholes, in the eastern portion of the study area. There is also a quarry in this area and a spring fed by an underground stream northwest of Fredonia. The geotechnical sub-consultant recommends that Alternates 2, 3, or 4 be used.

7) Discussion of Environmental Overview

Carl Dixon gave a brief summary of the environmental overview of the area, which generally shows no major problems, except for the Spring Mill Bluff (also identified in the geotechnical overview). There is karst topography and sinkholes, which can also have archaeological issues. Also, there is the potential for about 25 or so Threatened and Endangered Species. Four of these have been sighted in the area: Indiana bat, gray bat, bald eagle, and the pink mucket. Those present were reminded that the corridors shown on the maps were 2,000-foot-wide corridors, while the right-of-way required would probably be about 150 to 200 feet; therefore, there would be room within each corridor to develop an alignment to avoid or lessen the impact on sensitive areas.

8) Public Meeting – Round II

Jim Wilson then discussed the next round of public meetings, which are scheduled for 5 to 7 p.m., August 23rd and 24th, at the Public Library in Eddyville and the Lions Club in Fredonia, respectively. Mr. Wilson told the group that there were flyers and legal ads available and asked that they take some with them to place in their businesses, workplaces, or other locations in the area.

9) Next Steps

Carl Dixon said that the next steps are, first, send out a second round of letters requesting resource agency input, probably in mid-August, and, second, hold the public meetings. Resource agency input should be complete in mid-October. After that, the KYTC project team would meet in early November to make a final recommendation. This could include recommending one or more corridors to be carried on to the next phase of project development. After the recommendation has been decided, a draft report will be prepared and submitted to the KYTC in mid-to-late November. After KYTC review, the final report would be developed and submitted by the end of the year.

10) Q & A

Questions and comments presented by individual attendees during the meeting were as follows:

- A couple of questions related to funding were raised. Mr. Wilson noted that right-of-way, utilities and construction dollars for the section north of Fredonia have not been authorized. For the section south of Fredonia, a five (5) mile section is included in the KYTC Six Year Highway Plan for design, but this money hasn't been authorized as yet. It was also explained that the most recent Six Year Plan hasn't been approved by the General Assembly. This can be confusing because the most recent unapproved version does have variations from the previous approved plan.
- As part of the recommendation, a phasing plan for implementation will be recommended, since the entire project can't be built at one time.
- The question was raised if only one corridor would be recommended. Mr. Dixon noted that more than one corridor could be carried forward to the next phase of work. He said, as part of the NEPA process, the objective is to eliminate the corridors that don't adequately meet the purpose and need of the project or that have potentially significant environmental concerns. The study could recommend that more than one alternate be carried forward into the next phase, but still recommend a preferred alternate, subject to further evaluation.

11) Adjourn

With no further comments or questions, the meeting was adjourned at around 5:15 p.m.

Public Involvement Meeting

**US 641 Alternatives Study
Lyon and Caldwell Counties
Lyon County Public Library
Eddyville, Kentucky
August 23, 2004 – 5:00-7:00 p.m. CDT**

A public involvement open house meeting was held on Monday, August 23, 2004 from 5:00 p.m. to 7:00 p.m. at the Lyon County Public Library in Eddyville, Kentucky. The purpose of the meeting was to allow the public to review their previous input on the proposed project, view the level 1 screening process to discover how the recommended alternates were chosen, and express their opinions on their favorite and least favorite alternatives. The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD) and consultant staff were in attendance:

Craig Morris	Pennyrile Area Development District
Ted Merryman	KYTC, District 1 and 2 Chief District Engineer
Timothy Choate	KYTC, District 1
Allen Thomas	KYTC, District 1
LouElla Thomas	KYTC, District 1
Terry O. McKinney	KYTC, District 2
Stephen Hoefler	KYTC Central Office, Division of Highway Design
Daryl Greer	KYTC Central Office, Division of Planning
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Wheeler Nevels	KYTC Central Office
Carl D. Dixon	Wilbur Smith Associates
Brad Johnson	Wilbur Smith Associates
Ashley Day	Wilbur Smith Associates

The public involvement open house was arranged with multiple project information stations, and KYTC, ADD, and consultant staff members were 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, project brochure, and information regarding KYTC roadway projects. Attendees were asked to complete the survey questionnaire prior to leaving the meeting, or return it to the KYTC at a later date in the postage-paid envelope provided. Refreshments were also provided to the attendees at the entrance of the meeting room.

- **Exhibit Boards**

A section of the room was set up with the project exhibits in a straight line arrangement to demonstrate the sequence of the planning process thus far. The exhibit boards included the following titles:

- What are the preliminary project goals?
- What is the history of the US 641 Alternatives Study?
- Where are the most crashes occurring?
- How many cars and trucks are on area roadways today (2003) and what is the level of service?
- If there are no new road improvements, how many cars and trucks will be on area roadways in 2025 and what is the level of service?
- What areas did the public want to avoid?
- What corridors were proposed by the public?
- September 2003 Public Meetings – Survey Response Summary
- What corridor alternates were proposed following the public meetings?
- Level 1 Screening – Project Goals
- Level 1 Screening – Environmental
- Level 1 Screening – Cost
- Level 1 Screening Summary
- What corridor alternates were considered for further evaluation?

Attendees were invited to view the project exhibits and discuss any questions or concerns with KYTC, ADD, and consultant staff. General comments consisted of the following:

- A number of individuals expressed concern that one or more of the proposed alternates would go through their home and/or farmland;
- Several attendees expressed interest in the preferred alternate providing access to the proposed Industrial Park north of the West Kentucky State Penitentiary Farm;
- One individual expressed support for Alternative 1 because it would be one of the most cost efficient;
- The cost of the proposed alternate was a major consideration for many people when deciding on their preferred alternate; and
- One individual wanted the proposed alternate to be away from existing US 641 to reduce the risk of relocations along the existing route.

- Survey Area

A table was available for attendees to fill out their survey form and read over the project materials. Coloring books and crayons were also present for the children that attended.

A total of 80 persons registered their attendance at the two-hour public session, not including the thirteen (13) KYTC, ADD, and consultant staff. Forty-two (42) surveys were returned at the meeting.

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

The meeting closed at 7:05 p.m.

Public Involvement Meeting

**US 641 Alternatives Study
Lyon and Caldwell Counties
Lions Club**

Fredonia, Kentucky

August 24, 2004 – 5:00-7:00 p.m. CDT

A public involvement open house meeting was held on Tuesday, August 24, 2004 from 5:00 p.m. to 7:00 p.m. at the Fredonia Lions Club in Fredonia, Kentucky. The purpose of the meeting was to allow the public to review their previous input on the proposed project, view the level 1 screening process to discover how the recommended alternates were chosen, and express their opinions on their favorite and least favorite alternatives. The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD) and consultant staff were in attendance:

Craig Morris	Pennyrile Area Development District
Ted Merryman	KYTC, District 1 and 2 Chief District Engineer
Timothy Choate	KYTC, District 1
Allen Thomas	KYTC, District 1
Chris Kuntz	KYTC, District 1
Kevin McClearn	KYTC, District 2
Nick Hall	KYTC, District 2
Stephen Hoefler	KYTC Central Office, Division of Highway Design
Daryl Greer	KYTC Central Office, Division of Planning
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Carl D. Dixon	Wilbur Smith Associates
Brad Johnson	Wilbur Smith Associates
Ashley Day	Wilbur Smith Associates

The public involvement open house was arranged with multiple project information stations, and KYTC, ADD, and consultant staff members were 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, project brochure, proposed alternative corridors map, public survey summary, and information regarding KYTC roadway projects. Attendees were asked to complete the survey questionnaire prior to leaving the meeting, or return it to the KYTC at a later date in the postage-paid envelope provided. Refreshments were also provided.

- Exhibit Boards

A section of the room was set up with the project exhibits in a straight line arrangement to demonstrate the sequence of the planning process thus far. The exhibit boards included the following titles:

- What are the preliminary project goals?

- What is the history of the US 641 Alternatives Study?
- Where are the most crashes occurring?
- How many cars and trucks are on area roadways today (2003) and what is the level of service?
- If there are no new road improvements, how many cars and trucks will be on area roadways in 2025 and what is the level of service?
- What areas did the public want to avoid?
- What corridors were proposed by the public?
- September 2003 Public Meetings – Survey Response Summary
- What corridor alternates were proposed following the public meetings?
- Level 1 Screening – Project Goals
- Level 1 Screening – Environmental
- Level 1 Screening – Cost
- Level 1 Screening Summary
- What corridor alternates were considered for further evaluation?

Attendees were invited to view the project exhibits and discuss any questions or concerns with KYTC, ADD, and consultant staff. General comments consisted of the following:

- A number of individuals expressed strong opposition towards the proposed project;
- One individual that lives on US 641 stated that the existing road was safe for truck traffic;
- Potential relocations and farmland impacts were concerns mentioned by several attendees;
- One individual did not want the proposed alternate to bypass Fredonia due to fear of the family gas station losing significant traffic;
- Several others expressed concern that bypassing Fredonia would hurt local businesses;
- Several attendees commented that Alternate 1 would destroy the most prime farmland in the study area; and,
- A missing cemetery was identified on the exhibits by one attendee. The location was identified on a handout map and provided to the consultant.

- Survey Area

Tables were available for attendees to fill out their survey form and read over the project materials. Coloring books and crayons were also present for the children that attended.

A total of 90 persons registered their attendance at the two-hour public session, not including the thirteen (13) KYTC, ADD, and consultant staff. Fifty-five (55) surveys were returned at the meeting, including one (1) survey from an individual that had attended the Eddyville public meeting the previous evening.

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

The meeting closed at 7:00 p.m.

MINUTES

Final Project Team Meeting: Alternatives Study Lyon-Caldwell Counties

Relocate/Reconstruct US 641 from Eddyville in Lyon County to Fredonia in Caldwell County

November 22, 2004

10:00 a.m. CST

Highway District 2 Office, Madisonville, Kentucky

The final project team meeting for the US 641 Alternatives Study in Lyon and Caldwell Counties was conducted on Monday, November 22, 2004 in Madisonville, Kentucky. The purpose of the meeting was to review input to date, discuss the proposed alternatives, and make final recommendations for the study. Participants at the meeting included representatives from KYTC Districts 1 and 2, Pennyriple Area Development District (PADD), KYTC Central Office, and consultant staff from Wilbur Smith Associates (WSA). Individual attendees at the meeting included the following:

Craig Morris	Pennyriple Area Development District
Tim Choate	KYTC, District 1, TEBM, Pre-Construction
Allen Thomas	KYTC, District 1, TEBM, Planning
Chris Kuntz	KYTC, District 1, Design
Johnny Wall	KYTC, District 1, Utilities
Everett Green	KYTC, District 2, TEBM, Pre-Construction
Kevin McClearn	KYTC, District 2, TEBM, Planning
Nick Hall	KYTC, District 2, Planning
Jim Wilson	KYTC Central Office, Planning
Ted Noe	KYTC Central Office, Planning
Jamie Bewley	KYTC Central Office, Planning
Brad Johnson	Wilbur Smith Associates
Carl Dixon	Wilbur Smith Associates

A summary of the key comments and discussion items for this meeting is provided below in the order of the meeting agenda. A copy of the agenda for the meeting is attached to this document.

1) Welcome and Introductions

Jim Wilson began the meeting by welcoming everyone and asking them to introduce themselves.

2) Purpose of Meeting

Jim Wilson provided a brief recap of the project schedule to-date and stated that the purpose of the meeting was to review the study findings, select a corridor or corridors to be taken into future phases, and make final recommendations.

3) Review of Input to Date

a. Public Survey Summary

Brad Johnson briefly discussed the public meeting input from the last public meetings. The project team was provided a handout with a summary of both the first and second rounds of public survey input. He provided a summary of input from the second round, noting that some of the responses did not follow instructions with regard to selecting one alternate for either the preferred alternate or the alternate least preferred, but an analysis of the results did not indicate a significant difference in the relative voting. Therefore, Mr. Johnson chose to present the percentages for all alternates selected.

Mr. Johnson noted that Alternate 2 was preferred by the largest percentage (43%) of the public input survey, and Alternate 1 (20%) and Alternate 4 (14%) were the next highest. The alternate receiving the most votes as the least preferred alternate was Alternate 1 (43%), with Alternate 3 (32%) a close second in the voting. Alternates 3A and 1A were next, with 11% and 10%, respectively. Totals include both the public meeting surveys and the surveys from the local officials/stakeholders meetings held prior to the public meetings.

Mr. Johnson noted that the surveys from the local officials/stakeholders meetings were also compiled separately. The results from this were more telling, in that 95% of the local officials/stakeholders preferred Alternate 2, and 95% were most opposed to Alternate 1.

Based on the survey results, it appears that the local officials/stakeholders and the public prefer to (1) utilize existing US 641 to the maximum extent possible on the southern end of the proposed project and (2) locate the “new” US 641 “bypass” west (rather than east) of Fredonia on the northern end of the project.

b. Resource Agency Input

Carl Dixon then briefly summarized the input from the resource agencies and other interested parties. A handout was provided that summarized the input from the first and second rounds of resource agency coordination. Generally, much of the input from many agencies provided input on the process and requirements for the next phase of the project. Only a few specifically addressed a particular corridor alternate, as follows:

- Atmos Energy Corporation indicated that both Alternates 1 and 3 would cross their natural gas lines.
- Crittenden County Economic Development Corporation (CCEDC) strongly endorsed Alternate 2A, stating that it was vital that the “new” US 641 be in close proximity to the 800-acre Pennyryle WestPark Industrial Park, located adjacent to the Prison Farm.
- Senator Dorsey Ridley favored Alternate 2 because it would affect the fewest individuals and require the smallest number of relocations. He stated that using the present corridor would be prudent.
- Kentucky Department of Corrections, Western Kentucky Corrections Complex (WKCC) opposed Alternates 1, 4, and 4A. Since these are located immediately adjacent to the West Kentucky Prison Farm property, they may compromise WKCC’s mission by providing prisoners with access to dangerous contraband (e.g.,

drugs and weapons) and the potential for escape through easier facilitation.

- The Nature Conservancy-Kentucky Chapter indicated that Alternates 4 and 1A would likely affect two properties owned by a single landowner with whom the Nature Conservancy is currently involved to improve wildlife habitat on those properties.
- Kentucky Department of Travel, Commerce Cabinet stated that all alternates, except Alternate 3, would improve access to Mineral Mounds State Park. They also said that all alternates appear to have a minimal impact on natural habitat and historic sites, but this was to a lesser extent for Alternates 1, 1A, and 2A.

Carl also reviewed factors identified in the Environmental Overview and Geotechnical Overview. Generally, there are no major environmental issues that affect the selection of a corridor alternate. Some of the primary environmental concerns are habitats related to threatened and endangered species in the study area, which can be addressed further in the next phase of the project. Another is Mill Springs Bluff, a sensitive area west of Fredonia in the approximate location of the corridor; therefore, this site should be avoided during the next phase, if possible.

The major concerns from a geotechnical perspective are the rock quarry south of Fredonia and the karst topography which lies primarily along the easternmost corridors. It was stated that “the gold corridor” (Alternate 1 and 1A) has “the highest probability for Karst activity.” In order of priority, Alternates 3, 4, and 2 were selected as the three alternates with the least amount of geotechnical problems.

4) Review of Project Goals/Purpose

Carl Dixon reviewed the project goals and asked if there were any proposed changes. With no suggested changes, he specifically asked if the purpose should state that the proposed project should tie directly into one of the expressways. Someone pointed out that this was included in the official KYTC project description. Based on this and on subsequent discussion throughout the meeting, it was agreed that the statement of project purpose and need should state that the proposed project should tie into either I-24 or the Ford Parkway.

5) Special Considerations

Throughout the meeting, the following special considerations were discussed in varying levels of detail: addressing potential impacts on prime farmland; the importance of a newly proposed agricultural district located east and south of Fredonia and just north of the prison farm property; avoidance of Mill Springs Bluff; consideration of Nature Conservancy concerns about wildlife habitat protection; avoiding or minimizing locating on or near karst/sinkholes in the area; avoidance of and access to the Fredonia quarry; relative impacts on the prison farm; the importance of providing access to the WestPark industrial park mega-site just north of the prison farm; and avoiding or minimizing utility impacts and/or involvement.

From public input through surveys and from consultation with local officials, stakeholders, and individuals at the public meetings, it was agreed by the project team that the major concern of the local residents was the potential impacts on prime farmland, including possible relocations. As a result, it appears that the public in the

study area favors (1) staying along existing US 641 as much as possible on the southern end of the proposed project and (2) providing a western bypass of Fredonia on the northern end of the proposed project. It was also agreed that there is a strong need to provide good truck access to the WestPark industrial mega-site.

6) Proposed Alternatives

a. Review of Alternatives

Carl Dixon led a review and discussion of the proposed alternatives. Generally, it was decided that the project should (1) use as much of existing US 641 as possible, while still meeting the project purpose, and (2) be located west of Fredonia at the northern terminus. After considerable discussion, the project team reached a consensus to dismiss the following alternatives for the reasons discussed herein:

- Alternate 1: May not serve the project purpose adequately because the southern terminus is too far from Eddyville and I-24; has major potential prime farmland impacts; most opposed alternate by the public; opposed by 95% of local officials/stakeholders; probability of geotech problems due to karst topography; opposed by the Western Kentucky Correctional Complex (WKCC) for security reasons; and crosses Atmos Energy gas lines.
- Alternate 1A: May not serve project purpose adequately because southern terminus is too far from Eddyville and I-24; has major potential prime farmland impacts; passes through potential new agricultural district; has second highest number of potential impacts on historic sites; probability of geotech problems due to karst topography; opposed by the WKCC for security reasons; and may cross Atmos Energy gas lines.
- Alternate 2: Although it is the most favored alternate by local officials/stakeholders and the public, it does not adequately meet project purpose to provide improved regional truck access and access to the NHS or Truck Network since it does not connect directly to either I-24 or the Ford Parkway; has second highest number of potential relocations; has highest number of potential impacts on historic sites; and has second highest potential impacts on sewer lines and utility lines.
- Alternate 2A: Does not adequately meet project purpose to provide improved regional truck access and access to the NHS or Truck Network since it does not connect directly to either I-24 or the Ford Parkway; has highest number of potential relocations; has highest potential impacts on sewer lines and utility lines; has major potential farmland impacts near Fredonia; and passes through potential new agricultural district.
- Alternate 3: Does not provide access to the WestPark industrial site; has relatively high potential relocation impacts; could have a major impact on prime farmland since it has one of the two longest sections located on new alignment; and one of the two longest routes which translates into the highest construction cost and increased state maintenance mileage in the future.
- Alternate 3A: Has relatively high potential relocation impacts; could have a major impact on prime farmland since it has one of the two longest sections located on new alignment; one of the two longest routes which translates into the highest construction cost and increased state maintenance mileage in the future; would

impact prime farmland and pass through a potential new agricultural district east of Fredonia; and possibility of karst topography east of Fredonia.

- Alternate 4A: Has major potential farmland impacts and passes through potential new agricultural district near Fredonia.

b. Multimodal/Intermodal Issues

The project team felt that consideration should be given to rail service into and out of the proposed WestPark industrial mega-site. This could include coordinating to provide rail service within the right-of-way of the proposed US 641 project, avoid the need for new rail crossings if possible, and/or ensure that rail overpasses are considered where appropriate. In any case, special consideration should be given to ensuring that good, safe rail access is provided to the WestPark site. No special bicycle/pedestrian facilities were identified as being needed. There was also discussion that the shoulders could be used for bicycles on any new roadway segments where the access was not fully controlled for the type of roadway envisioned, but bicycle/pedestrian accommodations should be considered in accordance with KYTC policy during the next phases of project development.

c. Recommended Alternative(s)

With the elimination of the other seven (7) alternates, the project team agreed that Alternate 4 most closely suited the needs for the proposed project. However, they also felt that it did not adequately meet public concerns and would need some changes.

d. Discussion by Project Team

The project team agreed that a slightly **Revised Version of Alternate 4** should be taken into the next phase of project development to better address public concerns. Specifically, **Alternate 4-Revised** should be relocated to (1) minimize the impacts on farmland and wildlife habitats by using as much of US 641 and staying as close to the farm boundaries as possible, (2) re-align US 641 near the existing Ford Parkway interchange (Exit 4) and re-align US 62 as a T-intersection with US 641, (3) make the Fredonia bypass diverge to the north and west from the existing US 641 as close to Fredonia as deemed practical, and (4) provide for a connector from KY 91 to provide access to the bypass. The consultant was asked to prepare a map with Alternate 4-Revised to be submitted to the KYTC for review and approval.

7) Typical Section

The project team agreed that the typical section should match the section now designed for US 641 between Fredonia and Marion, i.e., a four-lane road with a 60-foot median. Also, the Cabinet should consider full access control, if possible, from the Ford Parkway to existing US 641 near the WestPark industrial mega-site, with partial access control, where possible, for the remaining portion of the proposed project.

8) Priority Sections

The project team agreed that the proposed project should be built from south to north, with the first section from the Ford Parkway to existing US 641, the second section along US 641 to the beginning of the west bypass of Fredonia, and the third section on new alignment beginning as close to Fredonia as deemed practical and ending at the

section already designed north of Fredonia.

9) Next Steps

The consultant will provide the minutes of the meeting and a map of Alternate 4-Revised within the next week or two. A draft report will be completed by the end of Calendar Year 2004, followed by a 30-day KYTC review period. If a timely review schedule is met, then a final report will be submitted by March 2005.

10) Q & A

No additional questions or comments were made.

11) Adjourn

The meeting was adjourned at approximately 1:15 p.m. CST.

AGENDA
Project Team Meeting
Alternatives Study
US 641, Lyon/Caldwell County
Relocate/Reconstruct US 641 from Eddyville to Fredonia
KYTC Item Number: N/A

November 22, 2004
10:00 a.m. CST
District 2 Conference Room
Madisonville, Kentucky

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| 1. Welcome and Introductions | Division of Planning |
| 2. Purpose of Meeting | Division of Planning |
| 3. Review of Input To-Date | Wilbur Smith Associates |
| a. Public Survey Summary | |
| b. Resource Agency Input | |
| 4. Review of Project Goals/Purpose Associates | Wilbur Smith |
| 5. Special Considerations | Wilbur Smith Associates |
| a. Prime Farmland/Agricultural District | |
| b. Mill Springs Bluff | |
| c. Nature Conservancy Issues | |
| d. Karst/Sinkholes | |
| e. Fredonia Quarry | |
| f. Prison Farm/Industrial Site | |
| g. Utilities | |
| 6. Proposed Alternatives | Wilbur Smith Associates |
| a. Review of Alternatives | |
| b. Multimodal/Intermodal Issues | |
| c. Recommended Alternative(s) | |
| d. Discussion by Project Team | |
| 7. Discussion of Typical Section | Wilbur Smith Associates |
| 8. Discussion of Priority Sections | Wilbur Smith Associates |
| 9. Next Steps | Wilbur Smith Associates |
| a. Draft Report | |
| b. Final Report | |
| 10. Q & A | Group Discussion |
| 11. Adjourn | Division of Planning |