

**APPENDIX D.**  
**MEETING MINUTES**

## **APPENDIX D**

### **Meeting Minutes**

1. 09/06/02 Project Team Meeting
2. 10/15/02 Local Officials Meeting
3. 11/20/02 Local Agency Meeting Lawrence County
4. 11/20/02 Local Agency Meeting Elliott County
5. 11/22/02 Local Agency Meeting Carter County
6. 11/22/02 Local Agency Meeting Rowan County
7. 04/15/03 CAT Meeting 1 Carter County
8. 05/15/03 CAT Meeting 2 Elliott County
9. 06/02/03 Public Meeting Lawrence County
10. 06/05/03 Public Meeting Rowan County
11. 06/10/03 Public Meeting Elliott County
12. 06/12/03 Public Meeting Carter County
13. 06/25/03 Local Officials/Agencies Meeting Martin County
14. 07/10/03 Public Meeting Martin County
15. 08/28/03 CAT Meeting 3 Lawrence County
16. 03/10/04 Project Team Meeting – Review Corridor Alternates
17. 10/12/04 Local Officials/Agencies Meeting Lawrence County
18. 10/12/04 Local Officials/Agencies Meeting Martin County
19. 10/13/04 Local Officials/Agencies Meeting Carter County
20. 10/21/04 Local Officials/Agencies Meeting Rowan County
21. 10/21/04 Local Officials/Agencies Meeting Elliott County
22. 11/29/04 Public Meeting Martin County
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# MINUTES

## Project Team Meeting Alternatives Study

### Lawrence-Carter Counties, Item No. 12-115.00 Extend KY 645 from US 23 at Ulysses to I-64 at Industrial Parkway

September 6, 2002

10:30 a.m.

FIVCO ADD Office

A project team meeting for the KY 645 Alternatives Study in Lawrence and Carter Counties (Item No. 12-115.00) was conducted on Friday, September 6, 2002 at the FIVCO Area Development District (ADD) conference room in Catlettsburg, Kentucky. The purpose of the meeting was to discuss the project history and purpose; scope of work and related activities; and public involvement needs and ideas. Participants at the meeting included representatives from KYTC District 9, KYTC District 12, KYTC Central Office, FIVCO ADD, and consultant staff from Palmer Engineering and Wilbur Smith Associates (WSA). Individual attendees at the meeting included the following:

Terri Sicking	FIVCO Area Development District
Jim Rummage	KYTC District 9, Chief District Engineer
Deanna Harris	KYTC District 9, Planning
Rick Omohundro	KYTC District 9, Preconstruction
Willard Cuzzert	KYTC District 12
Mary Westfall Holbrook	KYTC District 12
Jimmy Queen	KYTC District 12, Operations
Tim Spencer	KYTC District 12, Operations
Keith Damron	KYTC District 12, Planning
Kevin Damron	KYTC District 12, Preconstruction
Ted Noe	KYTC Central Office, Planning
Jimmy C. Wilson	KYTC Central Office, Planning
Doug Lambert	Palmer Engineering
Marc D. Williams	Wilbur Smith Associates
Samantha J. Wright	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

Ted Noe began the meeting by welcoming all attendees.

#### 2) Introductions

Ted's welcome was followed by introductions.

#### 3) Project History

A number of project concepts have been identified through the history of this project:

- This project began as a legislative addition by Representative Rocky Adkins. The original study concept included consideration of a new route between KY 645 at US 23 and the Industrial Parkway. Such a route would primarily serve truck traffic and industrial developments in the area, as well as local traffic.

A variation of this route would be to use the existing US 23 route from KY 645 to Louisa, then provide a new connection from north of Louisa to the Industrial Parkway. Such a project would reduce project length, impacts and costs.

- Recent conversations with Rep. Adkins indicate that consideration should be given to providing a route from KY 645 at US 23 to Blaine, then along KY 32 from Blaine to the Morehead Bypass. Such a project would improve student access, connections for business and economic development, and access for local residents.

Current planning efforts in Rowan County are underway to study a connector from KY 32 to I-64. This could be a western terminus for a KY 645 to Morehead connector. Planned improvements along KY 7, along with a KY 645 to Morehead connector, would also provide improved access to the lakes and recreational areas. A new prison is being built in Elliott County that could be served by a new corridor along KY 32.

- Recent planning work in the Grayson area identified local interest in an additional interchange west of Grayson. Such a route would provide additional access for Grayson residents and improved connections to the surrounding lakes and recreational areas. This connection would also serve the new technical college currently under construction near the industrial park.
- Another option discussed by the Project Team was to consider the project a regional study from KY 645 at US 23 to some point along I-64 between the Industrial Parkway and Morehead. Three main corridors could be considered for detailed analysis, including connections between KY 645 at US 23 and I-64 near 1) the Industrial Parkway, 2) Morehead, and 3) west of Grayson. This would leave all of the above options open at the outset of this study; however, it would also add two counties for analysis; additional public involvement needs; and involvement by the Gateway ADD.

The Project Team agreed that additional project definition is necessary prior to proceeding with the study tasks. The KYTC plans to contact Rep. Adkins regarding further definition of the study area, project purpose and Six Year Highway Plan description.

#### **4) Scope of Work**

Marc Williams presented an overview of the project brochure provided to meeting attendees. The brochure includes some background information on the project area as well as a basic outline of tasks for this study. Items related to the scope of work for the project included:

- Once the bounds of this project are more clearly defined, the project brochure will be amended.

- Corrections or changes to project materials might include:
  - Elliott County is spelled with only one “t” on the Environmental Footprint Map.
  - “Public and Agency Input” is listed twice on page 2 of the brochure.
- Traffic volumes may be forecast for this area using the Statewide Traffic Model. The model covers enough of West Virginia to consider improvements in the project area.
- The cross-section of the route will depend on the projected traffic volumes. Four lanes may not be necessary and would be difficult to implement along portions of the existing KY 32 corridor.

## **5) Public Involvement**

Public involvement needs and ideas discussed at the meeting included:

- Mike Duncan in Inez is another local proponent of the project and is probably working with Rep. Adkins. Several years ago, he supported a connection from West Virginia through Inez and on to I-64. We may want to include him on this project.
- Kentucky Fish and Wildlife and the Corps of Engineers should be involved in this project due to the proximity to area lakes and waterways.
- A larger study area would mean more or combined meetings in local areas. The local officials meetings could be grouped; however, meetings with local citizens should be held in each involved county.
- District 12 indicated that public involvement efforts for the US 23 project were effective and a Citizens’ Advisory Group (CAG) may also be successful for this project. CAG members could be solicited at the first public meeting and asked to make a 3-month commitment. A quick series of meetings with the volunteer group may make them more likely to stay involved.
- Rowan County is in the Gateway Area Development District. The addition of this county would require involvement from this ADD.

## **6) Questions and Answers**

- How should we start this project?

An initial joint meeting with all area local officials in Lawrence, Carter, Elliott and Rowan Counties should be held to give some direction to this study. The FIVCO ADD is the best location for such a regional meeting and can hold 40-50 people. There is also the convention center in Grayson, which would provide additional space if needed.

Attendees might include county judge-executives, mayors, state representatives and federal representatives. We may want to consider waiting until after the local elections to have such a meeting.

This meeting could 1) identify local needs and 2) identify routes for further consideration that address these needs. It would be a good idea to send a project brochure and/or questionnaire ahead of time to the attendees so they can begin thinking about the project.

Following the local officials meeting, public meeting activities might include:

- Sending personal invitations to local leaders such as Chamber of Commerce members and tourism officials;
- Distribution of questionnaires to local leaders prior to the meeting; and
- Identification of interested CAG members during the public involvement sessions.

## **7) Adjourn**

With no further comments, the meeting was adjourned at approximately 12:30 p.m.

**AGENDA**  
**Project Scoping Meeting**  
**Scoping Study**  
**Lawrence-Carter Counties, Item No. 12-115.00**  
**Extend KY 645 from US 23 at Ulysses to I-64 at Industrial Parkway**  
**September 6, 2002**  
**10:30 a.m.**  
**FIVCO ADD Office**

**1) Welcome**

**2) Introductions**

**3) Project History**

**1) Scope of Work**

**2) Public Involvement**

**3) Questions and Answers**

**7) Adjourn**

**Local Officials Meeting Minutes**  
**Alternatives Study for New Route, Extension of KY 645**  
**Item No. 12-115.00**  
**FIVCO Area Development District Office, 10:30 a.m. (EDT)**  
**October 15, 2002**

This meeting with local elected officials from Carter, Lawrence, Elliott and Rowan Counties began the process of coordination for the Extension of KY 645 study. As part of the corridor planning study process, the purpose of this meeting was to introduce the project, discuss potential project issues, and solicit input from the local officials. Those in attendance were:

Rocky Adkins	State Representative
David L. Compton	Judge Executive – Lawrence County
Tim Gibbs	Deputy Judge Executive – Rowan County
Charles Pennington	Judge Executive – Elliott County
Gayle D. Smith	Mayor – Olive Hill
Kirsten Stanley	Daily Independent
Terri Sicking	FIVCO Area Development District
Sandy Meadows	Gateway Area Development District
Adam Montgomery	Gateway Area Development District
Jim Rummage	KYTC District 9
Dan L. Hall	KYTC District 12
Keith Damron	KYTC District 12
Ted Noe	KYTC Central Office – Division of Planning
Steve Ross	KYTC Central Office – Division of Planning
Jimmy C. Wilson	KYTC Central Office – Division of Planning
Marc D. Williams	Wilbur Smith Associates
Samantha J. Wright	Wilbur Smith Associates

Meeting information is arranged below according to the attached agenda:

**1) Welcome**

The local officials meeting opened at 10:30 a.m. (EDT) with Ted Noe welcoming all attendees and thanking the FIVCO Area Development District for the use of their boardroom.

**2) Introductions**

Mr. Noe requested introductions from the attendees.

**3) Project History**

Mr. Noe gave a brief overview of the project history. As defined in the *2000-2006 Six Year Highway Plan*, the project is to evaluate the possibilities for extending KY 645 from US 23 at Ulysses to I-64 at the Industrial Parkway in Lawrence and Carter Counties (Item No. 12-115.00). Discussions during the project team meeting on September 6,



2002, indicated that other project termini or purposes for the corridor may be considered. Mr. Noe said the Department of Highways wants to find out what the purpose of the route would be, issues, termini, etc... and to get public input.

Marc Williams continued with a discussion of the meeting purpose and then reviewed the following handouts and exhibits for those in attendance:

- Project Brochure
- Environmental Footprint Maps

Mr. Williams further stressed that input from local officials and the general public would be needed in order to identify issues and concerns important to the community.

#### **4) Scope of Work**

Following a discussion regarding the history of the project, Mr. Williams began an open discussion on issues related to the Project Issues; Project Purpose and Goals; and Project Termini.

##### **a) Project Issues**

The attendees identified a number of issues and ideas related to the overall purpose of the corridor:

- Representative Adkins indicated that this project should be the final link for economic development in north Eastern Kentucky. The project should be developed from a regional perspective, potentially meeting as many local goals as possible.
- The project should consider the locations of all nearby industrial parks and should try to improve connectivity with these locations and I-64.
- Another potential issue for the project may be to provide better connectivity to educational facilities.
- The new connector route should be built where it will maximize or improve traffic flow.
- The project should provide connectivity, considering other surrounding counties, West Virginia and Virginia, and local routes such as KY 40, KY 645 US 23, US 119, I-64 and the AA Highway.
- The corridor may also serve potential tourism sites, such as Laurel Gorge, Carter Caves, Cave Run, Yatesville Lake and Grayson Lake.

A number of items were discussed during the meeting related to the location of the potential corridor. Issues related to a corridor in the eastern portion of the study area include:

- A connection between KY 645 and the Industrial Parkway may relieve traffic along US 23. There is a public perception that there are safety and congestion problems along this route.
- Another similar option would be to use portions of US 23 to Louisa and then continue over west to I-64; however, this option would not be located very far from existing routes.
- There is a public perception that KY 32 is not a safe route west of US 23. A new route could follow the existing KY 32 alignment.

- A new route could utilize portions of KY 201 and aid in tourists accessing the local lakes.
- A route in the eastern portion of the study area may also bring people out of Floyd, Johnson and Martin Counties.
- Lawrence County is a 1/5 owner of EastPark. The southern portion of Lawrence County needs better connectivity before jobs at the EastPark industrial site are feasible for southern Lawrence County residents.
- Some EastPark traffic currently uses US 23 to I-64, but it is not a very direct route.
- Most students from Lawrence County who attend school in Morehead do not commute. The existing east-west connections make it more feasible to live in Morehead rather than travel every day.
- Keith Damron with KYTC District 12 indicated that 4-lane improvements along KY 40 into West Virginia are planned.

Issues related to a corridor in the central portion of the study area include:

- There has been discussion about a connection between the Industrial Parkway and London, or the London-Ashland Corridor. This route would tie in at Olive Hill, approximately 15 to 16 miles east of Morehead.
- A connector between KY 645 and the Olive Hill area would provide better east-west access through the study area, serving many local interests.
- A new route could utilize portions of KY 201 and aid in tourists accessing the local lakes.
- Mayor Smith of Olive Hill stated that the ridge between Exit 137 and Exit 156 should be considered as a potential location to cross I-64. This would reduce the number of new bridges required, according to a survey he conducted in 1963.

Issues related to a corridor in the western portion of the study area include:

- Many Elliott County residents travel to Rowan County to work and attend school. A better east-west connector between Elliott and Rowan Counties would serve this traffic.
- A number of Elliott County residents are employed at EastPark.
- KY 173 and KY 32 are not safe roads to travel.
- Rowan County could use a better connection to Morehead for commuters to Morehead State University. A new route in this area could also open up access to area lakes and tourism sites.
- The eastern edge of Rowan County does not fall within the Daniel Boone National Forest. A corridor through this area would have the potential for fewer environmental impacts.

## **b) Project Purpose and Goals**

Ideas for potential project goals were discussed during the local officials meeting. These ideas and others will be considered as the project progresses and preliminary

goals are developed. The meeting attendees identified the following ideas for potential goals in order of decreasing priority:

- Provide regional connectivity to serve more counties in the project area;
- Provide access to I-64 at the northern terminus of the route;
- Locate the corridor where it would maximize traffic flow and service; and
- Consider area interests in the corridor development process, such as industry, employment, services, education and tourism.

### **c) Project Termini**

Representative Rocky Adkins noted that the KY 645 project, as identified in the *2000-2006 Six Year Highway Plan*, involved the extension of KY 645 from US 23 at Ulysses to I-64 at the Industrial Parkway. He indicated that he was trying to identify two linking points when the project was initially submitted for funding by Judge Compton of Lawrence County. He did not intend for the *2000-2006 Six Year Highway Plan* definition to limit the termini of this study.

Since the publication of this *Plan*, it has been determined that other project termini or purposes for the corridor may be considered. As a result, the project definition has been expanded to include Elliott and Rowan Counties.

The meeting attendees agreed that eastern Rowan County should be the western limit of the study area and the Industrial Parkway in Carter County should be considered the eastern limit of the study area.

### **5) Public Involvement**

Wilbur Smith Associates is currently in the process of developing a Public Involvement Plan for the project area. Mr. Williams indicated that input from local officials would be helpful in the compilation of this plan.

The meeting attendees agreed that an Advisory Committee would help coordinate the regional perspectives related to this project. Discussion items related to the Advisory Committee included:

- It was suggested that one meeting be held in each of the four identified counties, for a total of four Advisory Committee meetings. This would allow each county to host a meeting. Advisory Committee participants should be willing to participate in all of the meetings, not just the meeting held in their locality.
- Tentatively, the meetings and tasks might proceed as follows:
  - Meeting 1 – Plan public involvement.
  - Meeting 2 – Review plan from first meeting.
  - Meeting 3 – Identify Corridors.
  - Meeting 4 – Review input on draft recommendations.
- Advisory team participants could be used to distribute surveys and questionnaires to the local citizens.
- Local officials from each of the identified counties would be asked to participate on the Committee and identify other potential individuals for membership.

- Members could also be solicited through other public involvement events.
- An information form should be prepared for all committee applicants.
- The Advisory Committee is expected to include about 40 members. Identified below are potential individuals for the committee:
  - Fiscal Court personnel (each county);
  - Area Development District personnel;
  - Administrators from St. Clair Medical Center;
  - Administrators from Morehead State University;
  - Personnel from local KYTC Highway Districts, in an advisory mode only;
  - Tourism officials;
  - U.S. Army Corps of Engineers personnel;
  - Individual(s) from Fish and Wildlife;
  - Individual(s) from the Daniel Boone National Forest;
  - Judge-Executives from each county;
  - Individuals from the Chamber of Commerce;
  - Members of the School Boards; and
  - Individual(s) from emergency services in the counties/region.
- Other individuals with a particular interest in the outcome of this project may apply to the committee also.

Other public involvement events discussed during the meeting include:

- Stakeholder or interest group meetings may be held in each county to introduce the project and solicit Advisory Committee members.
- Public involvement meetings may include discussion of the three general corridor areas identified through the local officials meeting: eastern, central and western corridors.

Attendees identified the following locations as potential sites for local meetings:

- Fiscal Court Meeting Room – Lawrence County;
- Grayson Conference Center – Carter County;
- New Courthouse – Elliott County;
- Courthouse or Chamber of Commerce – Rowan County; and
- FIVCO Area Development District Office Building – Boyd County.

## **6) Questions and Answers**

Representative Adkins asked if the study would provide cost estimates. Mr. Williams informed the group that the study will provide a recommended corridor; priorities for corridor segments; and cost estimates.

Jim Wilson added that additional comments and/or ideas should be directed to the KYTC via the contact information in the project brochure.

## **7) Adjourn**

With no further comments the meeting concluded at about 12:15 p.m. (EDT).

**AGENDA**  
**Local Officials Meeting**  
**Scoping Study**  
**Lawrence-Carter Counties, Item No. 12-115.00**  
**Extend KY 645 from US 23 at Ulysses to I 64 at Industrial Parkway**  
**October 15, 2002**  
**10:30 am**  
**FIVCO ADD Office**

- 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**

**Local Agency Meeting Minutes**  
**Regional Corridor Study, Extension of KY 645**  
**Item No. 12-115.00**  
**Lawrence County Courthouse, 10:30 a.m. (EDT)**  
**November 20, 2002**

This meeting with local agency representatives continued the process of public involvement/coordination for the Regional Corridor Study for the extension of KY 645. As part of the regional corridor planning study process, the purpose of this meeting was to introduce the project, discuss potential project issues, and solicit input from the local agency representatives. Those in attendance were:

Cliff Burke	Citizen
David Compton	Lawrence County Judge-Executive
Barry Ferguson	Blaine Resident
Bob Ferguson	B & C Market
Jim Heston	Lawrence County PVA
Chris Jobe	Lawrence County Clerk's Office
Kirsten Stanley	The Daily Independent
David A. Wallen	Yatesville State Park Ranger
Terri Sicking	FIVCO Area Development District
Willard Cuzzort	KYTC District 12
Keith Damron	KYTC District 12
Mary Westfall-Holbrook	KYTC District 12
David Hamilton	KYTC Central Office – Division of Planning
Ted Noe	KYTC Central Office – Division of Planning
Jim Wilson	KYTC Central Office – Division of Planning
Marc D. Williams	Wilbur Smith Associates
Bradley S. Black	Wilbur Smith Associates

Meeting information is arranged below according to the attached agenda:

**1) Welcome**

The local agency meeting opened at 10:30 a.m. (EDT) with Ted Noe welcoming all attendees. He also noted that the KYTC was grateful for the use of the Lawrence County Courthouse.

**2) Introductions**

Mr. Noe requested introductions from the attendees. He noted that a project survey questionnaire was located inside of the brochure each attendee received and suggested that all attendees complete this document prior to leaving the meeting.

**3) Project History**

Mr. Noe gave a brief overview of the project history. As defined in the *2000-2006 Six Year Highway Plan*, the project is to evaluate the possibilities for extending KY 645 from

US 23 at Ulysses to I-64 at the Industrial Parkway in Lawrence and Carter Counties (Item No. 12-115.00).

Jim Wilson noted that subsequent discussions during a project team meeting on September 6, 2002, supported the need to consider a wider range of project termini and purposes for the corridor than what was represented by the project description in the *Six Year Plan*. Additionally, it was determined that the study should consider a larger study area, including Elliott and Rowan Counties.

The study should investigate possible northern terminal points for the corridor on I-64 between the Industrial Parkway interchange and Morehead. Mr. Wilson continued by stating that one of the purposes of this study was to gather public input on what the project should accomplish relative to goals and objectives.

#### **4) Scope of Work**

Marc Williams continued with a discussion of the meeting purpose and noted that attendees could help the study team by identifying any concerns and/or objectives regarding the study on their questionnaires.

Mr. Williams discussed the project brochure, which was supplied to all attendees. He noted that while one of the objectives for the project was to improve traffic flow within the area, special consideration would also be given to areas such as lakes, wildlife management areas, and parks. Highway improvements currently underway in West Virginia may generate additional traffic in the project area. A new route may also serve coal truck traffic in the region.

In addition, Mr. Williams led attendees through project area environmental footprint maps and noted typical issues of concern such as gas/oil wells, streams and threatened and endangered species. Mr. Williams noted that the public might be aware of additional issues that should be considered by the project team.

Mr. Williams indicated that the regional corridor study would not identify a specific alignment, rather it would identify a potential corridor, approximately 2000 feet in width. This corridor would serve as the basis for any future design and environmental study efforts for the project. Furthermore, Mr. Williams noted that this corridor would most likely have priority sections identified.

This meeting is only the beginning of a process, which could take up to 20 years or longer to complete, depending on funding allocation in future Highway Plans. Currently, there are no additional funds allocated by the Kentucky Transportation Cabinet to undertake additional phases of the project.

#### **5) Public Involvement**

As part of the public involvement activities, a Citizens' Advisory Group (CAG) will be formed. Attendees interested in participating in the CAG were asked to make a note at the top of the survey questionnaire. Additionally, if anyone wanted to suggest someone to participate on the CAG, they could also note this on their questionnaires. It was noted that 4 to 6 individuals from each county would be selected, with the objective being to get a good cross-section of backgrounds and interests among those nominated to participate.

It was stressed that the CAG will be a working group and one meeting will be held in each county; however, all group members are expected to attend all four meetings. In



addition, the group may suggest potential dates, times and locations for public meetings relative to their corresponding county.

In addition to the CAG, two rounds of public meetings will likely take place during the study effort. Each round of meetings would include one meeting in each of the study area counties. The first round of meetings would likely occur early in the study and allow citizens to recommend corridor alternatives to be considered. The second round of meetings would occur later in the study and allow citizens to provide input on the evaluation of recommended alternatives. Additionally, it was noted that the CAG would be asked to provide input and recommendations on how to hold public meetings and where to schedule them.

Finally, it was noted that for formal public input, all written correspondence should be directed to Ms. Coffey (Director of the Division of Planning). Telephone or e-mail correspondence could be directed to Mr. Noe, the Project Manager for the KYTC on this project. Mr. Williams pointed out that the contact information for Ms. Coffey and Mr. Noe is included on the back of the project brochure.

## **6) Questions and Answers**

Following the presentation of information by KYTC and WSA staff, the meeting was opened for questions and comments from attendees. A brief summary of the questions/comments is provided as follows:

- Judge Compton noted that if KY 645 is connected with US 119 and KY 52, some traffic may be removed from US 23, potentially improving along this route. In addition, the Judge noted that the EastPark industrial park will continue to grow and if the northern-most termini were to be located near the industrial park site, more businesses would give consideration to locating there.
- A route between KY 645 and the Industrial Parkway could be situated between Grayson Lake and Yatesville Lake, minimizing impacts to each. Also, there is no National Forest land in this area to be avoided.
- A new route through Lawrence County would open up portions of the county that have a minimal roadway network at this time.
- The attendees suggested public meetings at the Lawrence County Courthouse in Louisa during the late afternoon (5 – 8 p.m. or 6 – 8 p.m.).
- Potential CAG members identified by the attendees included commuters, the National Park Service and truck companies.
- Mr. Williams noted that public meetings would potentially be open-house with presentations at specified time intervals; however, the KYTC was open to any other suggestions that community members and future CAG participants may offer so as to effectively obtain the most public input.

## **7) Adjourn**

With no further comments, the meeting concluded at about 12:20 p.m. (EDT).

### **Advisory Committee Volunteers**

Two (2) attendees indicated interest in serving on an Advisory Committee. These included:

- Bob Ferguson  
B & C Market  
Jct. Rte. 32 & 201  
Blaine, KY  
606-652-4352  
Interest: Local Business Owner
- Cliff Burke  
498 Knobb Branch  
Blaine, KY  
734-775-1457  
Interest:

**AGENDA**  
**Local Agency Meeting**  
**Scoping Study**  
**Lawrence Carter (Elliott and Rowan) Counties, Item No. 12-115.00**  
**Extend KY 645 from US 23 at Ulysses to I 64**  
**November 20, 2002**  
**10:30 am**  
**Lawrence County Courthouse**

- 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**

**Local Agency Meeting Minutes**  
**Regional Corridor Study, Extension of KY 645**  
**Item No. 12-115.00**  
**Elliott County Courthouse, 2:00 p.m. (EDT)**  
**November 20, 2002**

This meeting with local agency representatives continued the process of public involvement/coordination for the Regional Corridor Study for the extension of KY 645. As part of the regional corridor planning study process, the purpose of this meeting was to introduce the project, discuss potential project issues, and solicit input from the local agency representatives. Those in attendance were:

Gwenda Adkins	Cooperative Extension Office
Floyd Blanton	Elliott County EMS
Walter Blevins	State Senator, 27th District
Delmaine Dickerson	Sandy Hook Resident
Ishmel Fannin	Elliott County Road Foreman
David Flatt	Commonwealth Attorney
Victoria Hargraves	Library Director
Dale Howard	Citico WFD
Mark E. Lenin	Coroner's Office
Alan Kuehner	Olive Hill Resident
Nancy Kuehner	Olive Hill Resident
Ralph Lyon	Sandy Hook Resident
Louell Mayse	PVA Office
Amanda McKenzie	Library Assistant
Charles Pennington	Elliott County Judge Executive
Gary Porter	Elliott County Magistrate
Ronnie Stephens	Elliott County Sheriff
Clyde A. Thomas	Rowan County Judge Executive
Kermit Vanhooose	Magistrate
Flora Whitely	Elliott County Tourism
Terri Sicking	FIVCO Area Development District
Charles Adkins	KYTC District 9
David Hamilton	KYTC Central Office – Division of Planning
Ted Noe	KYTC Central Office – Division of Planning
Jim Wilson	KYTC Central Office – Division of Planning
Marc D. Williams	Wilbur Smith Associates
Bradley S. Black	Wilbur Smith Associates

Meeting information is arranged below according to the attached agenda:

## **1) Welcome**

The local agency meeting opened at 2:00 p.m. (EDT) with Ted Noe welcoming all attendees. In addition, Mr. Noe noted that the KYTC was grateful for the use of the Elliott County Courthouse.

## **2) Introductions**

Mr. Noe requested introductions from the attendees. He noted that a project survey questionnaire was located inside of the brochure each attendee received and suggested that all attendees complete this document prior to leaving the meeting.

## **3) Project History**

Mr. Noe gave a brief overview of the project history. The *2000-2006 Six Year Highway Plan* defines the project as an evaluation of possibilities for extending KY 645 from US 23 at Ulysses to I-64 at the Industrial Parkway in Lawrence and Carter Counties (Item No. 12-115.00). However, Mr. Noe noted that prior meetings with local officials indicated that the study should consider a larger region, including Elliott and Rowan Counties. Mr. Noe also indicated that the study could consider locations between Morehead and the Industrial Parkway along I-64 as potential termini.

## **4) Scope of Work**

Marc Williams continued with a discussion of the meeting purpose. He noted that attendees could help the study team by identifying any concerns and/or objectives regarding the study on the survey questionnaires.

Mr. Williams discussed the project brochure, which was supplied to all attendees. While one of the objectives for the project might be to improve traffic flow and access within the area, special consideration could also be given to areas such as lakes, wildlife management areas, and parks. Additionally, it was noted that transportation improvement projects currently underway in and around the project area may increase traffic within the project area.

Mr. Williams led attendees through project area environmental footprint maps and noted typical issues of concern such as gas/oil wells, streams and threatened and endangered species. Mr. Williams also noted that the public might be aware of additional issues that should be considered by the project team.

Mr. Williams noted that the regional corridor study would not identify a specific line, rather it would identify a potential corridor approximately 2,000 feet in width. This corridor would serve as the basis for any future design and environmental study efforts for the project. The results of this project may include prioritized recommendations for several corridors in the region.

Mr. Williams also noted that this is only the beginning of a process, which could take up to 20 years or longer depending on funding allocation in future Highway Plans. Currently, there are no additional funds allocated by the Kentucky Transportation Cabinet to undertake additional phases of the project.

## **5) Public Involvement**

Mr. Williams noted that as part of the public involvement activities, a Citizens' Advisory Group (CAG) will be formed. Attendees interested in participating in the CAG were asked to make a note at the top of the survey questionnaire. Additionally, if anyone

wanted to suggest someone to participate on the CAG, they could also note this on their questionnaires. It was noted that 4 to 6 individuals from each county would be selected, with the objective being to get a good cross-section of backgrounds and interests among those nominated to participate.

It was stressed that the CAG will be a working group and one meeting will be held in each county; however, all group members are expected to attend all four meetings. In addition, the group may suggest potential dates, times and locations for public meetings relative to their corresponding county. Mr. Williams noted that one of the first items the CAG would address would be public meetings issues.

In addition to the CAG, two rounds of public meetings would take place during the study effort. Each round of meetings would include one meeting in each of the study area counties. The first round of meetings would likely occur early in the study and allow citizens to recommend corridor alternatives to be considered. The second round of meetings would occur later in the study and allow citizens to provide input on the evaluation of recommended alternatives.

## **6) Questions and Answers**

Following the presentation of information by KYTC and WSA staff, the meeting was opened for questions and comments from attendees. A brief summary of the questions/comments is provided as follows:

- The attendees suggested that public meetings be held at the Elliott County Courthouse in Sandy Hook during the late afternoon (5 – 8 p.m. or 6 – 8 p.m.).
- Attendees asked for clarification as to where this roadway may connect with I-64. The northern terminus of the route has not yet been determined, but will likely be location between Morehead and the Industrial Parkway.
- Attendees asked about the anticipated roadway cross-section. Further traffic analysis is needed to determine the appropriate number of lanes and roadway cross-section.
- Attendees identified the primary needs for this project as serving the greatest amount of traffic, educational trips and industrial park traffic. The project should also coordinate with other transportation projects.
- A new roadway passing through Newfoundland to Morehead might reduce emergency response time and reduce travel time for students commuting to Morehead State University.
- Attendees noted that about 500 individuals are employed at the regional industrial park along KY 801 near Morehead. The park also has an additional 500 acres for development. Consideration should be given to providing a four-lane road for connection of this site with the rest of the region. A new route would also allow Lawrence County residents to commute to this industrial site.
- The new route would also be beneficial for traffic commuting to the prison, which is expected to employ about 500 people.
- There are plans for a new 18-hole championship golf course in the area that could be served by a new route.

- Improvements to KY 7 in the project area will improve north-south access. This project should focus on improving east-west access through the region. Improved east-west access would be good for tourism and tie together Yatesville, Grayson and Cave Run Lakes.
- Improvements to the existing KY 32 route would be most beneficial to Elliott and Rowan Counties.
- Mr. Williams responded to a question regarding environmental impact studies noting that this study is a planning level study and an EIS will be performed during later phases of the project.
- One attendee noted that there are high-quality, cold-water streams in the project area that should be considered as part of this planning study.
- It was noted that for formal public input, all written correspondence should be directed to Ms. Coffey (Director of the Division of Planning). Telephone and/or e-mail correspondence could be directed to Mr. Noe the Project Manager for the KYTC on this project. Mr. Williams pointed-out that the contact information for Ms. Coffey and Mr. Noe on the back of the project brochure.

## **7) Adjourn**

With no further comments, the meeting concluded at about 3:10 p.m. (EDT).

## **Advisory Committee Volunteers**

One (1) attendee indicated interest in serving on an Advisory Committee:

- Gwenda Adkins  
Cooperative Extension Service  
PO Box 709  
Sandy Hook, KY 41171  
606-738-6400  
Interest: Cooperative Extension Service

**AGENDA**  
**Local Agency Meeting**  
**Scoping Study**  
**Lawrence Carter (Elliott and Rowan) Counties, Item No. 12-115.00**  
**Extend KY 645 from US 23 at Ulysses to I 64**  
**November 20, 2002**  
**2:00 pm**  
**Elliott County Courthouse**

- 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**



**Local Agency Meeting Minutes**  
**Regional Corridor Study, Extension of KY 645**  
**Item No. 12-115.00**  
**Grayson City Building, 10:30 a.m. (EDT)**  
**November 22, 2002**

This meeting with local agency representatives continued the process of public involvement/coordination for the Regional Corridor Study for the extension of KY 645. As part of the regional corridor planning study process, the purpose of this meeting was to introduce the project, discuss potential project issues, and solicit input from the local agency representatives. Those in attendance were:

Audrey Danner	Friends of North Eastern Kentucky Farm Families
Leda Dean	Grayson Mayor-Elect
Bob Dickerson	Bob Dickerson Reality
Orathy Gibson	Grayson Chamber of Commerce
Bettie J. Jordan	Friends of North Eastern Kentucky Farm Families
John A. Jordan	Friends of North Eastern Kentucky Farm Families
Jeff Kiser	Magistrate District 5
Van P'Simer	Friends of North Eastern Kentucky Farm Families
Frank O. Rice	Carter County Judge's Office
Ramona Salyers	Grayson Chamber of Commerce
Gayle Smith	Mayor of Olive Hill
Clatis Walker	Olive Hill Resident
Keith Walker	Principal – Carter County Career Technical Center
Charles Wallace	Carter County Judge Executive
Terri Sicking	FIVCO Area Development District
Deanna Harris-Miller	KYTC District 9
David Hamilton	KYTC Central Office – Division of Planning
Ted Noe	KYTC Central Office – Division of Planning
Jimmy C. Wilson	KYTC Central Office – Division of Planning
Samantha J. Wright	Wilbur Smith Associates
Bradley S. Black	Wilbur Smith Associates

Meeting information is arranged below according to the attached agenda:

**1) Welcome**

The local agency meeting opened at 10:30 a.m. (EDT). Ted Noe welcomed all attendees and thanked the City of Grayson for allowing use of the City Building for the meeting.

**2) Introductions**

Mr. Noe requested introductions from the attendees. He noted that a project survey questionnaire was located inside of the brochure each attendee received and suggested that all attendees complete this document prior to leaving the meeting.

### **3) Project History**

Mr. Noe gave a brief overview of the project history. The *2000-2006 Six Year Highway Plan* defines the project as an evaluation of possibilities for extending KY 645 from US 23 at Ulysses to I-64 at the Industrial Parkway in Lawrence and Carter Counties (Item No. 12-115.00). However, it was noted that prior meetings with local officials indicated that the study should consider a larger region, including Elliott and Rowan Counties. Mr. Noe indicated that the study would consider locations between Morehead and the Industrial Parkway along I-64 as potential termini.

Ms. Wright continued with a brief discussion on the history of the project and noted that input from the community is paramount and encouraged all attendees to complete and return the enclosed survey questionnaires.

### **4) Scope of Work**

Ms. Wright directed attendees to environmental exhibits and discussed potential issues that will be considered as part of this study. In addition, Ms. Wright conveyed the importance of a CAG in identifying additional issues. Mr. Wilson emphasized that this group would be a working committee and members would serve as liaisons between the public and project team members.

Ms. Wright then discussed the project brochure, which was supplied to all attendees. Project information included the study area, local needs, potential project corridors and study activities.

Mr. Wilson indicated that the results of this study may not be limited to the recommendation of one corridor. The study may ultimately prioritize a number of routes in the study area.

### **5) Public Involvement**

Ms. Wright noted that as part of the public involvement activities, a Citizens' Advisory Group (CAG) will be formed. Attendees interested in participating in the CAG were asked to make a note at the top of the survey questionnaire. Additionally, if anyone wanted to suggest someone to participate on the CAG, they could also note this on the questionnaire. Jim Wilson noted that 4 to 6 individuals from each county would be selected, with the objective being to get a good cross-section of backgrounds and interests among those nominated to participate.

The Mayor-Elect of Grayson and the Carter County Judge Executive-Elect volunteered to serve on the CAG.

It was stressed that the CAG will be a working group and one meeting will be held in each county; however, all group members are expected to attend all four meetings. In addition, the group may suggest potential dates, times and locations for public meetings relative to their corresponding county.

In addition to the CAG, two rounds of public meetings would take place during the study effort. Each round of meetings would include one meeting in each of the study area counties. The first round of meetings would likely occur early in the study and allow citizens to recommend corridor alternatives to be considered. The second round of meetings would occur later in the study and allow citizens to provide input on the evaluation of recommended alternatives.

It was noted that for formal public input, all written correspondence should be directed to Ms. Coffey (Director of the Division of Planning). Telephone and/or e-mail correspondence could be directed to Mr. Noe, the Project Manager for the KYTC on this project. Mrs. Wright pointed out that the contact information for Ms. Coffey and Mr. Noe was included on the back of the project brochure.

## **6) Questions and Answers**

Following the presentation of information by KYTC and WSA staff, the meeting was opened for questions and comments from attendees. A brief summary of the questions/comments is provided as follows:

- It was noted that beginning at KY 645 and terminating at Exit 156 along I-64 would assist in opening the area for future development.
- Some attendees indicated that connecting to I-64 closer to Grayson may be more advantageous, as existing industry in and around Grayson could expand.
- One attendee pointed out that there is potentially a cave in Elliott County near the Elliott-Carter County line that is approximately 6 miles from Olive Hill.
- There is a vegetable processing plant in the works for Olive Hill that would benefit from improved access to this area.
- The new prison in Elliott County could generate a substantial amount of traffic and this project should take this into consideration.
- Many attendees stated that connectivity with the Industrial Parkway was an important step in opening the area to additional industrial development.
- Other attendees indicated that a connection between KY 645 and the Industrial Parkway would not serve to open up the region.

## **7) Adjourn**

With no further comments, the meeting concluded at about 11:05 a.m. (EDT).

## **Advisory Committee Volunteers**

Five (5) attendees indicated interest in serving on an Advisory Committee. These included:

- Keith Walker  
465 Smokey Hollow Road  
Olive Hill, KY  
606-286-6314  
Interest: Olive Hill Resident, Carter County Career and Technical Center
- Clatis Walker  
746 Tick Ridge  
Olive Hill, KY  
606-286-5911  
Interest: Olive Hill Resident

- Jeff Kiser  
573 Smith Run  
Olive Hill, KY  
606-286-4092  
Interest: Magistrate District #5, Carter County
- Orathy Gibson  
Grayson Area Chamber of Commerce  
PO Box 612  
Grayson, KY 41143  
606-474-4401  
Interest: Grayson Area Chamber of Commerce
- Bob Dickerson  
1849 McGlone Creek  
Olive Hill, KY 41164  
606-286-4824  
Interest: Northeast Kentucky Farm Families

**AGENDA**  
**Local Agency Meeting**  
**Scoping Study**  
**Lawrence Carter (Elliott and Rowan) Counties, Item No. 12-115.00**  
**Extend KY 645 from US 23 at Ulysses to I 64**  
**November 22, 2002**  
**10:30 am**  
**Grayson City Building**

- 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**

**Local Agency Meeting Minutes**  
**Regional Corridor Study, Extension of KY 645**  
**Item No. 12-115.00**  
**Rowan County Public Library, 3:00 p.m. (EDT)**  
**November 22, 2002**

This meeting with local agency representatives continued the process of public involvement/coordination for the Regional Corridor Study for the extension of KY 645. As part of the regional corridor planning study process, the purpose of this meeting was to introduce the project, discuss potential project issues, and solicit input from the local agency representatives. Those in attendance were:

Doug Dorrfield	Area Resident
Woodrow W. Barber	Lake View Heights Mayor
Judy Carpenter	Citizen
Jack Carter	Rowan County Sheriff
Terri Cline	Morehead Tourism
John Coulery	City of West Liberty
Tim Gibbs	Rowan County Judge Executive's Office
Paul C. Goodpaster	Rowan Technical College
Rodney Hitch	Chamber of Commerce
Bob Nickell	West Liberty Mayor
Mike Nubill	General Manager MUPD
Charles R. Pennington	Elliott County Judge Executive
Roger Russell	Morehead Tourism Commission
Amy Stafford	Rowan County KFTC
Clyde A. Thomas	Rowan County Judge Executive's Office
Troy Williams	Chamber of Commerce
Joyce Wise	Rowan County KFTC
Terri B. Sicking	FIVCO Area Development District
Rick Omohundro	KYTC District 9
David Hamilton	KYTC Central Office – Division of Planning
Ted Noe	KYTC Central Office – Division of Planning
Jimmy C. Wilson	KYTC Central Office – Division of Planning
Samantha J. Wright	Wilbur Smith Associates
Bradley S. Black	Wilbur Smith Associates

Meeting information is arranged below according to the attached agenda:

**1) Welcome**

The local agency meeting opened at 3:00 p.m. (EDT). Ted Noe welcomed all attendees and thanked the Rowan County Public Library for allowing use of the facility for the meeting.

## **2) Introductions**

Mr. Noe requested introductions from the attendees. He noted that a project survey questionnaire was located inside of the brochure each attendee received and suggested that all attendees complete this document prior to leaving the meeting.

## **3) Project History**

Mr. Noe gave a brief overview of the project history. The *2000-2006 Six Year Highway Plan* defines the project as an evaluation of possibilities for extending KY 645 from US 23 at Ulysses to I-64 at the Industrial Parkway in Lawrence and Carter Counties (Item No. 12-115.00). However, it was noted that prior meetings with local officials indicated that the study should consider a larger region, including Elliott and Rowan Counties. Jim Wilson indicated that the study would consider locations between Morehead and the Industrial Parkway along I-64 as potential termini.

Ms. Wright continued with a brief discussion on the history of the project and noted that input from the community is paramount and encouraged all attendees to complete and return the enclosed survey questionnaires. Ms. Wright also noted that cooperation between all counties involved with this project is essential to ensure that as many needs as possible can be identified and met.

## **4) Scope of Work**

Ms. Wright directed attendees to environmental exhibits and discussed potential issues that will be considered as part of this study, including some examples such as parks, lakes, wildlife management areas, and schools.

Mrs. Wright then discussed the project brochure, which was supplied to all attendees. Project information included the study area, local needs, potential project corridors and study activities.

## **5) Public Involvement**

Mrs. Wright noted that as part of the public involvement activities, a Citizens' Advisory Group (CAG) will be formed. Attendees interested in participating in the CAG were asked to make a note at the top of the survey questionnaire. Additionally, if anyone wanted to suggest someone to participate on the CAG, they could also note this on their questionnaires. It was noted that 4 to 6 individuals from each county would be selected, with the objective being to obtain a good cross-section of backgrounds and interests among those nominated to participate.

It was stressed that the CAG will be a working group and one meeting will be held in each county; however, all group members are expected to attend all four meetings. In addition, the group may suggest potential dates, times and locations for public meetings relative to their corresponding county. Ms. Wright noted that one of the first items the CAG would address public meetings issues.

Two rounds of public meetings will take place during the study effort. Each round of meetings will include one meeting in each of the study area counties. The first round of meetings will likely occur early in the study and allow citizens to recommend corridor alternatives to be considered. The second round of meetings will occur later in the study and allow citizens to provide input on the evaluation of recommended alternatives.

It was noted that for formal public input, all written correspondence should be directed to Ms. Coffey (Director of the Division of Planning). Telephone and/or e-mail

correspondence could be directed to Mr. Noe, the Project Manager for the KYTC on this project. Ms. Wright pointed-out that the contact information for Ms. Coffey and Mr. Noe is included on the back of the project brochure.

## **6) Questions and Answers**

Following the presentation of information by KYTC and WSA staff, the meeting was opened for questions and comments from attendees. A brief summary of the questions/comments is provided as follows:

- One attendee asked if there was a limit on the length of this project and the project team noted that all options are still open for consideration at this point. Team members pointed out that increasing the length generally increases the cost. At this time, there is only \$500,000 allocated for this study and future phases have no dedicated funding.
- One attendee asked if a study had been performed to determine the destination of traffic along existing KY 645. The project team is not aware of any previous origin-destination studies in this area. The Kentucky Statewide Traffic Model will be used to consider various potential routes as part of this project.
- Attendees asked about the cross-section of the potential route. Further traffic analysis is needed to determine the appropriate number of lanes and roadway cross-section.
- During the discussion, one attendee noted that a link between KY 645 and Morehead would be more advantageous for students commuting to Morehead State University.
- It was noted that the new route could serve tourist sites such as Cave Run Lake.
- An east-west route through the region could promote school traffic, tourism and economic development. Such a route would also be beneficial to other surrounding counties.
- An east-west route could tie into the existing interchange on the east side of Morehead.
- One attendee pointed out that a cost comparison between upgrading an existing route and construction of a new route should be performed. The identified alternatives may include an option to reconstruct an existing route or portions of an existing route.
- An Elliottville resident indicated that this project could be used to improve KY 32, serving local commuter traffic. Mr. Wilson noted that the existing condition of KY 32 might make it difficult to upgrade the entire route, although portions of the route could potentially be improved.
- It was noted that the new prison in Elliott County and future industrial parks would most likely generate traffic within the area to be served by the potential new route.
- It was noted that items such as social impacts, cost, environmental items, and construction issues might be items considered when comparing corridors. The study will likely identify three to five corridors for comparison purposes.



- Mr. Wilson noted that this study marks the beginning of an extremely long process and it could be 15 to 20 years before the project is complete.
- The Perkins Community Center would be a good location for public meetings. Meetings should be held in the evening, potentially from 4-7, and should not be held on Mondays to avoid conflicts with City Council meetings.

## **7) Adjourn**

With no further comments, the meeting concluded at about 3:55 p.m. (EDT).

## **Advisory Committee Volunteers**

A number of attendees indicated interest in serving on an Advisory Committee.

**AGENDA**  
**Local Agency Meeting**  
**Scoping Study**  
**Lawrence Carter (Elliott and Rowan) Counties, Item No. 12-115.00**  
**Extend KY 645 from US 23 at Ulysses to I 64**  
**November 22, 2002**  
**3:00 pm**  
**Rowan County Public Library**

- 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**

**KY 645 Regional Corridor Study**  
**Carter, Elliott, Lawrence and Rowan Counties**  
**Item No. 12-115.00**

Citizens' Advisory Team Meeting #1  
The Commercial Bank of Grayson – Community Room  
April 15, 2003  
6:00 p.m. (EDT)

This meeting with the Citizens' Advisory Team (CAT) for the KY 645 Regional Corridor Study continued the public involvement process to consider the proposed extension of KY 645 from US 23, near Ulysses, to some location along I-64 between Morehead and the Industrial Parkway (Item No. 12-115.00). The purpose of the meeting was to introduce the project, discuss the purpose of the regional corridor study, discuss potential project issues, and solicit input from the community through the CAT. In addition, future public involvement activities including meeting locations, dates and times were discussed. Those in attendance included:

Name	Affiliation
Woodrow W. Barber	Mayor Lake View Heights
Kenneth J. Brown	Rowan Technical College
Phillip L. Carter	Lawrence County Judge Executive
Walton H. Clevenger	Retired Engineer/Surveyor
Doug Doerrfed	Kentuckians for the Commonwealth
Ishmel Farnin	Elliott County Road Dept.
Tim Gibbs	Deputy Judge Rowan County
Orathy Gibson	Grayson Area Chamber of Commerce
April Haight	Kentuckians for the Commonwealth & Smart Progress
Pam Hay	Lawrence Extension 4-H
Jeff Kiser	Carter Co. Fiscal Court/Magistrate District 5
Alan Kuehner	Heritage & Tourism Council/Chamber of Commerce
Gail Lincoln	Kentuckians for the Commonwealth
Charles Pennington	Elliott County Judge Executive
Jack Strother, Jr.	The Commercial Bank of Grayson
Mark Strother	The Commercial Bank of Grayson
Michael Sullivan	Assistant Lawrence County Judge Executive
Clatis Walker	Olive Hill Resident
Keith Walker	Principal, Carter County Vocational School
Charles Wallace	Carter County Judge Executive
Terri Sicking	FIVCO Area Development District
Doug Gesso	KYTC District 9

Ted Noe  
Jimmy C. Wilson

KYTC Central Office, Division of Planning  
KYTC Central Office, Division of Planning

Marc D. Williams  
Samantha J. Wright  
Bradley S. Black

Wilbur Smith Associates  
Wilbur Smith Associates  
Wilbur Smith Associates

The subsequent sections provide an overview of important issues from the meeting arranged according to the attached agenda.

## **1. WELCOME AND INTRODUCTIONS**

### A. Introduction of the Meeting Attendees

Ted Noe, Project Manager for the KYTC, began the meeting with an introduction of meeting staff and attendees. In addition, Mr. Noe noted that the KYTC appreciated Mr. Jack Strother, Jr. allowing use of the bank's community room.



Mr. Noe welcomed attendees.

### B. Purpose of this Meeting

After a brief review of the purpose of the regional planning study, Mr. Noe noted that the advisory group would provide valuable feedback for the Transportation Cabinet on this project. Mr. Noe also gave the background of the project. The project originally began as an extension of KY 645 from Ulysses to the Industrial Parkway. After meeting with the local officials it was decided that the project should be extended to include Carter and Rowan Counties. The route would end somewhere between the Industrial Parkway and Morehead along I-64.

### C. Group Exercise

Meeting attendees were asked to participate in a group exercise which consisted of answering the question, "What issues or concerns about a new connector route need to be considered?" Samantha Wright and Jim Wilson collected responses and organized these according to topic. Ms. Wright provided an overview to the group as summarized in section 5a of this document.

## **2. ORGANIZATION OF CITIZENS' ADVISORY TEAM**

### A. Role of CAT

Mr. Noe directed attendees to review the document in their packet titled, "Role of Citizens' Advisory Group." This document notes that the CAT is used as an additional means of obtaining public involvement in the project development process and provides community sensitivity insight into this process. Moreover, it stresses that the CAT serves as a voice to the community as well as a voice for the community.

## **B. Ground Rules for CAT**

Ground rules distributed to CAT members included: everybody talks; no interruptions; no insults; all ideas are worthy; status does not count, the idea counts; any idea can be challenged; start on time and be on time; meetings will be held to two or three hours in length; and an agenda will be provided for every meeting.

### **Discussion of Role and Ground Rules**

Mr. Noe asked that all members review these issues and ask questions, should clarification be needed on any matter. In addition, he noted that any suggestions or comments from the group regarding these issues would be taken into consideration.

## **3. HIGHWAY DEVELOPMENT PROCESS**

The KYTC provided a pamphlet to CAT members, which gives an overview of the path a project takes from beginning to completion. Mr. Noe directed each member to review this document and ask for clarification if necessary. The document covered issues such as long-range planning; Six-Year Highway Plan funding; project planning; preliminary design and environmental analysis; final design; right-of-way purchase; utility relocation; and construction.

## **4. PROJECT OVERVIEW**

### **A. Project Background**

Marc Williams continued with an overview of the project history, noting that the project began as a study for extending KY 645 through Lawrence and Carter Counties and evolved into a regional corridor study that included Elliott and Rowan Counties. It was noted through meetings with local representatives that expanding the original scope of the project would be more advantageous for the region. He then polled those in attendance to determine which county they were representing and noted that several of the attendees had been at previously held meetings with Local Officials and Agency Representatives. Of twenty CAT members present at the meeting, three were from Lawrence County; four were from Elliott County; five were from Rowan County; and nine were from Carter County.

The project brochure was included in the packet supplied to the CAT members and Mr. Williams provided a summary of key issues described in this. Specifically, it was noted that existing KY 645 is a 4-lane divided highway that supports high volumes of large trucks as it is a major coal-haul route.

### **B. Purpose of this Corridor Study**

Mr. Williams noted that a primary focus of this project is to provide better access to the region as the majority of existing roadways are narrow, curvy, and difficult to travel. Moreover, it was noted that the regional corridor study will provide recommendations for improvements in a prioritized manner and all options were still possible for evaluation at this stage of the project, including the no-build alternative. Mr. Williams pointed out that public input would be a tremendous



Mr. Williams provided an overview of the project purpose.

factor in shaping which alternatives are recommended. Issues such as recreational locations, wildlife areas, economic development, environmental issues and accessibility to educational facilities have been noted as being important to local communities and Mr. Williams conveyed that this study would take such matters into account.

### C. Study Area/Project Termini

The revised scope identifies the project as the extension of KY 645 from US 23, near Ulysses, to some location along I-64 between Morehead and the Industrial Parkway. The scope also notes that portions of this route may pass through Lawrence, Elliott, Rowan and/or Carter Counties. A CAT member queried Mr. Williams regarding extending the northernmost terminus past I-64 and Mr. Williams stated that, while existing issues slightly north of I-64 would be generally considered, for most purposes, no in-depth analysis would be performed for this area. Specifically, Mr. Williams stated that corridors would terminate at I-64 and would not proceed north of this route.

Given that the project's northernmost terminus is I-64, special emphasis was placed on the location of where KY 645 may connect with I-64. Moreover, utilization of an existing interchange or construction of a new interchange will be addressed as part of this study. Mr. Williams noted that these are important issues that will be resolved by the public and project team.

### C. Process/Schedule

The current Six Year Highway Plan has no funding for this project beyond what has been allocated for this regional corridor study and Mr. Williams noted that funding must be obtained prior to moving past the planning stage. In addition, it was noted that the KYTC's Six Year Highway Plan is revised every two years by the Kentucky state legislature and projects may be added or removed each time.

### E. Existing Conditions

Exhibits of existing traffic characteristics, vehicle crash information, environmental issues, and Six Year Highway Plan improvements were provided for the meeting. Mr. Williams gave a brief overview of each display and noted that such information would be provided in individual packets for the next advisory team meeting.

### F. Preliminary Project Goals

Preliminary project goals were developed through meetings with local officials and agency representatives. Mr. Williams noted that such goals provide a standard to which different alternatives may be evaluated. Preliminary project goals include the following:

- Develop the project based on a regional service concept;
- Provide a corridor that serves the most traffic; and



Ms. Wright presented results from the group activity.

- Develop a corridor that considers all area interests equally, including industry, education and tourism.

## 5. **TRANSPORTATION ISSUES AND CONCERNS**

### A. Report Back on Group Exercise

Ms. Wright then presented the group with a brief overview of the exercise answering the question, “What issues or concerns about a new connector route need to be considered?” Comments received from this exercise included:

#### *Emergency Services*

- Assist Carter County (and other counties within the project area) in improving emergency response times.

#### *Economic Issues*

- Location(s) of alternative(s) should assist in promoting economic growth to areas which need it most;
- Service to rural areas of each of the four counties should be addressed by any new potential route;
- Diverting traffic away from Louisa may negatively impact the businesses within the city;
- Upgrading existing routes between Elliott and Rowan County could improve safety issues and facilitate development within those areas;
- Any new route should attempt to improve connectivity with western Carter County; and
- Consideration should be given to providing a route which is close to Sandy Hook so Elliott County may benefit economically.

#### *Employment Issues*

- Route which will increase employment opportunities should be heavily considered;
- Counties with the highest unemployment rate should be provided access by any new route; and
- Improving the level of jobs and access to recreational locations and educational facilities should be the primary focus of any new route.

#### *Industrial Park Issues*

- Providing access directly to the East Park Industrial Park could be advantageous for the local economy.

#### *Long Range Transportation Development*

- What are each county’s needs and how can these best be met?
- Is another road really needed, i.e., does the data solidly justify relocation of residents and destruction of large areas?

- What is the purpose of this route and will it be met?; and
- Each county has differing interests, and these need to be evaluated and analyzed to provide the region with the maximum benefits.

#### *Educational Issues*

- Any new route should be developed to expand educational, health care and business opportunities; and
- Creating a better connection to Morehead could facilitate higher educational opportunities.

#### *Congestion Issues*

- Construction of a new route should assist in reducing traffic on US 23; and
- Long-term consideration as to how a new route may influence future traffic flows should be reviewed as constructing this new route may not solve the existing problems.

#### *Safety Issues*

- Safety should be a primary concern when building any new route.

#### *Access Issues*

- Access to I-64 needs to be improved;
- Route should be situated such that it serves the most people;
- Improvements in routes spanning south to north should be considered as farmers need to transport produce via I-64; and
- Access to isolated communities in some areas of eastern Kentucky needs to be improved.

#### *Cost Issues*

- Is this project a responsible use of tax funds?
- The cost-benefit ratio should be reviewed; and
- The timeframe and expense of the project is important to allow traffic to flow from area to area.

#### *Environmental Issues*

- Any new route should not negatively impact sensitive environmental areas and should avoid the Daniel Boone National Forest;
- How will the environment be impacted?; and
- Protection of areas such as Laurel Creek and Big Caney Creek should be considered as these waters are considered cold water habitats and contain endangered species.



### *Tourism Issues*

- Any new roadway should fit the natural surroundings and minimize the destruction to hills and trees;
- Are mining and too many roads destroying the beauty of eastern KY?;
- Providing improved access to Grayson Lake and the new golf course would be advantageous for Carter County; and
- Improving connectivity between recreation areas and I-64 could boost tourism within the area.

### *Geotechnical Issues*

- Underground fire-clay mines exist throughout the project area and consideration should be provided to avoiding such locations.

### B. Discussion of Other Issues and Concerns by CAT

One attendee suggested that a cost-benefit ratio analysis would be beneficial for such a project. Ms. Wright noted that cost-benefit is a very detailed and specific type of analysis that is not part of this project at this time.

Given the broad area encompassed by the project area, some attendees noted that looking at routes with a south – north orientation was a completely different project than looking at routes which are oriented in a west – east manner. Mr. Williams responded by pointing out that the verbiage within the scope specifically identifies the two termini and corridors would be evaluated on the basis of how each meets or fails to meet the project goals. He continued by noting that the project is still in its very early stages and the exact nature of any corridor is yet to be determined.

Areas which experience congestion should not have a new route dumping traffic in such places as it will only worsen the situation instead of improving it, one attendee stated.

### C. Discussion of Project Goals by CAT

Mr. Williams began a discussion of preliminary project goals and queried attendees regarding these issues. Specifically, Mr. Williams requested any suggestions the attendees may have that would enhance the existing goals or add new goals. Mr. Wilson again noted that the goals of the project are very important as corridors are evaluated on the basis of how they meet these goals.

One attendee believed when referring to “industry” within the context of the goals, it should be understood that this implies to corporations and small businesses alike. In addition, some thought that the goal which states “Provide a corridor that serves the most traffic” is too ambiguous and should be clarified.

### D. Discussion of Public Information Plan

Mr. Williams discussed additional activities to solicit public input regarding this project and noted that three additional CAT meetings would be held and two rounds of public meetings would also be held. Attendees indicated the County Courthouse or the County Extension Office in Lawrence County would probably be the best

place to have the public meeting. Attendees from Rowan County stated the Carl Perkins Center was a potential location for holding a public meeting in that county while individuals from Carter County pointed out that the convention center would be an excellent place to hold the Carter County public meeting. The Judge-Executive for Elliott County offered use of the Circuit Courtroom for a public meeting in that county. Mr. Williams then moved on to the discussion of the format for public meetings and attendees agreed that an open-house style meeting with a repeating presentation would be the most effective, with the hours being between 5:00 p.m. and 8:00 p.m.

## **5. NEXT STEPS AND WRAP-UP**

### **A. CAT Survey**

Attendees were supplied fifty questionnaires for distribution to friends, neighbors and colleagues so additional information can be obtained for the project. Mr. Williams noted the importance of obtaining comments from a wide cross-section of individuals so all viewpoints can be covered. Ms. Wright asked the attendees to use the supplied survey summary sheet to record responses so these may be presented to the group during the next CAT meeting.

### **B. Discussion of Topics for Next CAT Meeting**

Mr. Williams noted that, in addition to presenting results obtained by those surveys attendees were able to collect, activities for the next meeting would include discussion and drawing of potential locations for corridors on project area maps.

### **C. Set tentative date for next CAT Meeting**

Mr. Williams noted that one additional CAT meeting would be held prior to the first public meeting and attendees agreed this meeting should be held on Thursday, May 15, 2003, in the Elliott County Public Library at 6:00 p.m. (EDT).

With no further comments, the meeting concluded at 7:40 p.m. (EDT).

Some additional comments were assembled by one of the CAT members through discussions with the Chamber of Commerce, Elliott County Heritage and Tourism Council, KY 504 Fire Department and Elliott County Heritage Art Network:

- Pass close enough to Sandy Hook so that it benefits economically;
- Close KY 32 east of Sandy Hook;
- A connection to Morehead would make access to MSU easier;
- A straighter KY 32 would be appreciated especially east of Sandy Hook;
- If it crosses KY 7 and KY 32 some place other than at Sandy Hook, the county will get one new gas station, not a real economic benefit;
- Protect our exceptional waters (i.e., Laurel Creek, Big Sinking, Arabs Fork, and Big Caney);
- Laurel and Big Caney are also rare cold water habitats that deserve special consideration of the endangered species that live there;

- Winding and narrow roads are a safety hazard;
- The improvements to KY 7 provide a good north-south connection for Sandy Hook, but it needs east-west links;
- The Isonville Fork art community needs better access without being run down; and
- A connection to I-64 near the Rowan-Carter County line would benefit both counties.

CITIZENS' ADVISORY TEAM MEETING AGENDA  
The Commercial Bank of Grayson Community Room  
208 East Main Street, Grayson, KY 41143  
April 15, 2003 - 6:00 P.M.

CARTER, ELLIOTT, LAWRENCE AND ROWAN COUNTIES  
Extension of KY 645 from US 23 to Some Location along I-64 between Morehead and the  
Industrial Parkway  
ITEM NO. 12-115.00

1. WELCOME AND INTRODUCTIONS ..... Ted Noe
  - a. Introduction of Meeting Attendees
  - b. Purpose of this Meeting
  - c. Group Exercise  
*"What issues or concerns about a new connector route need to be considered?"*
2. ORGANIZATION OF CITIZENS' ADVISORY Team ..... Ted Noe
  - a. Role of CAT
  - b. Ground Rules for CAT
  - c. Discussion of Role and Ground Rules
3. HIGHWAY PROJECT DEVELOPMENT PROCESS ..... Ted Noe
4. PROJECT OVERVIEW..... Marc Williams
  - a. Project Background
  - b. Purpose of this Corridor Study
  - c. Study Area/Project Termini
  - d. Process/Schedule
  - e. Existing Conditions - traffic congestion, accidents, committed improvements
  - f. Preliminary Project Goals
5. TRANSPORTATION ISSUES AND CONCERNS ..... Ted Noe/Marc Williams
  - a. Report back on Group Exercise
  - b. Discussion of Other Issues and Concerns by CAT
  - c. Discussion of Project Goals by CAT
  - d. Discussion of Public Information Plan
6. NEXT STEPS AND WRAP-UP ..... Ted Noe/Marc Williams
  - a. CAT Survey
  - b. Discussion of Topics for Next CAT Meeting
  - c. Set tentative date for next CAT Meeting

**MINUTES**  
**KY 645 Regional Corridor Study**  
**Carter, Elliott, Lawrence and Rowan Counties**  
**Item No. 12-115.00**

Citizens' Advisory Team Meeting #2  
Elliott County Public Library  
May 15, 2003  
6:00 p.m. (EDT)

This meeting with the Citizens' Advisory Team (CAT) for the KY 645 Regional Corridor Study continued the public involvement process to consider the proposed extension of KY 645 from US 23, near Ulysses, to some location along I-64 between Morehead and the Industrial Parkway (Item No. 12-115.00). The purpose of the meeting was to reintroduce the project; review, discuss, and summarize the questionnaires returned to the CAT members; solicit input from the members as to potential constraints and opportunities throughout the study area; and discuss and draw potential locations for corridors on project area maps. In addition, future public involvement activities including meeting locations, dates and times were discussed. Those in attendance included:

Name	Affiliation
Rocky Adkins	State Representative
Woodrow W. Barber	Mayor Lake View Heights
Kari Clevenger	Olive Hill Resident
Walton H. Clevenger	Retired Engineer/Surveyor
Doug Doerrfeld	Kentuckians for the Commonwealth
Orathy Gibson	Grayson Area Chamber of Commerce
Pam Hay	Lawrence Extension 4-H
Rodney Hitch	Executive Director, Morehead Chamber of Commerce
Timothy Kiger	Editor, Grayson Journal
Alan Kuehner	Heritage & Tourism Council/Chamber of Commerce
Gail Lincoln	Kentuckians for the Commonwealth
Charles Pennington	Elliott County Judge Executive
Pati Porter	City of Olive Hill, Comm. Dev.
Megan Stegall	Olive Hill Resident
Clatis Walker	Area Resident
Charles Wallace	Carter County Judge Executive
Kaye Wallace	Resident
Randall Wells	Morehead Resident
Daisy Howard Williams	Area Resident
Terri Sicking	FIVCO Area Development District
Deanna Harris	KYTC District 9

Marc Westfall  
Keith Damron

KYTC District 12  
KYTC District 12

Ted Noe  
Jimmy C. Wilson

KYTC Central Office, Division of Planning  
KYTC Central Office, Division of Planning

Marc D. Williams  
Carl D. Dixon  
Amanda D. Ratliff

Wilbur Smith Associates  
Wilbur Smith Associates  
Wilbur Smith Associates

The subsequent sections provide an overview of important issues from the meeting, arranged according to the attached agenda.

## **1. WELCOME AND INTRODUCTIONS**

### A. Purpose of This Meeting

Ted Noe, Project Manager for the KYTC, began the meeting by reviewing the purpose of the KY 645 Regional Corridor Study and the meeting.

### B. Recognize New and Returning Attendees

Mr. Noe thanked the members for coming.

## **2. REVIEW OF PREVIOUS MEETING**

### A. Overview of previous meeting

Ted Noe gave an overview of CAT Meeting I for those who were unable to attend.

### B. Review/Finalize Meeting Minutes

Mr. Noe noted a typographical error on the meeting minutes from 4/15/03. Members of the CAT were asked to state any other changes or additional comments to those minutes.

## **3. REPORTING ON PROJECT SURVEY RESULTS**

Mr. Noe then turned the meeting over to Marc Williams, Wilbur Smith Associates. After having all attendees introduce themselves, Marc Williams thanked the 5 new and 14 returning CAT members for their participation in this project.

Mr. Williams asked for a show of hands by county and determined that there were 6 attendees from Carter County, 5 from Elliott County, 1 from Lawrence County, and 5 from Rowan County.

### A. CAT Members to Complete Survey Summary Questionnaires

Marc Williams asked each member to summarize the results from the survey questionnaires that they had distributed to others in their local communities, as indicated on the Survey Summary sheets provided to them at the last meeting.

### B. CAT Members Reporting on their Survey Results

Several of the attendees reported their findings to the group. Following is a summary of survey results received to-date:

**Public Meeting Responses**

**Do you think a new connector from KY 645 to I-64 is needed? (82 Respondents)**

Yes	No
66	16
80%	20%

**Local Officials, Citizens Advisory Committee, and Public Meeting Responses**

**If a new roadway were built, do you think it would: (608 Respondents)**

<i>Be helpful to the region</i>	<i>Not be helpful to the region</i>	<i>Have little or no impact on the region</i>
567	30	11
93%	5%	2%

**If a new roadway were built, where do you think it should connect to I-64? (513 Respondents)**

<i>Morehead</i>	<i>Between Morehead and Olive Hill</i>	<i>Olive Hill</i>	<i>Between Olive Hill and Grayson</i>	<i>Grayson</i>	<i>Between Grayson and the Industrial Parkway</i>	<i>Industrial Parkway</i>
221	39	144	56	33	8	12
43%	8%	28%	11%	6%	2%	2%

**If KY 645 is extended to I-64, would you use it: (595 Respondents)**

<i>Daily</i>	<i>3-4 times per week</i>	<i>1-2 times per week</i>	<i>3-4 times per month</i>	<i>1 time per month</i>	<i>Never</i>	<i>Other</i>
97	118	100	134	66	21	59
16%	20%	17%	23%	11%	4%	10%

**If you traveled this new route, what would the primary purpose of your trips be: (609 Respondents)**

**(Multiple purposes were selected by several respondents)**

<i>Work or Business</i>	<i>Personal Business</i>	<i>Visit Friends or Family</i>	<i>School</i>	<i>Doctor</i>	<i>Shopping</i>	<i>Trips or Vacations</i>	<i>Other</i>
273	334	302	59	212	260	279	34
45%	55%	50%	10%	35%	43%	46%	6%

**Are there areas that should be avoided if this new route is constructed? (642 Respondents)**

**(Multiple areas were selected by several respondents)**

<i>Personal Properties or Homes</i>	<i>Businesses/ Commercial Property</i>	<i>Natural Areas or Habitats</i>	<i>Recreational Areas</i>	<i>Historic or Cultural Sites</i>	<i>Hazardous or Monitored Sites</i>	<i>Scenic Areas or Viewsheds</i>	<i>Other</i>
139	89	223	160	212	204	145	25
22%	14%	35%	25%	33%	32%	23%	4%

## **C. Discussion of Survey Results**

Several CAT Members stated that the public found survey question number 2 to be confusing. It was requested that this question be restated for clarity.

## **D. Review Transportation Issues and Concerns for the Project**

Mr. Williams reviewed and summarized the survey results heard. Mr. Williams thanked the CAT members for the surveys that were returned. He stressed the importance of public involvement to this process. Mr. Kuehner was recognized as having returned the most surveys and received a prize gift.

## **4. GROUP EXERCISE**

Mr. Williams then asked the attendees to organize into work groups for the next part of the meeting. KYTC and WSA staff were asked to work with each of the work groups to listen to the discussion and to help as needed.

### **A. Corridor Location Constraints**

Three tables were set up with environmental footprint maps of the entire study area for attendees to work in groups. A blue marker was provided for attendees to circle areas that should have access to the new route. Red was used to indicate areas that should be avoided or preserved by any new highway.

#### B. Possible Corridor Locations

Attendees were asked to use a green marker to draw recommended corridors for the new route, using the blue and red marked areas as guidelines.

After the exercise was completed, the maps were displayed, and a representative from each group discussed the results of the group exercise. Mr. Williams indicated that this information would be used in identifying important areas and possible alternatives.

Mr. Williams discussed the events of the next CAT Meeting, including a review of input from the public meetings and a presentation of corridor alternatives, issues, and possible impacts.

### **5. NEXT STEPS AND WRAP-UP**

#### A. Discussion of Topics for Next CAT Meeting

Ted Noe pointed out that another CAT Meeting will be held after the public meetings. It was agreed that some time would be needed for WSA to analyze the public input and to develop preliminary alternatives and more detailed data to present at the next meeting.

#### B. Set tentative date for next CAT Meeting

It was agreed that the next CAT Meeting would be held at 6:00 p.m. on July 24, 2003 at the Agriculture Extension offices in Lawrence County.

#### C. Public meetings

An announcement was made and handout provided informing attendees of the four (4) public meetings to be held as follows:

- June 2, 2003, Lawrence County Courthouse, 5-8 p.m.
- June 5, 2003, Carl Perkins Center, Morehead, 5-8 p.m.
- June 10, 2003, Elliot County High School, 5-8 p.m.
- June 12, 2003, Grayson Conference Center, 5-8 p.m.

With no further comments, the meeting concluded at 8:00 p.m. (EDT).



CITIZENS' ADVISORY TEAM MEETING AGENDA  
Elliott County Public Library  
May 15, 2003 - 6:00 p.m. (EDT)

CARTER, ELLIOTT, LAWRENCE AND ROWAN COUNTIES  
Extension of KY 645 from US 23 to some location along I-64  
between Morehead and the Industrial Parkway  
ITEM NO. 12-115.00

1. WELCOME AND INTRODUCTIONS ..... Ted Noe
  - a. Purpose of This Meeting
  - b. Recognize New and Returning Attendees
2. REVIEW OF PREVIOUS MEETING ..... Ted Noe
  - a. Overview of previous meeting
  - b. Review/Finalize Meeting Minutes
3. REPORTING ON PROJECT SURVEY RESULTS ..... Marc Williams
  - a. CAT Members to Complete Survey Summary Questionnaires
  - b. CAT Members Reporting on their Survey Results
  - c. Discussion of Survey Results
  - d. Review Transportation Issues and Concerns for the Project
4. GROUP EXERCISE ..... Marc Williams
  - a. Corridor Location Constraints
  - b. Possible Corridor Locations
5. NEXT STEPS AND WRAP-UP ..... Ted Noe
  - a. Discussion of Topics for Next CAT Meeting
  - b. Set tentative date for next CAT Meeting
  - c. Public meetings

## **Public Involvement Meeting**

**KY 645 Regional Corridor Study  
Carter, Elliott, Lawrence and Rowan Counties  
Item No. 12-115.00  
Lawrence County Courthouse  
Louisa, Kentucky  
June 2, 2003 – 5:00 – 8:00 p.m.**

One of a series of four public involvement open house meetings was held on Tuesday, June 2, 2003 from 5:00 p.m. to 8:00 p.m. at the Lawrence County Courthouse in Louisa, 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, destinations, and alternates. The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD) and consultant staff were in attendance:

Terri Sicking	FIVCO Area Development District
Keith Damron	KYTC, District 12
Marc Westfall	KYTC, District 12
Berita Castle	KYTC, District 12
Jerry W. Justice	KYTC, District 12
Ted Noe	KYTC Central Office, Division of Planning
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Marc D. Williams	Wilbur Smith Associates
Carl D. Dixon	Wilbur Smith Associates

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

- Sign-In

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, 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.

- KY 645 Regional Corridor Study Presentation

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the current KY 645 Regional Corridor 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

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

- What Is The Project Study Area?
- How Many Cars And Trucks Are Out There Today?
- What Are The Environmental Issues?
- Where Are The Most Crashes Happening?
- What Are The Other Transportation Projects In The Area?



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

- Plan corridors to increase tourism.
- Serve lakes, state parks and other recreation areas.
- Build the new road as four lanes
- Connect to Exit 179 (I-64)
- Provide access to Elliot County to serve low income populations
- Consider flooding concerns around Yatesville Lake
- Avoid Cherokee area
- Be sensitive to those who were relocated due to Yatesville Lake

- Map Drawing Exercise

Three tables were set up with environmental footprint maps of the entire study area for attendees to draw on. Green markers were provided at one table for attendees to circle areas that should have access to the new route. Areas identified for access included:

- Adams
- Yatesville Lake
- Blaine
- Webbville
- Culver
- Sandy Hook
- Grayson Lake
- I-64 west of Olive Hill
- Exit 156 along I-64 in Olive Hill
- Exit 161 along I-64 in Carter County



Red markers were used at the next table to indicate areas that should be avoided or preserved by any new highway. Areas identified for avoidance included:

- Yatesville Lake
- Yatesville Lake Wildlife Management Area
- Grayson Lake
- Caves just north of Gimlet in Elliot County
- Daniel Boone National Forest
- Mines in Carter and Rowan County

Blue markers were available at the final table for attendees to draw recommended corridors for the new route, using the green and red marked areas as guidelines. The following five general corridors were identified as a result of this process:

- From KY 645 to the Industrial Parkway;
- From KY 645 to Grayson, east of Exit 172 along I-64;
- From KY 645, through Elliot County, to I-64 between Olive Hill and Grayson;
- From KY 645, through Elliot County, to I-64 in Olive Hill; and
- From KY 645, through Elliot County, to I-64 near the Rowan-Carter County Line.

- 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 three-hour public session (this number includes the staff members listed above). A total of 20 individuals completed the public comment survey at the meeting. The majority of attendees took pre-addressed envelopes to mail in at a later date.

Additional comments and identified issues are anticipated through the public comment surveys, which were distributed at the meeting to be returned 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 8:00 p.m.

## **Public Involvement Meeting**

**KY 645 Regional Corridor Study  
Carter, Elliott, Lawrence and Rowan Counties  
Item No. 12-115.00  
Carl Perkins Center  
Morehead, Kentucky  
June 5, 2003 – 5:00 – 8:00 p.m.**

The second of four initial public involvement open house meetings was held on Tuesday, June 5, 2003 from 5:00 p.m. to 8:00 p.m. at the Carl D. Perkins Center in Morehead, 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, destinations, and alternates. The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD) and consultant staff were in attendance:

Terri Sicking  
Adam Montgomery

FIVCO Area Development District  
Gateway Area Development District

Deanna Harris

KYTC, District 9 Office

Ted Noe  
Daryl Greer

KYTC Central Office, Division of Planning  
KYTC Central Office, Division of Planning

Marc D. Williams  
Amanda D. Ratliff

Wilbur Smith Associates  
Wilbur Smith Associates

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

- **Sign-In**

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, 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.

- **KY 645 Regional Corridor Study Presentation**

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the current KY 645 Regional Corridor Study. The presentation included information such as: the study area; preliminary project goals; traffic, design and environmental considerations; public involvement opportunities; and contact information. Marc Williams presented the slide show to attendees and then it was played continuously during the remainder of the public involvement session.



- Exhibit Boards

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

- What Is The Project Study Area?
- How Many Cars And Trucks Are Out There Today?
- What Are The Environmental Issues?
- Where Are The Most Crashes Happening?
- What Are The Other Transportation Projects In The Area?



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

- All the alternatives exclude Hwy 23 – the best environmentally sound alternative.
- Tourism is constantly being treated as the savior of Eastern KY – scenic roadways will be destroyed.
- No road through Daniel Boone National Forest
- KY 32 in Elliot County runs predominantly along a very narrow ridge system. Expanding this section will completely destroy the divide ridge between Laurel and Caney Creeks.
- What is “LOS”? Are we to second guess DOT's abbreviations?
- No new construction of road corridors until existing corridors are improved for safety and flow.
- No new roads! We're being paved to death! No justification!
- No road
- New elementary school at intersection of KY 32 and 60 in Morehead.
- Concerned about air quality and dust from Coal Trucks
- Not through the Daniel Boone National Forest
- No coal trucks in Morehead!
- Not through Daniel Boone National Forest and No Coal Trucks into Rowan County
- If you simply have to build a road, put it through Carter County.
- No new proposals for highways through public lands (state or federal) and no new proposals for roads through sensitive areas. Also, no proposals which would further drain economic base of existing small communities – effectively ghost town communities along existing corridors.

- Map Drawing Exercise

Three tables were set up with environmental footprint maps of the entire study area for attendees to draw on. Green markers were provided at one table for attendees to circle areas that should have access to the new route. Areas identified for access included:

- Blaine
- Ibex
- Gimlet
- Willard
- Olive Hill

Red markers were used at the next table to indicate areas that should be avoided or preserved by any new highway. Areas identified for avoidance included:

- Rodburn Elementary School
- Yatesville Lake
- Grayson Lake
- Daniel Boone National Forest
- Caney Creek
- Laurel Creek

Blue markers were available at the final table for attendees to draw recommended corridors for the new route, using the green and red marked areas as guidelines. The following three general corridors were identified:

- From KY 645, west of Yatesville Lake and Wildlife Management Area, to the Industrial Park;
- From KY 645, through Elliot County, to I-64 between Olive Hill and Grayson; and
- From KY 645 through Elliot County to Olive Hill.

- Survey Area with Refreshments

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

A total of 53 persons registered their attendance at the three-hour public session (this number includes the staff members listed above). A total of 19 individuals completed the public comment survey at the meeting, while others made oral comments to staff members. The majority of attendees took pre-addressed envelopes to mail in at a later date.

A number of attendees came to the meeting seeking information regarding future plans for the proposed interchange with I-64 near Morehead. KYTC staff members discussed these issues with interested parties.

Other comments and identified issues regarding KY 645 are anticipated through the public comment surveys, which were distributed at the meeting to be returned by mail to the KYTC. Once the questionnaires are received by the KYTC, these comments will also be included in the official meeting record.

The meeting closed at 8:00 p.m.

## **Public Involvement Meeting**

**KY 645 Regional Corridor Study  
Carter, Elliott, Lawrence and Rowan Counties  
Item No. 12-115.00  
Elliott County High School  
Sandy Hook, Kentucky  
June 10, 2003 – 5:00 – 8:00 p.m.**

One of a series of four public involvement open house meetings was held on Tuesday, June 10, 2003 from 5:00 p.m. to 8:00 p.m. at the Elliot County High School in Sandy Hook, 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, destinations, and alternates. The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD) and consultant staff were in attendance:

Terri Sicking	FIVCO Area Development District
Deanna Harris	KYTC, District 9
Marc Westfall	KYTC, District 12
Jerry W. Justice	KYTC, District 12
Ted Noe	KYTC Central Office, Division of Planning
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Samantha J. Wright	Wilbur Smith Associates
Amanda D. Ratliff	Wilbur Smith Associates

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

- **Sign-In**

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, 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.

- **KY 645 Regional Corridor Study Presentation**

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the current KY 645 Regional Corridor 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

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

- What Is The Project Study Area?
- How Many Cars And Trucks Are Out There Today?
- What Are The Environmental Issues?
- Where Are The Most Crashes Happening?
- What Are The Other Transportation Projects In The Area?

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

- Start project at Louisa, through Elliot County (the longest route) to I-64 between Morehead and Olive Hill
- Provide access to Blaine
- US 23 is not congested
- Provide access to Sandy Hook
- Avoid Caney and Laurel Gorges
- Project should end at Exit 156, halfway (23 miles) from Industrial Park and Morehead
- Road needed in West Carter County where unemployment is high
- Connect Sandy Hook to Morehead
- This project is needed for Elliot Countians for better access: hospitals, shopping, safe travel
- Provide access for families/visitors of prison in Sandy Hook
- Four-lane corridor, if possible

- Map Drawing Exercise

Three tables were set up with environmental footprint maps of the entire study area for attendees to draw on. Green markers were provided at one table for attendees to circle areas that should have access to the new route. Areas identified for access included:

- Blaine
- Sandy Hook
- The State Prison, Sandy Hook
- Big Sinking Creek
- Elliottville
- Morehead State University
- St. Claire Regional Medical Center, Morehead



Red markers were used at the next table to indicate areas that should be avoided or preserved by any new highway. Areas identified for avoidance included:

- Isonville
- Laurel Gorge
- Caney Gorge
- Big Sinking Creek

Blue markers were available at the final table for attendees to draw recommended corridors for the new route, using the green and red marked areas as guidelines. All corridors

identified by the public on this map began at KY 645 in Louisa and went through Elliot County. Several project termini were identified between Exit 137 in Morehead to just east of Exit 161 along I-64 in Carter County.

- 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 21 persons registered their attendance at the three-hour public session (this number includes the staff members listed above). A total of 8 individuals completed the public comment survey at the meeting. The majority of attendees took pre-addressed envelopes to mail in at a later date.

Additional comments and identified issues are anticipated through the public comment surveys, which were distributed at the meeting to be returned 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 8:00 p.m.

## **Public Involvement Meeting**

**KY 645 Regional Corridor Study  
Carter, Elliott, Lawrence and Rowan Counties  
Item No. 12-115.00  
Grayson Conference Center  
Grayson, Kentucky  
June 12, 2003 – 5:00 – 8:00 p.m.**

One of a series of four public involvement open house meetings was held on Tuesday, June 12, 2003 from 5:00 p.m. to 8:00 p.m. at the Grayson Conference Center in Grayson, 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, destinations, and alternates. The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD) and consultant staff were in attendance:

Terri Sicking	FIVCO Area Development District
Deanna Harris	KYTC, District 9
Ted Noe	KYTC Central Office, Division of Planning
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Carl D. Dixon	Wilbur Smith Associates
Amanda D. Ratliff	Wilbur Smith Associates

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

- **Sign-In**

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, 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.

- **KY 645 Regional Corridor Study Presentation**

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the current KY 645 Regional Corridor 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**

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

- What Is The Project Study Area?

- How Many Cars And Trucks Are Out There Today?
- What Are The Environmental Issues?
- Where Are The Most Crashes Happening?
- What Are The Other Transportation Projects In The Area?

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

- Avoid relocating/buying homes of those already relocated once due to Yatesville Lake.
- Emphasize tourism: Yatesville Lake, Grayson Lake, Paintsville Lake, and Cave Run.
- If KY 645 comes through Olive Hill, it can tie into KY 2. With slight improvement to that road, Eastern Kentucky can have a true north/south highway from Columbus, OH to Pikeville, KY.
- The Olive Hill area needs the promotion of economic growth, tourism, and increased employment opportunities.
- The new route should tie into a new exit west of Grayson, approximately 2 miles from downtown Grayson with a spur across country to connect to the AA highway.
- Exit 156 is 23 miles to the East Park and 23 miles to the West Park in Rowan Co. Exit 156 is the best place to end the new road.
- For tourism benefits, the new route should be as close as possible to both Yatesville Lake and Grayson Lake.
- A good tie-in to I-64 and close proximity to East Park would be just west of Grayson. This would be a real plus for Grayson.

- Map Drawing Exercise

Three tables were set up with environmental footprint maps of the entire study area for attendees to draw on. Green markers were provided at one table for attendees to circle areas that should have access to the new route. Areas identified for access included:

- Morehead
- New Factory in Olive Hill
- Grayson Lake
- Sandy Hook
- Grayson
- Blaine
- Yatesville Lake

Red markers were used at the next table to indicate areas that should be avoided or preserved by any new highway. Areas identified for avoidance included:

- Yatesville Lake
- Grayson Lake
- Daniel Boone National Forest

Blue markers were available at the final table for attendees to draw recommended corridors for the new route, using the green and red marked areas as guidelines. The following five general corridors were identified as a result of this process:

- From KY 645 to the Industrial Parkway;
- From KY 645 to Grayson, west of Exit 172 along I-64;
- From KY 645, through Elliot County, to I-64 between Olive Hill and Grayson;
- From KY 645, through Elliot County, to I-64 in Olive Hill; and
- From KY 645, through Elliot County, to Morehead.

- 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 63 persons registered their attendance at the three-hour public session (this number includes the staff members listed above).

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 8:00 p.m.

**Minutes: KYTC Meeting with Martin County Officials/Local Agencies**  
**Item No. 12-115.00: Alternatives Study for New Route, Extension of KY 645**  
**Roy F. Collier Community Center, Inez, Kentucky**  
**1:00 p.m. (EDT), June 25, 2003**

At the request of local interests, Kentucky Transportation Cabinet (KYTC) planning staff met with local elected officials and stakeholders from Martin County to discuss the ongoing planning study for the extension of KY 645 from Ulysses in Lawrence County to I-64 in Carter or Rowan County. As part of the planning study process, the purpose of this meeting was to introduce the project, discuss potential project issues, and obtain input from local officials and stakeholders. Those in attendance were:

Hubert Collins	State Representative
Ray Jones II	State Senator
Kelly Callaham	Judge Executive – Martin County
Tim Robinson	Martin County PVA
Tim Robinson, Jr.	Citizen, Inez
Carol Sue Mills	Martin County Clerk
Betty Endicott	Martin County Board of Education
S. W. Moore	Martin County Economic Development Director
A. C. Maynard	Inez City Commissioner
Candy Crum	Inez City Clerk/Treasurer
Winnie Muncy	Inez City Hall
Mitchell Williamson	Inez Chief of Police
Carolea Dials	Director, Roy F. Collier Community Center
Glendyne Marcum	Instructor, Adult Education, Collier Center
Charles E. Six	Ky. Workforce Development Cabinet
Peggy Blankenship	Realty One USA, Inez
Nikki Stafford	Inez Deposit Bank
Mandy Harmon	Inez Deposit Bank
Clara J. Elkins	Inez Deposit Bank
Carly Sparks	Inez Deposit Bank
Brad Perkins	Inez Deposit Bank
Dennie Dorton	Citizens National Bank, Paintsville
Cletus Turner	Big Sandy News
Jim Booth	Beech Fork Processing
Craig S. Preece	Beech Fork Processing
Ronnie Ward	Howard Engineering, Salyersville
Rick Harless	Citizen, Inez
Burl Wells Spurlock	Chairman, Big Sandy ADD Transportation Committee
Freddie Goble	Big Sandy Area Development District
Keith Damron	KYTC District 12 – Br Mgr, Planning
Ted Noe	KYTC Central Office – Division of Planning
Jimmy C. Wilson	KYTC Central Office – Division of Planning
Carl D. Dixon	Wilbur Smith Associates

Handouts included a meeting agenda, an informational brochure about the proposed project, a new state highway map, and a survey questionnaire. Exhibits were placed around the room with information about the project (see Scope of Work below).

A meeting agenda is attached. While discussions during the meeting occasionally diverted or digressed from the attached agenda, the minutes are presented below in the order shown on the agenda:

### **1) Welcome**

The local officials/stakeholders meeting was convened by Tim Robinson, Jr., at approximately 1:15 p.m. (EDT). He welcomed the Kentucky Transportation Cabinet staff and thanked them for agreeing to meet with the Martin County representatives present today. He said that the KYTC had been requested to meet with this group because there were many benefits to Martin County if a new road were to come through Martin County.

Mr. Robinson said that the KYTC staff would conduct the meeting and, after that, he would present a slide presentation at the end of the session. He then turned the meeting over to Ted Noe, Division of Planning, Kentucky Transportation Cabinet

### **2) Introductions**

At Mr. Noe's request, those present introduced themselves and made a few comments about their respective organizations and/or interests.

### **3) Project History**

Mr. Noe gave a brief overview of the project history. As defined in the *2000-2006 Six Year Highway Plan*, the project is to evaluate the possibility of extending KY 645 from US 23 at Ulysses to I-64 at the Industrial Parkway in Lawrence and Carter Counties (Item No. 12-115.00). Mr. Noe said that the only current funding for work is this planning study and that no funding has been identified for any other future work as of now.

Mr. Noe said that, from discussions early in the study process, it was decided that other project termini or purposes for the corridor should be considered. Therefore, it was decided that the location of the northern terminus should include locations on I-64 somewhere between the Industrial Parkway and the city of Morehead. He said that, so far, four public meetings had been held to get input in Lawrence, Carter, Elliott, and Rowan counties. He explained that planning studies such as this one usually address only the counties directly located in the project area, and these four counties appeared to be the ones that would be most directly impacted by the project. However, he said that the KYTC is glad to include Martin County in the study process in the future.

### **4) Scope of Work**

Carl Dixon, Wilbur Smith Associates, was introduced as the representative of the consultant who is undertaking the study for the KYTC. He continued with a discussion of the meeting purpose. He stressed again that this was a planning study to extend KY 645 from the US 23-KY 645 intersection near Ulysses to somewhere along I-64 between the Industrial Parkway and Morehead, including the Grayson and Olive Hill areas. He said that we would like those present to provide their ideas on where the project should go, what areas it should avoid, and what route it should follow to get from Ulysses to I-64. Mr. Dixon emphasized that one alternate that will be considered is the

no-build option. That is, the Cabinet may decide not to build the road, perhaps due to a lack of funding or because there does not appear to be a need for the road.

Mr. Dixon then briefly discussed the following exhibits that were set up in the room:

- Study Area Map
- List of Project Goals
- Map of Current Six Year Highway Plan projects
- Map of Traffic Data
- Map of Crash Data
- Map of Adequacy Rating Percentiles
- Environmental Footprint Maps

Mr. Dixon stressed that input is needed on major issues that the study should address, possible impacts (positive and negative) that the project might have on the area, and possible alternative routes for the proposed road to follow. He said that, even if the funds were available today and a decision was made to proceed with the project, it would probably be at least 10 years before any part of the project could be completed.

In response to a question, the KYTC staff and the consultant gave brief summaries of what had occurred at the public meetings that had already been held. Key points included the desire by residents and officials of Carter County for another interchange west or east of Grayson to help relieve traffic congestion on Carol Malone Boulevard (KY 1/7), the idea of extending KY 645 past I-64 to the AA Highway (KY 9), and opposition at the Morehead public meeting to any roadway improvement through the Daniel Boone National Forest.

Mr. Dixon noted that the first step in the process is to hold public meetings to get input on issues, impacts, and alternates. After the public meeting, the next step is to develop and evaluate possible alternatives for the proposed project. After the alternatives are developed, they will be first presented to the Citizens Advisory Team on August 12th. Then, they will be refined further before being presented at another round of public meetings. The floor was then opened for discussion.

#### **a) Project Issues**

The attendees identified a number of issues and ideas related to the overall purpose of the corridor:

- Completing the route could provide economic development to Martin County by providing a direct link from I-73/74 in West Virginia by ultimately extending KY 645 southward into West Virginia to Ft. Gay and northward to I-64. The purpose would be to divert traffic coming on I-73/74 from Virginia and West Virginia to come through Inez on their way to Lexington and points west.
- If the KY 645 extension were to terminate at the Industrial Parkway, it would just provide a parallel route to US 23 and would serve an area which already has good access. It would not serve the whole region.
- The project would provide better connectivity to educational opportunities in Morehead and Central Kentucky. A large number of people from the area attend school in Morehead and Lexington.



- The project would also provide improved access to potential tourism sites, such as Yatesville Lake, Grayson Lake, and other attractions to the south along US 23.
- It would also provide economic development opportunities for Lawrence County and Elliott County. Elliott County currently is a low-income area with poor highways. Someone mentioned the problems with providing access for construction materials to reach the new prison that will be located in Elliott County.
- A route in the eastern portion of the study area would help Martin County and would also help people in Floyd and Johnson Counties.
- It might be possible to get special Federal funding to help with the construction of the project.

#### **b) Project Purpose and Goals**

The group felt that the goals should include a larger vision for the project as an I-73/74 Connector route. Otherwise, they did not question or add to the project goals; however, they did seem to place greater emphasis on some of the goals and objectives previously identified, including:

- Promoting economic development, particularly for areas that are currently economically deprived;
- Enhance regional accessibility by building the new route through areas that currently do not have good highway service;
- Improve educational opportunities; and
- Improve access to tourist attractions.

#### **c) Project Termini**

The meeting attendees seemed to overwhelmingly agree that the northern terminus should be at I-64 near Morehead. One person stated that a straight line from KY 645 at US 23 to Maysville misses the lakes and intersects I-64 near the weight stations at the Rowan-Carter County line.

The KYTC staff and the consultant pointed out that going directly to Morehead could require the route to pass through the Daniel Boone National Forest. They informed the group that this could present problems and delays in getting the project built because of potential environmental issues, possible citizen opposition to impacts on the National Forest, and the legal steps required to get approval of such a route.

Based on this discussion, the meeting attendees seemed to agree that the route should get as close to Morehead as it could without going into the National Forest. This would probably be near the Rowan-Carter County line.

### **5) Public Involvement**

Ted Noe informed the group that the KYTC is working with a Citizens Advisory Team and Martin County is invited to select representatives to serve as members of that committee. He said that the next meeting of this committee is scheduled for August 12<sup>th</sup> at 6 p.m. in Louisa at the Ag Extension office.

Mr. Noe said that a public meeting is scheduled in Martin County for July 10<sup>th</sup> from 5 p.m. to 8 p.m. and that it is also being held in the Collier Community Center. Mr. Dixon noted that this will be an open-house meeting, and people can come anytime during the

hours of 5 to 8. He said that there will not be a formal presentation, but people will have the chance to talk one-on-one with the study staff. Rep. Collins asked each attendee to get at least 3 or 4 other people to attend the meeting. At that meeting, attendees will be given the opportunity to draw on maps to indicate areas that should be given access, areas that should be avoided, and possible routes for the proposed project.

Mr. Noe said that, after alternate routes have been developed for consideration, the alternates will be presented to the Citizens Advisory Team at the August 12<sup>th</sup> meeting. Mr. Dixon said that the alternates will be refined based on the Advisory Team input, and then the alternates will be presented at a public meeting, probably in September or October.

Mr. Noe then referred to the survey forms that had been handed out and asked everyone to fill them out and turn them in before leaving, if possible. He also said that a postage-paid envelope was available for those who wished to send them later. Also, extra copies of the survey form were made available to several attendees to distribute to others in the community.

## **6) Questions and Answers**

Mr. Noe asked if there were any additional questions or issues to be addressed.

With no additional questions or comments forthcoming, Tim Robinson, Jr., of Martin County then give a brief slide presentation on issues and alternatives for Martin County.

### ***SLIDE PRESENTATION (Tim Robinson, Jr.)***

***The primary focus of the slide presentation was to emphasize the need for a direct connection from Martin County to Morehead. Some of the main reasons were to:***

- ***Improve regional accessibility***
- ***Provide service to the most people***
- ***Reduce travel time to Central Kentucky***
- ***Expand educational opportunities***
- ***Expand healthcare opportunities,***
- ***Promote economic growth, and***
- ***Improve access to key destinations, especially tourist attractions.***

***A copy of the slide presentation is attached.***

## **7) Adjourn**

With no further comments, the meeting concluded at approximately 2:45 p.m. (EDT).

**AGENDA**  
**Local Officials and Local Agencies Meeting**  
**Regional Corridor Study for a New Route**  
**Extension of KY 645**  
**Item No. 12-115.00**  
**June 25, 2003**  
**1:00 p.m.**  
**Roy F. Collier Community Center, Inez**

- 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**

**KY 645 Regional Corridor Study  
Carter, Elliott, Lawrence and Rowan Counties  
Item No. 12-115.00  
Roy F. Collier Community Center  
Inez, Kentucky  
July 10, 2003 – 5:00 – 8:00 p.m.**

Due to public interest, an additional public involvement open house meeting was held on Thursday, July 10, 2003 from 5:00 p.m. to 8:00 p.m. at the Roy F. Collier Community Center in Inez, 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, destinations, and alternates. The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD) and consultant staff were in attendance:

Freddie Goble	Big Sandy Area Development District
Terri Sicking	FIVCO Area Development District
Keith Damron	KYTC, District 12
Jerry Justice	KYTC, District 12
Berita Castle	KYTC, District 12
Mark Westfall	KYTC, District 12
Rick Gortney	KYTC, District 12
Ted Noe	KYTC Central Office, Division of Planning
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Carl D. Dixon	Wilbur Smith Associates
Amanda D. Ratliff	Wilbur Smith Associates

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

- **Sign-In**

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, 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.

- **KY 645 Regional Corridor Study Presentation**

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the current KY 645 Regional Corridor 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**

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

- What Is The Project Study Area?
- How Many Cars And Trucks Are Out There Today?
- What Are The Environmental Issues?
- Where Are The Most Crashes Happening?
- What Are The Other Transportation Projects In The Area?

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

- KY 645 should meet I-64 at Exit 156 in West Carter County. Exit 156 is in the middle of the two Industrial Park Exits.
- If KY 645 was extended to Exit 156, it could continue to the AA Highway at Tollesboro, KY.

- Map Drawing Exercise

Three tables were set up with environmental footprint maps of the entire study area for attendees to draw on. Green markers were provided at one table for attendees to circle areas that should have access to the new route. Areas identified for access included:

- Morehead
- Sandy Hook
- Blaine
- Minor

Red markers were used at the next table to indicate areas that should be avoided or preserved by any new highway. Areas identified for avoidance included:

- Sandy Hook
- Grayson Lake
- Daniel Boone National Forest

Blue markers were available at the final table for attendees to draw recommended corridors for the new route, using the green and red marked areas as guidelines. The following three (3) general corridors were identified as a result of this process:

- From KY 645, through Elliot County, to I-64 between Morehead and Olive Hill;
- From KY 645, through Elliot County, to I-64 in Olive Hill; and
- From KY 645, through Elliot County, to Morehead.

- 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 15 persons registered their attendance at the three-hour public session (this number includes the staff members listed above).

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 8:00 p.m.

**Citizens' Advisory Team Meeting #3**  
**KY 645 Regional Corridor Study**  
**Carter, Elliott, Lawrence and Rowan Counties**  
**Item No. 12-115.00**

Lawrence County Extension Office  
Louisa, Kentucky  
August 28, 2003  
6:00 p.m. (EDT)

This meeting with the Citizens' Advisory Team (CAT) for the KY 645 Regional Corridor Study continued the public involvement process to consider the proposed extension of KY 645 from US 23, near Ulysses, to some location along I-64 between Morehead and the Industrial Parkway (Item No. 12-115.00). The purpose of the meeting was to reintroduce the project; review, discuss, and summarize the questionnaires returned to-date; solicit input from the members as to potential constraints and opportunities throughout the study area; and discuss and draw potential locations for corridors on project area maps. In addition, future public involvement activities, including meeting locations, dates and times were discussed. A copy of the agenda is attached. Those in attendance included:

Name	Affiliation
Faith Austin	Lawrence County Resident
Woodrow Barber	Lakeview Heights, Former Mayor
Kelly Callaham	Martin County Judge Executive
Phillip Carter	Lawrence County Judge Executive
Walton Clevenger	Retired Engineer/Surveyor
Doug Doerrfeld	Kentuckians for the Commonwealth
Pam Hay	Lawrence Extension 4-H
Dean Howard	Rowan Technical College
Robert Kiser	Lawrence County Resident
Alan Kuenner	Heritage & Tourism Council/Chamber of Commerce
Larry O. Lowe	Lawrence County Resident
Mary K. Lowe	Lawrence County Resident
Eric Mills	Martin County Resident
Gary Nelson	Lawrence County Resident
Jason Pinson	Inez Deposit Bank
Tim Robinson	Martin County Resident
James L. Stephens	R & J Development Corporation
Mike Sullivan	Lawrence County Fiscal Court
Eugene Tessy	Concerned Citizen, Carter County
Clatis Walker	Olive Hill Resident
Charles Wallace	Carter County Judge
Randall L. Wells	Rowan County Resident
Terri Sicking	FIVCO Area Development District

Jerry Justice  
Marc Westfall

KYTC, District 12  
KYTC, District 12

Brad Eldridge  
Ted Noe  
Jimmy C. Wilson

KYTC Central Office, Division of Highway Design  
KYTC Central Office, Division of Planning  
KYTC Central Office, Division of Planning

Carl D. Dixon  
Amanda D. Ratliff

Wilbur Smith Associates  
Wilbur Smith Associates

The subsequent sections provide an overview of important issues from the meeting, arranged according to the attached agenda.

## **1. WELCOME AND INTRODUCTIONS**

### A. Purpose of This Meeting

Ted Noe, Project Manager for the KYTC, began the meeting by reviewing the purpose of the meeting. He stated that attendees would learn about project activities to-date and would be given the opportunity to vote on preliminary corridors for KY 645.

### B. Recognize New and Returning Attendees

After having all attendees introduce themselves, Mr. Noe thanked the new and returning CAT members for their participation in this project.

## **2. REVIEW OF PREVIOUS MEETING**

### A. Project Purpose

Mr. Noe reminded attendees that the purpose of this regional corridor study was to identify a route for the extension of existing KY 645, from near Ulysses to somewhere along I-64 between Morehead and the Industrial Parkway.

### B. Review Previous Meeting Minutes

Mr. Noe asked attendees to state any changes or additional comments to the meeting minutes from the second Citizens Advisory Team Meeting held on May 15, 2003. No changes were requested.

### C. Additional Meetings in Martin County

Mr. Noe informed attendees of the Local Officials Meeting held on June 25, 2003 and the Public Meeting held on July 10, 2003 in Inez as a result of interest from Martin County residents.

### D. Agency Coordination Responses

Mr. Noe reviewed the Agency Coordination Responses received to-date:

- The Division of Parks stated that a new route would be beneficial to the region by improving population and business flow, and promoting tourism. They also indicated their interests in preserving the state's natural resources and

recreational facilities, suggesting that the new route should not infringe upon the Daniel Boone National Forest.

- The Kentucky Geologic Survey indicated that this project might or would encounter the following: karst features; pre- or post-landslide hazards; subsidence; unconsolidated sediments at or near stream drainage; resource conflicts; materials suitable for construction; faults; and liquefaction or slope failure in the unconsolidated sediments at or near streams.
- The office of the Martin County Judge Executive indicated that KY 645 serves as a “lifeline” for residents of Martin County and western West Virginia to shopping areas, colleges, schools, businesses, hospitals, farms, and intermodal coal distribution points in northeastern Kentucky. They indicated that the extension of KY 645 should begin at the junction with US 23 in Ulysses and travel northwesterly to a junction with I-64 approximately three (3) miles east of the Carter County/Rowan County Line. A map of the suggested route was provided.

### **3. PROJECT GOALS DISCUSSION**

#### **A. Review Project Goals**

Mr. Noe turned the meeting over to Carl Dixon, Wilbur Smith Associates, to discuss the goals of this project. Mr. Dixon stressed the importance of identifying the primary purpose of the study. He briefly reviewed the preliminary goals for the group and presented the issues raised at a meeting with Martin County officials (copy attached). One of the major issues was a recommendation that the goals include the desire for an “interstate connector” from the I-73/74 Priority Corridor in West Virginia to I-64 in Kentucky somewhere in the study area. Martin County officials concurred that these were the issues of concern.

He then asked Mark Westfall, KYTC Highway District 12, to update the group on projects in West Virginia and Kentucky that would relate to this connection. Mr. Westfall told the group that West Virginia is starting work on a new major arterial route, the King Coal Highway along the I-73/74 (US 52) corridor. This will be a four-lane route with partial control of access. A new bridge will be built across the Big Sandy River near Kermit, West Virginia, and improvements are planned in Kentucky along existing KY 645 and KY 40.

#### **B. Revise Project Goals**

Many attendees made suggestions as to how the goals could be revised. The group agreed that the goals should recognize a connector from the I-73/74 Priority Corridor via KY 645 to I-64. Other suggestions included the following:

- It was suggested by another attendee that the goals be simplified by omitting environmental features to be avoided, as these things would be studied in future phases of the project and were not the primary purpose of this study.
- One attendee suggested that “Reduce traffic congestion in Morehead” be added to the project goals and described the congestion that occurs along KY 32/US 60 during the morning rush hour. This traffic is primarily due to limited alternates from the south and east to the north and west sides of town.



- Another attendee suggested that the main goal of this project should be regional economic development.
- Several committee members talked about benefits from the time savings that would result from the proposed highway.
- One representative of Martin County stated that a route from KY 645 to Morehead would allow students who couldn't afford room and board the opportunity to commute to Morehead State University.
- Finally, someone stressed that the goals should emphasize the overall regional impact of the proposed project, thus, providing greater justification for possible future funding from both the State and Federal governments.

#### **4. REPORTING ON PROJECT SURVEY RESULTS**

##### A. Discussion of Survey Results

Mr. Dixon asked Amanda Ratliff, Wilbur Smith Associates, to summarize the results from the project survey questionnaires.

Ms. Ratliff distributed and reviewed a handout summarizing the approximately 650 responses received to-date (copy attached). Attendees expressed concern that only 10% of respondents indicated school to be a primary purpose of travel along the new route. It was suggested that the majority of respondents were not school-aged and therefore may not have considered the potential of this route to provide educational opportunities.

##### B. Summary of Public Meeting Input

Ms. Ratliff turned the meeting back over to Carl Dixon to summarize other input from the public meetings.

Mr. Dixon presented and discussed a map summarizing locations identified during the four public meetings as areas a new route should provide access to and areas a new route should avoid. It was noted that several areas had been mentioned as both areas to provide access and avoid impacts.

#### **5. GROUP EXERCISE**

##### A. Discussion of the Alternates

Mr. Dixon displayed a map of the preliminary corridors (copy attached) and briefly reviewed each alternate. He reminded attendees that the "no build" alternate is still an option, in addition to the preliminary corridors. He presented a traffic map showing that, with no future improvements, a decreased level of service would occur in the Morehead, Olive Hill, and Grayson area. There was also a decrease in the level of service along KY 7 in the Grayson Lake area, but future KY 7 improvements are already programmed which should relieve this problem.

Several attendees mentioned sensitive areas to keep in mind while viewing the proposed corridors:

- One attendee referenced “The Big and Little Sandy River Basin Status Report” completed in January of 2002 to exhibit the sensitive nature of both Laurel and Caney Creeks.
- Another attendee mentioned the large number of clay mines in the area that may cause concern. At this time Carl Dixon introduced a map of clay mine locations in the study area as estimated by Claytis Walker, a Carter County resident.
- The Indiana Bat was mentioned as a concern by one attendee. Jimmy Wilson, KYTC, assured attendees that a full environmental assessment would be completed in any future phases of the project.
- The Daniel Boone National Forest was also mentioned as a sensitive area that should be avoided.

There was much discussion about the route proposed from KY 645 to Morehead:

- One attendee, who travels from Elliott to Rowan County for work, stated that the 31-mile trip takes from 1 to 2 hours via KY 32. He also mentioned emergency response time along this route as an obvious concern. This attendee believed geometrics along KY 32 and traffic congestion in Morehead to be the primary reason for problems along this route.
- Another attendee mentioned Morehead as a medical and employment center to the region, stating that all counties would benefit from a connector to Morehead.
- It was suggested by one attendee that another route to Morehead would only further congest the bypass system.
- One attendee stated that a recommended route to Morehead would receive far too much public opposition making funding nearly impossible.
- Carl Dixon said that the Cabinet is currently doing preliminary design and environmental studies on a proposed connector from US 60 to I-64 in the Morehead area which would probably address these issues. The result of that effort could influence the location of the proposed KY 645 extension in that area.

A representative from Carter County stated that Grayson had congestion problems just as severe as Morehead. One attendee favored a route to Grayson, but stated that KY 1 should not be used due to the high number of stream crossings.

#### B. Possible Corridor Locations

Attendees were asked to suggest any revisions to the preliminary corridors that might better serve the input heard from the public. The only suggestion was to add an alternate which would pass south of Sandy Hook.

Attendees were asked to “vote” on their top three corridor choices, voting no more than once for any particular corridor, by placing colored sticky tabs on a map of the corridors. Forty-seven (47) votes were received, as follows:

- Fourteen (14) for the corridor terminating in Morehead;
- Seven (7) for the Rowan-Carter County Line;
- Nine (9) for Exit 156 in Olive Hill;

- Four (4) for Exit 161 in Olive Hill;
- Five (5) for West of Grayson via KY 1; and
- Eight (8) votes for a new corridor south of Sandy Hook.

## **5. NEXT STEPS AND WRAP-UP**

### A. Discussion of Topics for Next CAT Meeting

Ted Noe said that one last meeting would be held with the CAT. At the next meeting, additional information will be presented on the alternates, including traffic forecasts, cost estimates, environmental data, geotechnical data, and input from the public meetings. After reviewing the information, the CAT members would once again be asked to provide input on which corridor they preferred.

### B. Set tentative date for next CAT Meeting

The next CAT meeting is expected in early to mid-December and would be held in Morehead. However, it was agreed that a date could not be set for the next CAT Meeting since it will depend on the schedule for completion of the analysis. Members will be notified of the meeting date when the analysis work is completed.

With no further comments, the meeting concluded at 8:00 p.m. (EDT).

AGENDA  
THIRD CITIZENS' ADVISORY TEAM MEETING  
LAWRENCE COUNTY COOPERATIVE EXTENSION OFFICE, LOUISA, KENTUCKY  
AUGUST 28, 2003, AT 6:00 P.M.

CARTER, ELLIOTT, LAWRENCE, AND ROWAN COUNTIES  
EXTENSION OF KY 645 FROM US 23 TO A LOCATION ALONG I-64  
BETWEEN MOREHEAD AND THE INDUSTRIAL PARKWAY  
ITEM NO. 12-115.00

1. WELCOME AND INTRODUCTIONS ..... Ted Noe
  - a. Purpose of This Meeting
  - b. Recognize New and Returning Attendees
2. REVIEW OF PREVIOUS MEETING ..... Ted Noe
  - a. Project Purpose
  - b. Review Previous Meeting Minutes
  - c. Additional Meetings in Martin County
  - d. Agency Coordination Responses
3. REPORTING ON PROJECT SURVEY RESULTS ..... Marc Williams
  - a. Discussion of Survey Results
  - b. Summary of Public Meeting Input
4. GROUP EXERCISE ..... Marc Williams
  - a. Discussion of the Alternates
  - b. Possible Corridor Locations
5. NEXT STEPS AND WRAP-UP ..... Ted Noe
  - a. Discussion of Topics for Next CAT Meeting
  - b. Set tentative date for next CAT Meeting

## **KY 645 MARTIN COUNTY ISSUES**

### **a) Project Issues**

- Completing the route would provide economic development to Martin County by providing a direct link from I-73/74 in West Virginia by ultimately extending KY 645 southward into West Virginia and northward to I-64. The purpose would be to divert traffic coming on I-73/74 from Virginia and West Virginia to come through Martin County on the way to Lexington and points west.
- If the KY 645 extension were to terminate at the Industrial Parkway, it would just provide a parallel route to US 23, thus, serving an area which already has good access. This would not serve the whole region.
- The proposed project would provide better connectivity to educational opportunities in Morehead and Central Kentucky. A large number of people from the area attend school in Morehead and Lexington.
- The project would provide improved potential for tourism sites, such as Yatesville Lake, Grayson Lake, and other attractions south along US 23, such as Paintsville Lake, Jenny Wiley State Park, and the Mountain Arts Center.
- It would also provide economic development opportunities for Lawrence County and Elliott County by providing improved access. Elliott County currently is a low-income area with poor highways.
- A route in the eastern portion of the study area would not only help Martin County, but also Floyd and Johnson Counties.
- Local state legislators feel that it might be possible to get special Federal funding to help with the construction of the project.

### **b) Project Purpose and Goals**

Martin County leaders feel the project goals should include a larger vision for the project as an I-73/74 Connector route. Otherwise, they do not object to the current goals, but place more emphasis on some goals and objectives, including:

- Promoting economic development, particularly for areas that are currently economically deprived;
- Enhance regional accessibility by building the new route through areas that currently do not have good highway service;
- Improve educational opportunities; and
- Improve access to tourist attractions.

### **c) Project Termini**

Martin County leaders seem to overwhelmingly agree that the northern terminus should be at I-64 near Morehead. Since there may be a problem with a new road through the Daniel Boone National Forest, they feel that the route should get as close to Morehead as possible without going into the National Forest. This would probably be near the Rowan-Carter County line.

**KY 645 Project Survey Results To-Date (August 2003)**

**Public Meeting Responses**

**Do you think a new connector from KY 645 to I-64 is needed? (82 Respondents)**

Yes	No
66	16
80%	20%

**Local Officials, Citizens Advisory Committee, and Public Meeting Responses**

**If a new roadway were built, do you think it would: (608 Respondents)**

Be helpful to the region	Not be helpful to the region	Have little or no impact on the region
567	30	11
93%	5%	2%

**If a new roadway were built, where do you think it should connect to I-64? (513 Respondents)**

Morehead	Between Morehead and Olive Hill	Olive Hill	Between Olive Hill and Grayson	Grayson	Between Grayson and the Industrial Parkway	Industrial Parkway
221	39	144	56	33	8	12
43%	8%	28%	11%	6%	2%	2%

**If KY 645 is extended to I-64, would you use it: (595 Respondents)**

Daily	3-4 times per week	1-2 times per week	3-4 times per month	1 time per month	Never	Other
97	118	100	134	66	21	59
16%	20%	17%	23%	11%	4%	10%

**If you traveled this new route, what would the primary purpose of your trips be: (609 Respondents)**

**(Multiple purposes were selected by several respondents)**

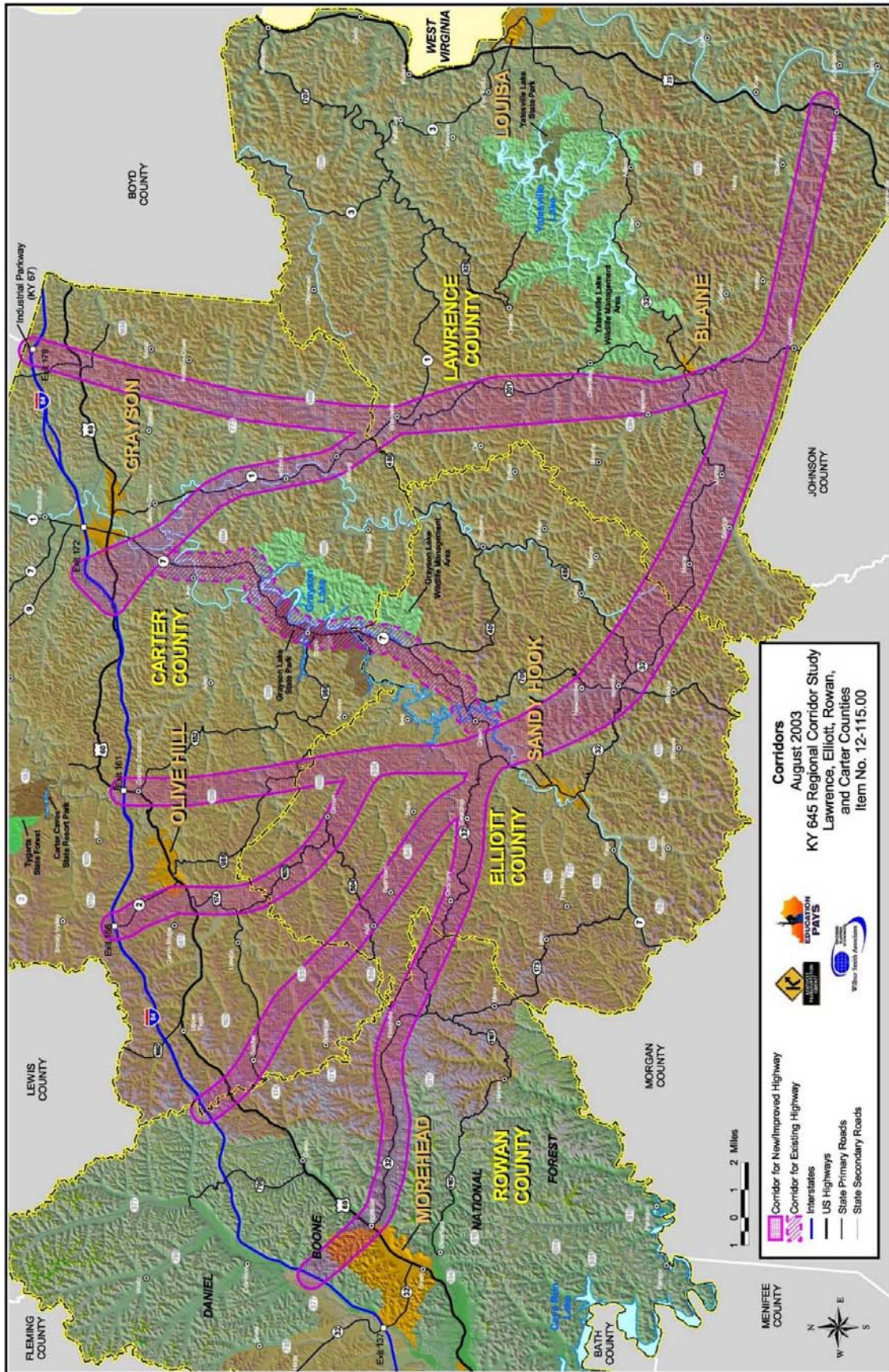
Work or Business	Personal Business	Visit Friends or Family	School	Doctor	Shopping	Trips or Vacations	Other
273	334	302	59	212	260	279	34
45%	55%	50%	10%	35%	43%	46%	6%

**Are there areas that should be avoided if this new route is constructed? (642 Respondents)**

**(Multiple areas were selected by several respondents)**

Personal Properties or Homes	Businesses/ Commercial Property	Natural Areas or Habitats	Recreational Areas	Historic or Cultural Sites	Hazardous or Monitored Sites	Scenic Areas or Viewsheds	Other
139	89	223	160	212	204	145	25
22%	14%	35%	25%	33%	32%	23%	4%





# **MINUTES**

## **Project Team Meeting Alternatives Study**

### **Lawrence, Elliott, Rowan and Carter Counties, Item No. 12-115.00 Extend KY 645 from US 23 at Ulysses to a location along I-64 between Morehead and the Industrial Parkway**

March 10, 2004

10:30 a.m.

FIVCO ADD Conference Room  
Catlettsburg, Kentucky

A second project team meeting for the KY 645 Alternatives Study in Lawrence, Elliott, Rowan and Carter Counties (Item No. 12-115.00) was conducted on Wednesday, March 10, 2004 at the FIVCO Area Development District (ADD) conference room in Catlettsburg, Kentucky. The purpose of the meeting was to discuss the KY 645 improvement alternatives and public involvement needs and ideas. Participants at the meeting included representatives from KYTC District 9, KYTC District 12, KYTC Central Office, FIVCO ADD, Gateway ADD, and the consultant, Wilbur Smith Associates (WSA). Individual attendees at the meeting included the following:

Terri Sicking	FIVCO Area Development District
Adam Montgomery	Gateway Area Development District
Deanna Harris	KYTC District 9, Planning
Jerry Justice	KYTC District 12, Planning
Keith Damron	KYTC District 12, Planning
Kevin Damron	KYTC District 12, Preconstruction
Mark Westfall	KYTC District 12, Preconstruction
Rich McCune	KYTC District 12, Preconstruction
Ted Noe	KYTC Central Office, Planning
Jimmy C. Wilson	KYTC Central Office, Planning
Carl D. Dixon	Wilbur Smith Associates
Amanda D. Ratliff	Wilbur Smith Associates

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

#### **1) Welcome and Introductions**

Ted Noe began the meeting by welcoming all attendees and having them introduce themselves.

#### **2) Project History**

Mr. Noe gave a brief history of the project, stating that the original study concept was for



a new route between KY 645 at US 23 and the Industrial Parkway. He explained that, through the study process, the scope had been expanded to include consideration of a route between KY 645 at US 23 in Lawrence County and somewhere along I-64 between the Industrial Parkway and Morehead.

### **3) Review Meeting Results and Questionnaire Summary**

Amanda Ratliff described the meeting activities to date, including the following: three (3) Citizens Advisory Team (CAT) meetings, one (1) local officials meeting, five (5) local agencies meetings, and five (5) public information meetings. Ms. Ratliff distributed and reviewed a table (attached) summarizing the approximately 650 responses received to-date.

### **4) Purpose and Goals**

Mr. Dixon distributed and reviewed the preliminary project goals (attached). He explained that the project goals, which have been revised throughout the study process, helped drive the alternatives development and evaluation process.

### **5) Discussion of Alternatives**

Mr. Dixon displayed a map of the preliminary corridors (attached) and briefly reviewed each alternate. He reminded attendees that the “no build” alternate is still an option, in addition to the preliminary corridors. Mr. Dixon presented two alternatives comparison matrices (attached). He reviewed each alternative and explained its performance based on the evaluation measures.

Mr. Dixon explained that corridors 1, 2, and 8 performed the best compared to all other alternatives in the alternatives comparison matrix.

The Project Team members agreed that alternatives 1 and 2 served the same purpose and only one of these alternatives should proceed for further consideration. It was agreed that Alternative 1 should not move forward because it does not meet project goals, that is: (a) it is expected to carry less traffic in the future; (b) it is longer and would be more expensive to design and construct; (c) it would not provide adequate access to KY 7, which is currently scheduled for improvement in the Six Year Highway Plan; and (d) it would not provide direct access to the prison. Attendees expressed concern over possible impacts to the Daniel Boone National Forest if Alternative 2 were eventually selected.

The Project Team felt that either Alternative 3 or 4 should also move forward to provide one corridor with approximately the same regional connectivity with the northern terminus near Morehead, the preferred destination of the public, while avoiding the Daniel Boone National Forest. It was decided that Alternative 3 would not move forward for the same reasons as those for Alternative 1.

The Project Team members agreed that it is necessary to move forward with one corridor to Olive Hill, since it was the second most selected termination point by the public. It was decided that Alternative 6 would not move forward because it does not adequately meet project goals, that is: (a) based on the traffic forecasts, it is expected to carry less traffic in the future; (b) it is farther away from Morehead which is where most survey respondents would like the route to terminate; and (c) unlike Alternative 5, it

does not provide direct access to KY 2, an important route to this area and a link to KY 9 north of the study area.

The Project Team members agreed that Alternative 7 should not move forward because it does not adequately meet the goals of the project, that is: (a) it provides improved access to the fewest number of isolated communities; (b) it is far away from Morehead which is where most survey respondents would like the route to terminate; and (c) based on the traffic forecasts, it is expected to carry the least amount of traffic of all the proposed alternatives.

The Project Team members agreed that Alternative 8 should not move forward because it does not adequately meet the goals of the project, that is: (a) it is far away from Morehead which is where most survey respondents would like the route to terminate; and (2) it only serves two counties and, therefore, would not improve regional access.

The decision to not proceed with Alternative 7 or Alternative 8 eliminates any alternative to Grayson from further study. The Project Team members agreed that it is not necessary to move forward with an alternate to Grayson because: (a) KYTC plans to upgrade KY 7 will improve access to and through this area; and (b) only 6% of survey respondents expressed a desire for the route to terminate in Grayson. The primary reason for proposing the extension of KY 645 to Grayson was to provide an alternate way to meet two local highway project needs: (a) a new interchange with I-64 west of the city that would connect to (b) a proposed western bypass. The Project Team decided that these two projects should be considered separately from the proposed KY 645 extension now under study. They further recommended that these two projects should be considered for input by the Area Development Districts and/or Highway Districts under the KYTC statewide transportation planning process.

Finally, it was decided that Alternative 9 should move forward for further consideration at this time since it represents the original description/termini of this project in the Six Year Highway Plan.

In summary, the Project Team decided that Alternatives 1, 3, 6, 7, and 8 would not move forward and that Alternatives 2, 4, 5, and 9 would be advanced for further consideration in the study process.

## **6) Public Involvement**

The Project Team members agreed that the next round of local officials/stakeholders meetings and public meetings should not be held until after the draft environmental overview and geotechnical overview reports are completed. Since the study corridors have now been selected by the Project Team, WSA agreed to request that the sub-consultants for these tasks begin work as soon as possible. It is expected that this will take about 30 days. Therefore, it should be possible to start scheduling the meetings near the end of April or early May of 2004.

It was suggested by one attendee that the second round of public meetings be held in different locations than those in the first round to diversify and increase the number of attendees. Ted Noe agreed to inquire about the availability of other meeting locations in the study counties. It was suggested that a public meeting announcement along with a map of the four (4) preliminary corridors be posted in the courthouse of each study

county. The meeting should also be advertised in the local papers.

**7) Question and Answers**

There were no questions.

**8) Adjourn**

With no further comments, the meeting was adjourned at approximately 12:30 p.m.

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# **AGENDA**

## **Alternatives Study**

### **CARTER, ELLIOTT, LAWRENCE AND ROWAN COUNTIES EXTENSION OF KY 645 FROM US 23 TO A LOCATION ALONG I-64 BETWEEN MOREHEAD AND THE INDUSTRIAL PARKWAY**

**ITEM NO. 12-115.00**

#### **Second Project Team Meeting**

**FIVCO ADD Office Conference Room**

**March 10, 2004**

**10:30 am (EST)**

- 1) Welcome and Introductions
  - 2) Project History
  - 3) Review Meeting Results & Questionnaire Summary
  - 4) Discussion of Alternatives
    - a) Presentation by Consultant
    - b) Project Termini
    - c) Design Criteria
  - 5) Purpose and Goals
    - a) Project Purpose and Goals
    - b) Project Issues
  - 6) Public Involvement
    - a) Meetings (Public, Officials and Agencies)
    - b) Coordination Letters
  - 7) Questions and Answers
  - 8) Adjourn
- 
-

# KY 645 Project Survey Results To-Date (March 2004)

## **Public Meeting Responses**

**Do you think a new connector from KY 645 to I-64 is needed? (82 Respondents)**

Yes	No
67	16
81%	19%

## **Local Officials, Citizens Advisory Committee, and Public Meeting Responses**

**If a new roadway were built, do you think it would: (631 Respondents)**

Be helpful to the region	Not be helpful to the region	Have little or no impact on the region
589	31	11
93%	5%	2%

**If a new roadway were built, where do you think it should connect to I-64? (531 Respondents)**

Morehead	Between Morehead and Olive Hill	Olive Hill	Between Olive Hill and Grayson	Grayson	Between Grayson and the Industrial Parkway	Industrial Parkway
222	40	147	68	33	8	13
42%	8%	28%	13%	6%	2%	2%

**If KY 645 is extended to I-64, would you use it: (615 Respondents)**

Daily	3-4 times per week	1-2 times per week	3-4 times per month	1 time per month	Never	Other
100	131	102	135	66	22	59
16%	21%	17%	22%	11%	4%	10%

**If you traveled this new route, what would the primary purpose of your trips be: (627 Respondents)**

**(Multiple purposes were selected by several respondents)**

Work or Business	Personal Business	Visit Friends or Family	School	Doctor	Shopping	Trips or Vacations	Other
286	348	319	61	218	265	286	34
46%	56%	51%	10%	35%	42%	46%	5%

**Are there areas that should be avoided if this new route is constructed? (646 Respondents)**

**(Multiple areas were selected by several respondents)**

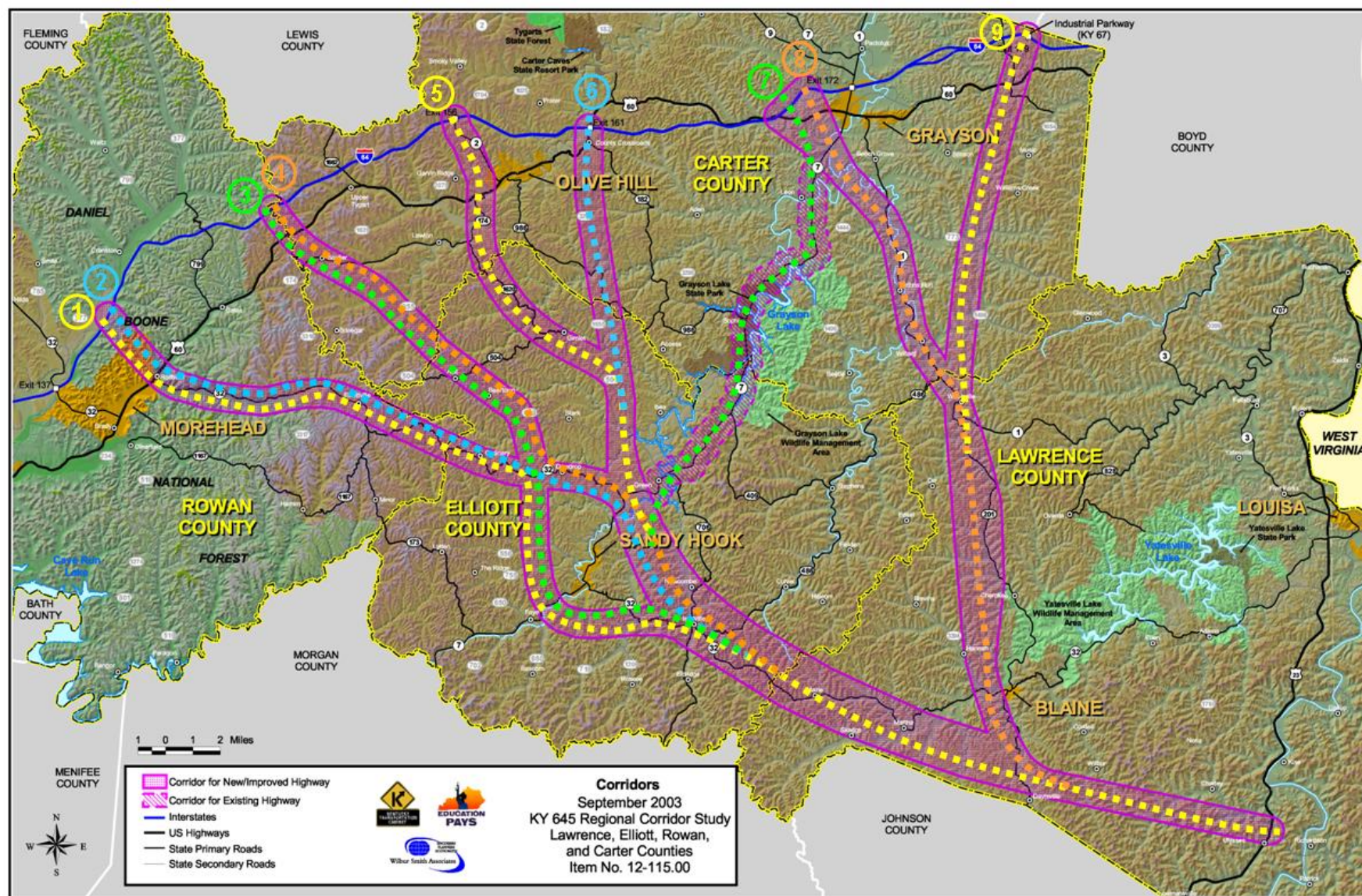
Personal Properties or Homes	Businesses/ Commercial Property	Natural Areas or Habitats	Recreational Areas	Historic or Cultural Sites	Hazardous or Monitored Sites	Scenic Areas or Viewsheds	Other
140	89	225	163	214	204	146	27
22%	14%	35%	25%	33%	32%	23%	4%

## **PROJECT GOALS**

### **KY 645 Regional Corridor Study**

- 1) Develop a new or improved highway that provides an improved connection to I-64, while also addressing the following transportation service objectives:
  - Enhances regional accessibility and mobility
  - Improves access to isolated communities and populations
  - Serves as an interstate connector from the I-73/74 corridor near Kermit, West Virginia to I-64
- 2) Develop a highway corridor that will serve the most traffic, while also meeting the following traffic-related objectives:
  - Diverts traffic from US 23 to reduce congestion on that route
  - Optimizes and/or addresses future traffic flow on regional highways
  - Provides travel time savings in the region, including the improvement of emergency response times
- 3) Develop a corridor that considers all study area interests, including socioeconomic, education, tourism, and the environment, while giving consideration to the following objectives:
  - Assists in promoting economic growth and development in areas that have low-income populations
  - Increases employment opportunities and gives special consideration to areas with high unemployment
  - Provides access to existing employment centers, including area industrial parks
  - Expands access to social services such as education and health care
  - Provides improved access to key tourist destinations (examples include Grayson Lake, Yatesville Lake and the new golf course in Carter County)
  - Avoids or minimizes impacts to environmentally sensitive areas (examples include the Daniel Boone National Forest, Laurel Creek, and Caney Creek)
  - Fits the natural surroundings and considers context-sensitive design





## KY 645 Level 1 Screening Criteria

		Alternate									Methodology	
		1	2	3	4	5	6	7	8	9		
Constructability												
Corridor Length (miles)		50.1	48.2	46.9	45	43.8	41	30.4	35.8	36.5	Length of the corridor as estimated in ArcView	
Number of Major Intersections		7-8	7	10	9	8	8	10	5-8	6-7	Number of possible crossings with other important roads	
Constructable in Independent Sections		7	6	9	8	7	8	9	4-7	5-6	Number of independent sectionsthe road could possibly be constructed in	
Traffic Considerations												
2030 Volume at Southern Terminus (vpd)		5720	7000	4300	4400	4300	4300	3700	4300	4300	Volume as estimated by KYSTM	
2030 Volume at Northern Terminus (vpd)		3790	5160	1380	1530	900	4670	1600	2150	8340	Volume as estimated by KYSTM	
2030 Average Volume along Corridor (vpd)		7670	10826	3360	3530	2600	2500	2140	5780	8000	Volume as estimated by KYSTM	
Potential Benefits/Impacts												
Diverts traffic from US 23 (vpd)		0	0	0	0	0	0	0	1110	2360	Vehicles per day diverted from US 23 as estimated by KYSTM	
Provides improved access to key tourist destinations, including:												
Yatesville Lake State Park/Yatesville Lake/WMA		1	1	1	1	1	1	1	3	3	Estimated using the following scale: 0 - Does Not Improve Access To 1 - Slightly Improves Access To 2 - Improves Access To 3 - Greatly Improves Access To	
Grayson Lake State Park/Grayson Lake/WMA		1	1	1	1	1	2	3	2	1		
Carter Caves State Resort Park/Tygangs State Forest		0	0	0	0	2	3	1	1	0		
Daniel Boone National Forest		3	3	2	2	1	1	1	0	0		
Eagle Trace Golf Course, Morehead		3	3	2	2	1	1	1	0	0		
Carter Caves State Resort Park New Golf Course (Carter County)		0	0	0	0	2	3	1	1	0		
SUM		8	8	6	6	8	11	8	7	4		
Provides access to existing employment centers, including:												
Carter County Employment (All Industries)		0	0	2	2	3	3	3	3	2	Estimated using the following scale: 0 - Does Not Serve 1 - Slightly Improves Service 2 - Improves Service 3 - Greatly Improves	
Elliot County Employment (All Industries)		3	3	3	3	3	3	3	0	0		
Lawrence County Employment (All Industries)		2	2	2	2	2	2	2	3	3		
Rowan County Employment (All Industries)		3	3	2	2	1	1	1	0	0		
Martin County Employment (All Industries)		1	1	1	1	1	1	1	1	1		
SUM		9	9	10	10	10	10	10	7	6		
Gives consideraton to areas with high unemployment												
		3	3	2	2	2	2	2	2	2	Number of high-unemployment counties that each alternative serves	
Gives consideraton to areas with low-income populations												
		3	3	2	2	2	2	2	2	2	Number of low-income counties that each alternative serves	
Expands access to social services such as education and health care, including:												
Morehead State University		3	3	2	2	1	1	1	0	0	Estimated using the following scale: 0 - Does Not Improve Access To 1 - Slightly Improves Access To 2 - Improves Access To 3 - Greatly Improves Access To	
Rowan Technical College (KCTCS)		3	3	2	2	1	1	1	0	0		
Ashland Community & Technical College, East Campus (Grayson)		0	1	0	1	1	1	3	3	3		
Kentucky Christian College (Grayson)		0	1	0	1	1	1	3	3	3		
Carter County Vocational School (Olive Hill)		1	1	1	1	3	3	1	0	0		
Martin County ATC (Inez)		1	1	1	1	1	1	1	1	1		
St. Claire Medical Center, Morehead		3	3	2	2	1	1	1	0	0		
Carter Nursing Home and Rehab Center (Grayson)		0	0	0	0	0	0	3	3	3		
Elliott Nursing and Rehab Center (Sandy Hook)		3	3	3	3	3	3	3	0	0		
JJ Jordan Geriatric Center (Louisa)		1	1	1	1	1	1	1	1	1		
Life Care Center of Morehead (Morehead)		3	3	2	2	1	1	1	0	0		
Martin County Health Care Facility (Inez)		1	1	1	1	1	1	1	1	1		
SUM		19	21	15	17	15	15	20	12	12		
Improves access to isolated communities and populations												
		9	7	10	8	8	8	6	7	8		Number of isolated communities that will be served by each alternate
Avoids or minimizes impacts to environmentally sensitive areas, including:												
Yatesville Lake Wildlife Management Area		0	0	0	0	0	0	0	1	1		Estimated using the following scale: 0 - No Impact 1 - Very Little Impact Possible 2 - Impact Possible 3 - Impact Unavoidable
Yatesville Lake		0	0	0	0	0	0	0	0	0		
Grayson Lake Wildlife Management Area		0	0	0	0	0	0	2	0	0		
Grayson Lake		0	0	0	0	0	0	2	0	0		
Laurel Creek		3	1	3	1	1	1	0	0	0		
Big Caney Creek		1	1	3	3	3	3	0	0	0		
Daniel Boone National Forest		3	3	1	1	0	0	0	0	0		
Little Sandy River/Little Fork		3	3	3	3	3	3	3	3	0		
SUM		10	8	10	8	7	7	7	4	1		
Public Opinion												



# **KY 645 Level 1 Rankings based on Data**

	Alternate								
	1	2	3	4	5	6	7	8	9
<b>Constructability</b>									
Corridor Length (miles)	3	3	3	2	2	2	1	1	1
Number of Major Intersections	2	1	3	3	2	2	3	1	1
Constructable in Independent Sections	2	1	3	3	2	3	3	1	1
<b>Traffic Considerations</b>									
2030 Volume at Southern Terminus (vpd)	1	1	2	2	2	2	3	2	2
2030 Volume at Northern Terminus (vpd)	2	1	3	3	3	2	3	3	1
2030 Average Volume along Corridor (vpd)	2	1	3	3	3	3	3	2	1
<b>Potential Benefits/Impacts</b>									
Diverts traffic from US 23	3	3	3	3	3	3	3	2	1
Provides improved access to key tourist destinations	2	2	3	3	2	1	2	2	3
Provides access to existing employment centers, including area industrial parks	2	2	1	1	1	1	1	3	3
Gives consideration to areas with high unemployment	1	1	2	2	2	2	3	3	3
Gives consideration to areas with low-income populations	1	1	2	2	2	2	3	3	3
Expands access to social services such as education and health care	1	1	2	2	2	2	1	3	3
Improves access to isolated communities and populations	1	3	1	2	2	2	3	3	2
Avoids or minimizes impacts to environmentally sensitive areas (examples include the Daniel Boone National Forest, Laurel Creek, and Caney Creek)	3	2	3	2	2	2	2	1	1
<b>Public Opinion</b>									
Public Input	1	1	3	3	2	3	3	3	3
Citizen's Advisory Team Input	2	1	2	2	2	3	3	3	3
<b>How well does the Corridor meet the Project Goals and Objectives?</b>									
Develop a new or improved highway that provides an improved connection to I-64	1	2	1	2	2	2	3	3	2
Develop a highway corridor that will serve the most traffic	2	1	3	3	3	2	3	1	1
Develop a corridor that considers all study area interests, including socioeconomic, education, tourism, and the environment	1	1	2	2	2	1	2	3	3
<b>Corridor Summary</b>									
Corridor Rankings	1.7	1.4	2.5	2.5	2.2	2.2	2.7	2.2	1.9
Corridors in Order by Preference	2	1	5	5	4	4	6	4	3

\* Rankings range from 1 to 3, where 1 represents the most favorable option.

**Meeting Minutes**  
**Lawrence County Local Officials/Agencies**  
**Alternatives Study for New Route, Extension of KY 645**  
**Item No. 12-115.00**  
**Lawrence County Fiscal Court Room, 10:30 a.m.**  
**Louisa, Kentucky**  
**October 12, 2004**

This meeting with local elected officials/agencies from Lawrence County began the second round of coordination for the Extension of KY 645 study. As part of the corridor planning study process, the purpose of this meeting was to update local officials and agency representatives about what took place after the first round of community involvement activities. Information was provided and input solicited about proposed alternates, environmental issues, geotechnical issues, estimated costs, and project goals.

Those in attendance were:

Greg Maynard	PVA
Jeff Kinser	Louisa Fire Department
Harold Slone	Magistrate 3
William Lemaster	Magistrate 4
Todd Wilks	Deputy PVA
Phillip Carter	Lawrence County Judge Executive
Terri Sicking	FIVCO Area Development District
Deanna Harris	KYTC District 9
Keith Damron	KYTC District 12
Mark Westfall	KYTC District 12
Ted Noe	KYTC Central Office – Division of Planning
Jimmy C. Wilson	KYTC Central Office – Division of Planning
Amanda D. Ratliff	Wilbur Smith Associates
Samantha J. Wright	Wilbur Smith Associates

The agenda for this meeting is included at the end of the minutes. A summary of items discussed at the meeting is presented below:

### **Welcome**

The meeting opened at 10:30 a.m. with Ted Noe welcoming all attendees and thanking them for their participation.

### **Introductions**

Mr. Noe requested introductions from the attendees.

### **Project History**

Mr. Noe gave a brief overview of the project history, including activities conducted with local officials, resource agencies, and the public throughout the first round of community involvement.

## **Presentation**

Ted Noe then handed the meeting over to Samantha Wright to make a presentation. The presentation provided a chronological review of project events to-date:

- Mrs. Wright detailed the activities related to the first round of community involvement, the geotechnical overview, and the environmental overview. The presentation told the story of how nine (9) potential alternatives were developed and analyzed in a level one screening.
- Mrs. Wright went on to explain how the level one screening and a meeting with the project team led to four (4) alternatives being carried on for further analysis, namely a level two screening, which was described in detail. She indicated that the No-Build option and Corridors 2, 4, 5 and 9 are the alternates under consideration at this time.
- The presentation concluded with an explanation of the next steps, including completing the second round of community involvement, analyzing the input from the second round of involvement activities, working with the project team to develop a recommendation, and producing a draft report.

## **Questions and Answers**

A number of items were discussed during the meeting. Issues raised and comments made by attendees included the following:

- KY 645 should be a 4-lane facility instead of a 2-lane facility, which current traffic projections warrant. Mrs. Wright informed attendees that this is a long-range process and traffic projections could be reevaluated in future phases.
- It would be a waste of taxpayer dollars to build a 2-lane facility that would have to be upgraded later to 4-lanes. KYTC District staff informed attendees that a new two lane facility would have wide lanes and shoulders as well as turn lanes and truck climbing lanes where necessary. District staff then gave examples of projects where enough right-of-way is purchased and utilities are structured in such a way as to make room for the potential widening of a route, if deemed necessary in the future. KYTC staff agreed to consider similar design/construction techniques as a recommendation of this study.
- A lot of traffic could be diverted from US 23 near Catlettsburg with Alternative 9. If KY 645 tied into the Industrial Parkway, those using US 23 to reach Columbus could be diverted from US 23, reducing congestion in Catlettsburg. Opening up access to the Ohio River was another benefit mentioned with Alternative 9.
- There was concern by some attendees as to whether or not the Industrial Parkway could handle the traffic that might be diverted from US 23 with Alternative 9.
- For safety reasons, there should be an overpass at US 23 and KY 645 if KY 645 is extended.

- One attendee asked what the initial purpose of this project was, indicating that the apparent change had confused the public. Mrs. Wright stated that this project was defined in the 2000-2006 Six Year Highway Plan as the extension of KY 645 from US 23 at Ulysses to I-64 at the Industrial Parkway in Lawrence and Carter Counties (Item No. 12-115.00). Through the process of this study, the purpose of the project has been expanded to a regional corridor concept, with a terminus somewhere along I-64 between Morehead and the Industrial Parkway.

Keith Damron added that Representative Adkins had the initial idea for the project and intended primarily for it to open up the region. KY 645 was originally supposed to extend to I-64, but that never came to fruition. This project was intended to pick up on that concept of connecting to I-64 and opening up the region. Keith Damron went on to say that this round of meetings is intended to determine the purpose of the route and clear up any confusion the public might have.

- One attendee asked if the price tag was going to be so great on the west alternates that it would never happen. KYTC staff stated that the road would be built over several years in many sections. The enormous price was acknowledged as a potential obstacle to the project. One attendee believed Alternative 9 should be selected because of the more realistic price tag.
- It would be much easier to build Alternative 9 and that Morehead does not need a new route.
- One attendee stated that Elliott County did need the new route.
- An attendee expressed that Alternative 9 would be in the best interest of Lawrence County, but Alternative 2 might be best for the students who wish to attend Morehead State University and the University of Kentucky.

## Project Surveys

Project surveys were distributed at the meeting to solicit input about the proposed alternatives. Attendees were asked to return the survey at the meeting or within two weeks using a postage paid envelope provided by the KYTC. Four (4) surveys were submitted by meeting attendees. The survey asked each attendee to rank the five (5) proposed alternates from 1 to 5, with 1 being the most preferred and 5 being the least preferred. The number of votes for each corridor is shown in the table below:

Number of Votes for Each Corridor by Ranking\*

	No Build	Corridor 2	Corridor 4	Corridor 5	Corridor 9
Rank 1			1		3
Rank 2		3		1	
Rank 3		1		3	
Rank 4		1	2		1
Rank 5	4				

\* Where Rank 1 is most preferred and Rank 5 is least preferred.

Results of this ranking indicate that Corridor 9 is the preferred alternate among the respondents. Corridors 2 and 5 followed as the next most favored. Corridor 4 was preferred least among all the build alternates. The no-build was the least preferred of all the alternates.

The following comments were included on the project surveys:

- Need overpass at US 23 and KY 645 intersection.
- Should be 4-lane design instead of 2-lane.
- Would help with traffic problem in Ashland and Catlettsburg.
- Lawrence and Elliott Counties could use the economic impact.
- Corridor 2 would benefit a lot of college students driving to Morehead and UK.
- The road should be built to four lanes or built so that it could be expanded to four lanes without having to redo any utilities or buy any more right-of-way.

### **Next Steps**

Ted Noe indicated that public meetings will be scheduled in each county in the next month or two. A second round of coordination letters will be sent to agencies for comment. The project recommendations and report will then be wrapped up after the first of the year.

### **Adjourn**

With no further comments the meeting concluded at about 11:30 a.m.

**AGENDA**  
**Second Local Officials/Agencies Meeting**  
**Scoping Study**  
**Lawrence, Carter, Elliott and Rowan Counties, Item No. 12-115.00**  
**Extend KY 645 from US 23 at Ulysses to I-64**  
**October 12, 2004**  
**10:30 a.m.**  
**Lawrence County Courthouse**  
**Fiscal Courtroom**  
**Louisa, KY**

- 1) Welcome and Introductions
- 2) Project History
- 3) Purpose and Goals
  - a) Project Purpose and Goals
  - b) Project Issues
- 4) Review Meeting Results and Questionnaire Summary
- 5) Discussion of Alternatives
  - a) Presentation by Consultant
  - b) Project Termini
  - c) Design Criteria
- 6) Public Involvement
  - a) Meetings (Public, Officials and Agencies)
  - b) Coordination Letters
- 7) Questions and Answers
- 8) Adjourn

**Meeting Minutes**  
**Martin County Local Officials/Agencies**  
**Alternatives Study for New Route, Extension of KY 645**  
**Item No. 12-115.00**  
**Martin County Fiscal Court Room, 2:30 p.m.**  
**Inez, Kentucky**  
**October 12, 2004**

This meeting with local elected officials/agencies from Martin County began the second round of coordination for the Extension of KY 645 study. As part of the corridor planning study process, the purpose of this meeting was to update local officials and agency representatives about what took place after the first round of community involvement activities. Information was provided and input solicited about proposed alternates, environmental issues, geotechnical issues, estimated costs, and project goals.

Those in attendance were:

Craig Preece	Martin County
Kelly Callahaun	Martin County Judge/Executive
Tim Robinson	Martin County PVA
Jack H. Horn	Circuit Clerk
John Triplett	Inez Deposit Bank
David Marshall	Inez Deposit Bank
Carol Mills	County Clerk
Della Osborne	Martin County PVA
Darlynn Barber	Senator Bunning Representative
Keith Damron	KYTC District 12
Mark Westfall	KYTC District 12
Sara George	KYTC District 12
Ted Noe	KYTC Central Office – Division of Planning
Jimmy C. Wilson	KYTC Central Office – Division of Planning
Amanda D. Ratliff	Wilbur Smith Associates
Samantha J. Wright	Wilbur Smith Associates

The agenda for this meeting is included at the end of the minutes. A summary of items discussed at the meeting is presented below:

**Welcome**

The meeting opened at 2:30 p.m. with Ted Noe welcoming all attendees and thanking them for their participation.

**Introductions**

Mr. Noe requested introductions from the attendees.

**Project History**

Mr. Noe gave a brief overview of the project history, including activities conducted with local officials, resource agencies, and the public throughout the first round of community involvement.

## **Presentation**

Ted Noe then handed the meeting over to Samantha Wright to make a presentation. The presentation provided a chronological review of project events to-date:

- Mrs. Wright detailed the activities related to the first round of community involvement, the geotechnical overview, and the environmental overview. The presentation told the story of how nine (9) potential alternatives were developed and analyzed in a level one screening.
- Mrs. Wright went on to explain how the level one screening and a meeting with the project team led to four (4) alternatives being carried on for further analysis, namely a level two screening, which was described in detail. She indicated that the No-Build option and Corridors 2, 4, 5 and 9 are the alternates under consideration at this time.
- The presentation concluded with an explanation of the next steps, including completing the second round of community involvement, analyzing the input from the second round of involvement activities, working with the project team to develop a recommendation, and producing a draft report.

## **Questions and Answers**

A number of items were discussed during the meeting. Issues raised and comments made by attendees included the following:

- One attendee asked what the initial purpose of this project was, indicating that the apparent change had confused the public. Mrs. Wright stated this project was defined in the 2000-2006 Six Year Highway Plan as the extension of KY 645 from US 23 at Ulysses to I-64 at the Industrial Parkway in Lawrence and Carter Counties (Item No. 12-115.00). Through the process of this study, the purpose of the project has been expanded to a regional corridor concept, with a terminus somewhere along I-64 between Morehead and the Industrial Parkway.

Keith Damron added that Representative Adkins had the initial idea for the project and intended primarily for it to open up the region. KY 645 was originally supposed to extend to I-64, but that never came to fruition. This project was intended to pick up on that concept of connecting to I-64 and opening up the region. Keith Damron went on to say that this round of meetings is intended to determine the purpose of the route and clear up any confusion the public might have.

- One attendee asked if Corridor 4 would terminate near the weigh stations on I-64. Mrs. Wright responded that it would terminate somewhere near the Rowan-Carter County Line, which would be east of the existing rest areas in Rowan County.
- One attendee indicated that the Daniel Boone National Forest was a large concern and asked if a corridor in this area would take longer to get approved. Keith Damron indicated that the environmental studies process would take longer, but that Corridor 2 is still a realistic option.



- One attendee asked if there had been a study on the potential impacts to Yatesville Lake. Mrs. Wright explained that an environmental study would be completed in the next phase of project development. Mrs. Wright stated that Yatesville Lake is a sensitive area that the public has expressed they would like to improve access to, while avoiding negative impacts.
- One attendee asked about the lengths of the proposed build alternatives. Mrs. Wright responded that alternatives 2, 4, 5, and 9 are estimated to be 48.2, 45.0, 43.8, and 36.5 miles long, respectively.
- This study should consider education, which suffers in Eastern Kentucky more than the rest of the state, and that Corridor 9 doesn't benefit education or any regional concept.
- One attendee asked about the travel time to drive from exit 156 in Olive Hill to Morehead, suggesting that the middle corridors (Corridors 4 and 5) would also serve Martin County by reducing travel time to I-64 and points west.
- Corridor 2 would be best for Martin County, if it is feasible. If not, corridors 4 and 5 are best, and corridor 9 would be the worst.
- Corridors 2, 4, and 5 would make it much quicker to get to and from Lexington than using the Mountain Parkway. Keith Damron estimated that KY 645 could save up to 45 minutes from the trip to Lexington compared to the Mountain Parkway.
- One attendee asked if corridor 2 was feasible, stating that citizens should not waste their support for a route that is not feasible. Mrs. Wright indicated that all of the alternatives are still options at this point, although Corridor 2 would likely require a longer environmental process than the others. Keith Damron added that 42% of survey respondents preferred corridor 2 in the first round of community involvement activities.
- One attendee asked if the estimated costs presented at the meeting were entire project costs or just construction costs. Mrs. Wright responded that the estimates are for the design through construction phases, but do not include the environmental studies.

## **Project Surveys**

Project surveys were distributed at the meeting to solicit input about the proposed alternatives. Attendees were asked to return the survey at the meeting or within two weeks using a postage paid envelope addressed to the KYTC. Seven (7) surveys were submitted by meeting attendees. The survey asked each attendee to rank the five (5) proposed alternates from 1 to 5, with 1 being the most preferred and 5 being the least preferred. The number of votes for each corridor is shown in the following table.

Results of this ranking indicate that Corridor 2 is the preferred alternate among the respondents. Corridors 4, 5, and 9 followed respectively. The no-build was the least preferred of all the alternates.

#### Number of Votes for Each Corridor by Ranking\*

	No Build	Corridor 2	Corridor 4	Corridor 5	Corridor 9
Rank 1		4	2		1
Rank 2		2	3	1	
Rank 3		1		5	
Rank 4	2		1		3
Rank 5	4				2

\* Where Rank 1 is most preferred and Rank 5 is least preferred. Not all surveys ranked all alternatives.

The following comments were included on the project surveys:

- Education and economic development would be enhanced by Corridor 2, then by Corridors 4 and 5.
- This road is needed to connect this area with I-64 and on to Lexington.
- Corridor 2 would provide access for tourism traffic. It ties Paintsville Lake, Yatesville Lake, and Grayson Lake together.
- Corridor 2 provides access to Morehead State and UK for students traveling from Eastern Kentucky.
- Consider a toll road.
- It does not make any sense to build Corridor 9 and it would be a waste of money. Put the road somewhere else.
- Corridor 2 opens up the most remote property between US 23 and the Mountain Parkway.

#### **Next Steps**

Ted Noe indicated that public meetings will be scheduled in each county in the next month or two. A second round of coordination letters will be sent to agencies for comment. The project recommendations and report will then be wrapped up after the first of the year.

#### **Adjourn**

With no further comments the meeting concluded at about 3:45 p.m.

**AGENDA**  
**Second Local Officials/Agencies Meeting**  
**Scoping Study**  
**Lawrence, Carter, Elliott and Rowan Counties, Item No. 12-115.00**  
**Extend KY 645 from US 23 at Ulysses to I-64**  
**October 12, 2004**  
**2:30 p.m.**  
**Martin County Courthouse**  
**Annex District Courtroom**  
**Inez, KY**

- 1) Welcome and Introductions
- 2) Project History
- 3) Purpose and Goals
  - a) Project Purpose and Goals
  - b) Project Issues
- 4) Review Meeting Results and Questionnaire Summary
- 5) Discussion of Alternatives
  - a) Presentation by Consultant
  - b) Project Termini
  - c) Design Criteria
- 6) Public Involvement
  - a) Meetings (Public, Officials and Agencies)
  - b) Coordination Letters
- 7) Questions and Answers
- 8) Adjourn

**Meeting Minutes  
Carter County Local Officials/Agencies  
Alternatives Study for New Route, Extension of KY 645  
Item No. 12-115.00  
Carter County Courthouse, 10:30 a.m.  
Grayson, Kentucky  
October 13, 2004**

This meeting with local elected officials/agencies from Carter County began the second round of coordination for the Extension of KY 645 study. As part of the corridor planning study process, the purpose of this meeting was to update local officials and agency representatives about what took place after the first round of community involvement activities. Information was provided and input solicited about proposed alternates, environmental issues, geotechnical issues, estimated costs, and project goals.

Those in attendance were:

Charles Wallace	Carter County Judge-Executive
Tom Thompson	Carter County EMA/E-911
Bobby Hall	Olive Hill Police Chief
Mark Strother	Grayson City Council
Jilda McDavid	Grayson Area Chamber of Commerce
D. L. McDavid	Carter County Magistrate
Keith McDavid	Carter County Sheriff
Clatis Walker	Olive Hill, DAU Chapter 147
Pati Porter	City of Olive Hill
Sudy Fannin	City of Grayson
Jane Prater	Grayson City Council
Carlos Wells	Carter County Magistrate
Ernie James	Carter County PVA
Marilyn Mason	for Congressman Ken Lucas
Terri Sicking	FIVCO Area Development District
Deanna Harris	KYTC District 9
Ted Noe	KYTC Central Office – Division of Planning
Jimmy C. Wilson	KYTC Central Office – Division of Planning
Carl D. Dixon	Wilbur Smith Associates
Samantha J. Wright	Wilbur Smith Associates

The agenda for this meeting is included at the end of the minutes. A summary of items discussed at the meeting is presented below:

### **Welcome**

The meeting opened at 10:30 a.m. with Ted Noe welcoming all attendees and thanking them for their participation.

### **Introductions**

Mr. Noe requested introductions from the attendees.

### **Project History**

Mr. Noe gave a brief overview of the project history, including activities conducted with local officials, resource agencies, and the public throughout the first round of community involvement.

### **Presentation**

Ted Noe then handed the meeting over to Samantha Wright to make a presentation. The presentation provided a chronological review of project events to-date:

- Mrs. Wright detailed the activities related to the first round of community involvement, the geotechnical overview, and the environmental overview. The presentation told the story of how nine (9) potential alternatives were developed and analyzed in a level one screening.
- Mrs. Wright went on to explain how the level one screening and a meeting with the project team led to four (4) alternatives being carried on for further analysis, namely a level two screening, which was described in detail. She indicated that the No-Build option and Corridors 2, 4, 5 and 9 are the alternates under consideration at this time.
- The presentation concluded with an explanation of the next steps, including completing the second round of community involvement, analyzing the input from the second round of involvement activities, working with the project team to develop a recommendation, and producing a draft report.

### **Questions and Answers**

A number of items were discussed during the meeting. Issues raised and comments made by attendees included the following:

- The Big Sinking Creek area, southeast of Olive Hill, does not have a severe drop-off and should not be a major construction concern in future phases.
- Corridor 5 would provide the best connection to KY 9 (AA Highway).
- Corridor 5 would also provide access to the Carter Caves area for tourism.
- A new interchange for I-64 on the west side of Grayson would be a big benefit to the area. This project should be added to the next Six Year Road Plan, if possible.

### **Project Surveys**

Project surveys were distributed at the meeting to solicit input about the proposed alternatives. Attendees were asked to return the survey at the meeting or within two weeks using a postage paid envelope addressed to the KYTC. Ten (10) surveys were submitted by meeting attendees. The survey asked each attendee to rank the five (5) proposed alternates from 1 to 5, with 1 being the most preferred and 5 being the least preferred.

The number of votes for each corridor is shown in the table below:

#### Number of Votes for Each Corridor by Ranking\*

	No Build	Corridor 2	Corridor 4	Corridor 5	Corridor 9
Rank 1	1	1		7	1
Rank 2			4	2	4
Rank 3			5		5
Rank 4		8	1	1	
Rank 5	7	1			

\* Where Rank 1 is most preferred and Rank 5 is least preferred. Not all surveys ranked all alternatives.

Results of this ranking indicate that Corridor 5 is the preferred alternate among the respondents. Corridors 4 and 9 followed as the next most favored. Corridor 2 was preferred least among all the build alternates. The No Build was the least preferred of all the alternates.

The following comments were included on the project surveys:

- We have several new businesses/industries that are looking to locate in the Olive Hill area. We desperately need this road to end at Exit 156 (Corridor 5) to help with traffic from these new industries as well as to encourage new industry to locate in Olive Hill. The City of Olive Hill will help in any way possible.
- Corridor 4 appears to be a good compromise between Corridors 2 and 5 and it does not affect the Daniel Boone National Forest.
- If you build the road to the Industrial Parkway, it would also be closer to the AA Highway (KY 9) which would open up Northern Kentucky to Southeast Kentucky.
- The new packaging plant coming to Olive Hill would be helped by Corridor 5 coming into Olive Hill. We really need this highway for the future of our children.
- Olive Hill has no direct major traffic into the city. KY 645 would enable this area to grow by passing through this area. Please consider this as extremely important when considering the route. Otherwise, I am afraid that Olive Hill will never get to experience growth as both Grayson and Morehead have.
- Carter County is a preference for this route to open the area and promote tourism. Carter County is the central location. I'd like to see the western area opened up to the interstate at Grayson. The AA Highway (KY 9) connection to Grayson is a primary concern.
- Corridor 2 would provide the greatest economic boost to Elliott County by making educational opportunities greater with better access to Morehead State University (MSU). No current interstate access to Elliott County makes this a vital link for the area. Western Lawrence County and Elliott County have greater needs. Carter County is currently served by both I-64 and the AA Highway (KY 9).

#### Next Steps

Ted Noe indicated that public meetings will be scheduled in each county in the next

month or two. A second round of coordination letters will be sent to agencies for comment. The project recommendations and report will then be wrapped up after the first of the year.

### **Adjourn**

With no further comments the meeting concluded at about 11:30 a.m.

**AGENDA**  
**Second Local Officials/Agencies Meeting**  
**Scoping Study**  
**Lawrence, Carter, Elliott and Rowan Counties, Item No. 12-115.00**  
**Extend KY 645 from US 23 at Ulysses to I-64**  
**October 13, 2004**  
**10:30 a.m.**  
**Carter County Courthouse**  
**Fiscal Courtroom**  
**Grayson, KY**

- 1) Welcome and Introductions
- 2) Project History
- 3) Purpose and Goals
  - a) Project Purpose and Goals
  - b) Project Issues
- 4) Review Meeting Results and Questionnaire Summary
- 5) Discussion of Alternatives
  - a) Presentation by Consultant
  - b) Project Termini
  - c) Design Criteria
- 6) Public Involvement
  - a) Meetings (Public, Officials and Agencies)
  - b) Coordination Letters
- 7) Questions and Answers
- 8) Adjourn



**Meeting Minutes**  
**Rowan County Local Officials/Agencies**  
**Alternatives Study for New Route, Extension of KY 645**  
**Item No. 12-115.00**  
**Carl D. Perkins Community Center, 10:30 a.m.**  
**Morehead, Kentucky**  
**October 21, 2004**

This meeting with local elected officials/agencies from Rowan County began the second round of coordination for the Extension of KY 645 study. As part of the corridor planning study process, the purpose of this meeting was to update local officials and agency representatives about what took place after the first round of community involvement activities. Information was provided and input solicited about proposed alternates, environmental issues, geotechnical issues, estimated costs, and project goals.

Those in attendance were:

Clyde Thomas	Rowan County Judge-Executive
Tim Gibbs	Deputy Rowan-County Judge-Executive
Sonny Conn	Rowan County Board of Education
Sharon Becate	Rowan County Board of Education
Anna Pecco	Rowan County Magistrate
Ron Taylor	USDA Forest Service, Morehead
Billy Winkleman	M.U.P.B.
Terri Sicking	FIVCO Area Development District
Deanna Harris	KYTC District 9
Ted Noe	KYTC Central Office – Division of Planning
Jimmy C. Wilson	KYTC Central Office – Division of Planning
Carl D. Dixon	Wilbur Smith Associates
Samantha J. Wright	Wilbur Smith Associates

The agenda for this meeting is included at the end of the minutes. A summary of items discussed at the meeting is presented below:

### **Welcome**

The meeting opened at 10:30 a.m. with Ted Noe welcoming all attendees and thanking them for their participation.

### **Introductions**

Mr. Noe requested introductions from the attendees.

### **Project History**

Mr. Noe gave a brief overview of the project history, including activities conducted with local officials, resource agencies, and the public throughout the first round of community involvement.

### **Presentation**

Ted Noe then handed the meeting over to Samantha Wright to make a presentation. The presentation provided a chronological review of project events to-date:

- Mrs. Wright detailed the activities related to the first round of community involvement, the geotechnical overview, and the environmental overview. The presentation told the story of how nine (9) potential alternatives were developed and analyzed in a level one screening.
- Mrs. Wright went on to explain how the level one screening and a meeting with the project team led to four (4) alternatives being carried on for further analysis, namely a level two screening, which was described in detail. She indicated that the No-Build option and Corridors 2, 4, 5 and 9 are the alternates under consideration at this time.
- The presentation concluded with an explanation of the next steps, including completing the second round of community involvement, analyzing the input from the second round of involvement activities, working with the project team to develop a recommendation, and producing a draft report.

### **Questions and Answers**

A number of items were discussed during the meeting. Issues raised and comments made by attendees included the following:

- Corridor 2 would best serve Morehead and meet the planned bypass connector in town; however, Corridor 4 would be a good compromise to serve Morehead and avoid the Daniel Boone National Forest.
- The Daniel Boone National Forest does not like to see the forest split up, particularly in areas that may impact threatened species. Other attendees indicated that the project should consider people first, before the forest. Building a road through the forest helps people see it.
- There is some private land near the Corridor 2 interchange that is not owned by the Forest Service, but it is within the Daniel Boone National Forest proclamation boundary. Forest land may not be as reasonable in cost as it once was, primarily due to the value of timber within the forest.
- Corridor 2 would help establish utilities in the local areas around Morehead, opening this area up for more development.
- A connection to KY 377 would reduce the safety hazard on this existing road by providing an alternate route. Truck traffic on KY 377 is generally carrying rock or logs to mills on KY 32. KY 377 is too narrow to safely carry the truck traffic, with narrow bridges and shoulder drop-offs along the route. Buses serving the elementary school on this road often lose mirrors and have even ended up in ditches when passing large trucks.
- Morehead has local and regional industrial parks that would be served by a new route in this area.
- The Ste. Claire Regional Medical Center continues to expand and access to local communities becomes more important.
- The KY 645 corridor should consider the more regional connection into West Virginia and the I-74 corridor (existing US 52).

- Even if the traffic projections do not justify it now, the right-of-way for four lanes should be preserved at the outset of the project in case traffic grows more rapidly than expected.

## Project Surveys

Project surveys were distributed at the meeting to solicit input about the proposed alternatives. Attendees were asked to return the survey at the meeting or within two weeks using a postage paid envelope addressed to the KYTC. Four (4) surveys were submitted by meeting attendees. The survey asked each attendee to rank the five (5) proposed alternates from 1 to 5, with 1 being the most preferred and 5 being the least preferred.

The number of votes for each corridor is shown in the table below:

Number of Votes for Each Corridor by Ranking\*

	No Build	Corridor 2	Corridor 4	Corridor 5	Corridor 9
Rank 1		3			
Rank 2			2		
Rank 3				2	
Rank 4					2
Rank 5	2				

\* Where Rank 1 is most preferred and Rank 5 is least preferred. All surveys did not rate all alternatives.

Results of this ranking indicate that Corridor 2 is the preferred alternate among the respondents. Corridors 4 and 5 followed as the next most favored. Corridor 9 was preferred least among all the build alternates. The No Build was the least preferred of all the alternates.

The following comments were included on the project surveys:

- For a regional approach, Corridor 2 by far provides value even with higher cost. Plus, a majority of people are seeking to gain access west on I-64.
- I know the forest needs protecting, but I would never have known the beauty of the Great Smoky Mountains if a road had not been built through them. I feel that Corridor 2 would take a lot of traffic off Cranston (KY 377). As a nurse for Ste. Claire Regional, I see Corridor 2 as making health care more available for Elliott County residents.
- Corridor 2 would provide safer access for the KY 377 traffic.
- Naturally, the Forest Service prefers minimal impact of the National Forest, but we think the needs for the public should be considered as well.

## Next Steps

Ted Noe indicated that public meetings will be scheduled in each county in the next month or two. A second round of coordination letters will be sent to agencies for comment. The project recommendations and report will then be wrapped up after the first of the year.

**Adjourn**

With no further comments the meeting concluded at about 12:00 noon.

**AGENDA**  
**Second Local Officials/Agencies Meeting**  
**Scoping Study**  
**Lawrence, Carter, Elliott and Rowan Counties, Item No. 12-115.00**  
**Extend KY 645 from US 23 at Ulysses to I-64**  
**October 21, 2004**  
**10:30 a.m.**  
**Carl D. Perkins Community Center**  
**Morehead, KY**

- 1) Welcome and Introductions
- 2) Project History
- 3) Purpose and Goals
  - a) Project Purpose and Goals
  - b) Project Issues
- 4) Review Meeting Results and Questionnaire Summary
- 5) Discussion of Alternatives
  - a) Presentation by Consultant
  - b) Project Termini
  - c) Design Criteria
- 6) Public Involvement
  - a) Meetings (Public, Officials and Agencies)
  - b) Coordination Letters
- 7) Questions and Answers
- 8) Adjourn

**Meeting Minutes**  
**Elliott County Local Officials/Agencies**  
**Alternatives Study for New Route, Extension of KY 645**  
**Item No. 12-115.00**  
**Elliott County Courthouse, 2:30 p.m.**  
**Sandy Hook, Kentucky**  
**October 21, 2004**

This meeting with local elected officials/agencies from Elliott County began the second round of coordination for the Extension of KY 645 study. As part of the corridor planning study process, the purpose of this meeting was to update local officials and agency representatives about what took place after the first round of community involvement activities. Information was provided and input solicited about proposed alternates, environmental issues, geotechnical issues, estimated costs, and project goals.

Those in attendance were:

Charles Pennington	Elliott County Judge/Executive
Brian Poling	Grayson Rural Electric
Bob Potter	Grayson Rural Electric
Deanna Harris	KYTC District 9
Ted Noe	KYTC Central Office – Division of Planning
Jimmy C. Wilson	KYTC Central Office – Division of Planning
Carl D. Dixon	Wilbur Smith Associates
Samantha J. Wright	Wilbur Smith Associates

The agenda for this meeting is included at the end of the minutes. A summary of items discussed at the meeting is presented below:

### **Welcome**

The meeting opened at 2:30 p.m. with Ted Noe welcoming all attendees and thanking them for their participation.

### **Introductions**

Mr. Noe requested introductions from the attendees.

### **Project History**

Mr. Noe gave a brief overview of the project history, including activities conducted with local officials, resource agencies, and the public throughout the first round of community involvement.

### **Presentation**

Ted Noe then handed the meeting over to Samantha Wright to make a presentation. The presentation provided a chronological review of project events to-date:

- Mrs. Wright detailed the activities related to the first round of community involvement, the geotechnical overview, and the environmental overview. The

presentation told the story of how nine (9) potential alternatives were developed and analyzed in a level one screening.

- Mrs. Wright went on to explain how the level one screening and a meeting with the project team led to four (4) alternatives being carried on for further analysis, namely a level two screening, which was described in detail. She indicated that the No-Build option and Corridors 2, 4, 5 and 9 are the alternates under consideration at this time.
- The presentation concluded with an explanation of the next steps, including completing the second round of community involvement, analyzing the input from the second round of involvement activities, working with the project team to develop a recommendation, and producing a draft report.

### **Questions and Answers**

A number of items were discussed during the meeting. Issues raised and comments made by attendees included the following:

- Corridor 2 would be the best alternate for Sandy Hook. Corridor 4 would be the second choice.
- Corridors 2 and 4 would provide a shorter distance for trucking routes and would relieve US 23.
- Corridors 2 and 4 would provide the opportunity for business and development in Elliott County.
- Corridor 9 will not save a lot of time, as people will not use it as much as Corridors 2 and 4.
- The Daniel Boone National Forest is not as pristine as it used to be, particularly in Rodburn Hollow.
- This project should be coordinated with the Morehead bypass project to save money. The cost difference between Corridor 2 and Corridor 9 would be made up by the cost of the bypass.
- Corridor 9 does not provide a Morehead bypass or an upgrade to KY 32, which is in the FIVCO 10-year plan.
- The London-to-Ashland connector was supposed to come through Sandy Hook and it did not. Carl Dixon indicated that the KYTC is upgrading roads along this path, rather than building an entirely new route.
- If KY 645 does not come through Sandy Hook, there is not much hope for another road in the future.
- The community growth and sustainability of Elliott County are based on access. Sandy Hook will not make it without access.

### **Project Surveys**

Project surveys were distributed at the meeting to solicit input about the proposed alternatives. Attendees were asked to return the survey at the meeting or within two weeks using a postage paid envelope addressed to the KYTC. The survey asked each attendee to rank the five (5) proposed alternates from 1 to 5, with 1 being the most

preferred and 5 being the least preferred. No surveys were submitted by meeting attendees.

### **Next Steps**

Ted Noe indicated that public meetings will be scheduled in each county in the next month or two. A second round of coordination letters will be sent to agencies for comment. The project recommendations and report will then be wrapped up after the first of the year.

### **Adjourn**

With no further comments the meeting concluded at about 3:45 p.m.



**AGENDA**  
**Second Local Officials/Agencies Meeting**  
**Scoping Study**  
**Lawrence, Carter, Elliott and Rowan Counties, Item No. 12-115.00**  
**Extend KY 645 from US 23 at Ulysses to I-64**  
**October 21, 2004**  
**2:30 p.m.**  
**Elliott County Courthouse**  
**Sandy Hook, KY**

- 1) Welcome and Introductions
- 2) Project History
- 3) Purpose and Goals
  - a) Project Purpose and Goals
  - b) Project Issues
- 4) Review Meeting Results and Questionnaire Summary
- 5) Discussion of Alternatives
  - a) Presentation by Consultant
  - b) Project Termini
  - c) Design Criteria
- 6) Public Involvement
  - a) Meetings (Public, Officials and Agencies)
  - b) Coordination Letters
- 7) Questions and Answers
- 8) Adjourn

## **Public Involvement Meeting**

**KY 645 Regional Corridor Study  
Carter, Elliott, Lawrence and Rowan Counties  
Item No. 12-115.00  
Roy F. Collier Community Center  
Inez, Kentucky  
November 29, 2004 – 5:00-7:00 p.m.**

This public involvement meeting in Martin County continued the second round of coordination for the KY 645 Regional Corridor Study. As part of the corridor planning study process, the purpose of this meeting was to update the local citizens about the project activities since the first round of community involvement activities. Information was provided and input solicited about proposed alternates, environmental issues, geotechnical issues, estimated costs, and project goals.

The following Kentucky Transportation Cabinet (KYTC) and consultant staff were in attendance:

Kathy Chapman	KYTC, District 12
Willard Cuzzort	KYTC, District 12
Mark Westfall	KYTC, District 12
Ted Noe	KYTC Central Office, Division of Planning
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Amanda D. Ratliff	Wilbur Smith Associates
Samantha Wright	Wilbur Smith Associates

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The public involvement open house was arranged with several project information stations, with KYTC and consultant staff available to answer questions and discuss issues. As attendees entered the meeting room, they were invited to participate in the following areas:

- Sign-In

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, project goals list, map of the four corridors under study, and an evaluation matrix for the four corridors. 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.

- Presentation

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the KY 645 Regional Corridor Study. The presentation included information such as: project activities to-date; identified project goals; corridors identified for consideration; and evaluation criteria established for the corridor analysis. This slide show was played continuously during the public involvement session, with a seating area provided nearby for viewers.

- Exhibit Boards

This section of the room was set up with a series of project exhibits, including the following:

- Study Area Map
- Regional Area Map
- Project Goals
- Existing Traffic and Level of Service (LOS)
- Future Traffic and LOS
- High Accident Locations
- Environmental Overview Maps
- Map with 9 Preliminary Corridors
- Level 1 Screening Matrix
- Map with 4 Corridors for Further Consideration
- Level 2 Screening Matrix

- Survey Area with Refreshments

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

A total of 25 persons registered their attendance at the two-hour public session (this number includes the staff members listed above). Attendees were invited to view the project information and discuss any questions or concerns with KYTC and consultant staff. Comments recorded during the meeting included the following:

- Corridor 9 parallels US 23 too much and would serve the same primary purpose.
- A corridor through the study area could be a boost in tourism to the lakes.
- The further west the proposed route is located, the better.

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**

**KY 645 Regional Corridor Study  
Carter, Elliott, Lawrence and Rowan Counties  
Item No. 12-115.00  
Elliott County High School  
Sandy Hook, Kentucky  
December 2, 2004 – 5:00-7:00 p.m.**

This public involvement meeting in Elliott County continued the second round of coordination for the KY 645 Regional Corridor Study. As part of the corridor planning study process, the purpose of this meeting was to update the local citizens about the project activities since the first round of community involvement activities. Information was provided and input solicited about proposed alternates, environmental issues, geotechnical issues, estimated costs, and project goals.

The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD) and consultant staff were in attendance:

Terri Sicking	FIVCO ADD
Deanna Harris	KYTC, District 9
Mark Westfall	KYTC, District 12
Robert Brown	KYTC Central Office, Division of Planning
Ted Noe	KYTC Central Office, Division of Planning
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Ashley Day	Wilbur Smith Associates
Samantha Wright	Wilbur Smith Associates

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The public involvement open house was arranged with several project information stations, with KYTC and consultant staff available to answer questions and discuss issues. As attendees entered the meeting room, they were invited to participate in the following areas:

- Sign-In

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, project goals list, map of the four corridors under study, and an evaluation matrix for the four corridors. 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.

- Presentation

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the KY 645 Regional Corridor Study. The presentation included information such as: project activities to-date; identified project goals; corridors identified for consideration; and evaluation criteria established for the

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

- Exhibit Boards

This section of the room was set up with a series of project exhibits, including the following:

- Study Area Map
- Regional Area Map
- Project Goals
- Existing Traffic and Level of Service (LOS)
- Future Traffic and LOS
- High Accident Locations
- Environmental Overview Maps
- Map with 9 Preliminary Corridors
- Level 1 Screening Matrix
- Map with 4 Corridors for Further Consideration
- Level 2 Screening Matrix

- Survey Area with Refreshments

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

A total of 24 persons registered their attendance at the two-hour public session (this number includes the staff members listed above). Attendees were invited to view the project information and discuss any questions or concerns with KYTC and consultant staff. Comments recorded during the meeting included the following:

- The selected corridor should come close enough the Sandy Hook to be beneficial (less than one mile).
- The two gorges and pristine creeks (Big Caney Creek and Laurel Creek) in Elliott County should be avoided.
- KY 32 needs to be improved.
- Corridor 5 would provide Sandy Hook with the needed access to I-64.
- The route should be located south of and closer to Sandy Hook, along existing KY 173.
- Using the existing KY 32 alignment would take too many homes.
- Public meetings for this area should be advertised in the Ashland paper and on the local radio stations.
- Corridor 6 would have avoided more Cold Water Habitats (CWH) than Corridors 2 or 4.

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**

**KY 645 Regional Corridor Study  
Carter, Elliott, Lawrence and Rowan Counties  
Item No. 12-115.00  
Blaine Elementary School  
Blaine, Kentucky  
December 7, 2004 – 5:00-7:00 p.m.**

This public involvement meeting in Lawrence County continued the second round of coordination for the KY 645 Regional Corridor Study. As part of the corridor planning study process, the purpose of this meeting was to update the local citizens about the project activities since the first round of community involvement activities. Information was provided and input solicited about proposed alternates, environmental issues, geotechnical issues, estimated costs, and project goals.

The following Kentucky Transportation Cabinet (KYTC) and consultant staff were in attendance:

Kathy Chapman	KYTC, District 12
Willard Cuzzort	KYTC, District 12
Robert Brown	KYTC Central Office, Division of Planning
Ted Noe	KYTC Central Office, Division of Planning
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Amanda Ratliff	Wilbur Smith Associates
Samantha Wright	Wilbur Smith Associates

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The public involvement open house was arranged with several project information stations, with KYTC and consultant staff available to answer questions and discuss issues. As attendees entered the meeting room, they were invited to participate in the following areas:

- Sign-In

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, project goals list, map of the four corridors under study, and an evaluation matrix for the four corridors. 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.

- Presentation

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the KY 645 Regional Corridor Study. The presentation included information such as: project activities to-date; identified project goals; corridors identified for consideration; and evaluation criteria established for the corridor analysis. This slide show was played continuously during the public involvement session, with a seating area provided nearby for viewers.

- Exhibit Boards

This section of the room was set up with a series of project exhibits, including the following:

- Study Area Map
- Regional Area Map
- Project Goals
- Existing Traffic and Level of Service (LOS)
- Future Traffic and LOS
- High Accident Locations
- Environmental Overview Maps
- Map with 9 Preliminary Corridors
- Level 1 Screening Matrix
- Map with 4 Corridors for Further Consideration
- Level 2 Screening Matrix

- Survey Area with Refreshments

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

A total of 42 persons registered their attendance at the two-hour public session (this number includes the staff members listed above). Attendees were invited to view the project information and discuss any questions or concerns with KYTC and consultant staff. Comments recorded during the meeting included the following:

- Corridor 9 would serve Blaine and Lawrence County the best.
- Better access to Morehead State University is important.
- Please involve the property owners if the project moves forward to the next phase.
- The truck traffic shown on the maps seems low for the area.
- Corridors 2, 4 and 5 would relieve some traffic on the Mountain Parkway.
- Corridor 9 would not reduce travel time on US 23.
- The gorges to the west of Sandy Hook (Big Caney Creek and Laurel Creek) should be avoided.
- Corridor 9 serves the same purpose as US 23. One of the more western routes would serve the region better.

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**

**KY 645 Regional Corridor Study  
Carter, Elliott, Lawrence and Rowan Counties  
Item No. 12-115.00  
West Carter Middle School  
Olive Hill, Kentucky  
December 9, 2004 – 5:00-7:00 p.m.**

This public involvement meeting in Carter County continued the second round of coordination for the KY 645 Regional Corridor Study. As part of the corridor planning study process, the purpose of this meeting was to update the local citizens about the project activities since the first round of community involvement activities. Information was provided and input solicited about proposed alternates, environmental issues, geotechnical issues, estimated costs, and project goals.

The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD), and consultant staff were in attendance:

Terri Sicking	FIVCO ADD
Deanna Harris	KYTC, District 9
Tom Lewis	KYTC, District 9
Robert Brown	KYTC Central Office, Division of Planning
Ted Noe	KYTC Central Office, Division of Planning
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Carl Dixon	Wilbur Smith Associates
Amanda Ratliff	Wilbur Smith Associates

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The public involvement open house was arranged with several project information stations, with KYTC and consultant staff available to answer questions and discuss issues. As attendees entered the meeting room, they were invited to participate in the following areas:

- Sign-In

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, project goals list, map of the four corridors under study, and an evaluation matrix for the four corridors. 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.

- Presentation

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the KY 645 Regional Corridor Study. The presentation included information such as: project activities to-date; identified project goals; corridors identified for consideration; and evaluation criteria established for the corridor analysis. This slide show was played continuously during the public involvement session, with a seating area provided nearby for viewers.

- Exhibit Boards

This section of the room was set up with a series of project exhibits, including the following:

- Study Area Map
- Regional Area Map
- Project Goals
- Existing Traffic and Level of Service (LOS)
- Future Traffic and LOS
- High Accident Locations
- Environmental Overview Maps
- Map with 9 Preliminary Corridors
- Level 1 Screening Matrix
- Map with 4 Corridors for Further Consideration
- Level 2 Screening Matrix

- Survey Area with Refreshments

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

A total of 141 persons registered their attendance at the two-hour public session (this number includes the staff members listed above). Attendees were invited to view the project information and discuss any questions or concerns with KYTC and consultant staff. Comments recorded during the meeting included the following:

- Corridor 9 would relieve US 23 and truck traffic in Ashland.
- Corridor 9 would provide for improvements along KY 201, a heavily traveled shortcut for trucks going north-south.
- The Grayson area needs another interchange or two along I-64.
- Fresh & Ready Foods needs access for farmers south from Ulysses to supply their plant. Corridor 5 would provide this.
- Corridor 5 would open up Elliott and Lawrence Counties and help Olive Hill with economic development.
- Corridor 5 is needed in Olive Hill.
- Corridor 5 does not impact the Daniel Boone National Forest. It also has less impacts to mining and water resources.
- Corridor 2 should not be considered, particularly any portions that would change the existing KY 32 route.
- KY 32 should be designated a Kentucky Scenic Byway.
- Access should be provided to areas that need economic development, particularly Sandy Hook, the prison and tourist attractions.

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. In response to requests for additional materials at the meeting, 300 packets of the handouts and surveys were mailed to interested parties for distribution following the meeting.

The meeting closed at 7:00 p.m.

## **Public Involvement Meeting**

**KY 645 Regional Corridor Study  
Carter, Elliott, Lawrence and Rowan Counties  
Item No. 12-115.00  
Carl Perkins Center  
Morehead, Kentucky  
December 16, 2004 – 5:00-7:00 p.m.**

This public involvement meeting in Rowan County continued the second round of coordination for the KY 645 Regional Corridor Study. As part of the corridor planning study process, the purpose of this meeting was to update the local citizens about the project activities since the first round of community involvement activities. Information was provided and input solicited about proposed alternates, environmental issues, geotechnical issues, estimated costs, and project goals.

The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD), and consultant staff were in attendance:

Terri Sicking	FIVCO ADD
Adam Montgomery	Gateway ADD
Katrina Bradley	KYTC, District 9, Chief District Engineer
Deanna Harris	KYTC, District 9, Planning
Rick Omohundro	KYTC, District 9, Pre-Construction
Tom Lewis	KYTC, District 9, Public Information Officer
James Simpson	KYTC Central Office, Highway Design
Robert Brown	KYTC Central Office, Division of Planning
Ted Noe	KYTC Central Office, Division of Planning
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Amanda Ratliff	Wilbur Smith Associates
Samantha Wright	Wilbur Smith Associates

The public involvement open house was arranged with several project information stations, with KYTC and consultant staff available to answer questions and discuss issues. As attendees entered the meeting room, they were invited to participate in the following areas:

- Sign-In

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, project goals list, map of the four corridors under study, and an evaluation matrix for the four corridors. 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.

- Presentation

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the KY 645 Regional Corridor Study. The presentation

included information such as: project activities to-date; identified project goals; corridors identified for consideration; and evaluation criteria established for the corridor analysis. This slide show was played continuously during the public involvement session, with a seating area provided nearby for viewers.

- Exhibit Boards

This section of the room was set up with a series of project exhibits, including the following:

- Study Area Map
- Regional Area Map
- Project Goals
- Existing Traffic and Level of Service (LOS)
- Future Traffic and LOS
- High Accident Locations
- Environmental Overview Maps
- Map with 9 Preliminary Corridors
- Level 1 Screening Matrix
- Map with 4 Corridors for Further Consideration
- Level 2 Screening Matrix

- Survey Area with Refreshments

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

A total of 28 persons registered their attendance at the two-hour public session (this number includes the staff members listed above). Attendees were invited to view the project information and discuss any questions or concerns with KYTC and consultant staff. Comments recorded during the meeting included the following:

- From a traffic and access standpoint, Corridor 2 would best serve the study area.
- From an environmental impact standpoint, Corridor 2 should be avoided.
- The cold water streams (Laurel Creek and Big Caney Creek) in Elliott County should be avoided, with mitigation measures used to control runoff to any tributaries in the area.
- Corridor 9 would serve the same primary function as the parallel route, US 23.
- Additional funding should be added for this project in the next Six Year Highway Plan.

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.

**Citizens' Advisory Team Meeting #4**  
**KY 645 Regional Corridor Study**  
**Carter, Elliott, Lawrence and Rowan Counties**  
**Kentucky Transportation Cabinet**  
**Item No. 12-115.00**

Carl D. Perkins Center  
Morehead, Kentucky  
March 28, 2005  
7:00 p.m. (EST)

This final meeting with the Citizens' Advisory Team (CAT) for the KY 645 Regional Corridor Study concluded the public involvement process for the Alternatives Study of the proposed extension of KY 645 from US 23, near Ulysses, to some location along I-64 between Morehead and the Industrial Parkway (Item No. 12-115.00).

The purpose of the meeting was to (1) review the public responses to project surveys on the preferred alternate, (2) present input from resource agencies, (3) discuss the pros and cons of the final four alternates, and (4) poll the Citizens Advisory Team on its preferred alternate(s). A copy of the agenda is attached.

The meeting was convened at 7:05 p.m. Sixteen (16) of the 60 team members were present. Those in attendance included:

Name	Affiliation
Woodrow Barber	Lakeview Heights, Former Mayor
Walter Blevins, Jr.	State Senator, 27 <sup>th</sup> District
Kenneth J. Brown	Rowan County Technical College
Walter Clevenger	Retired Engineer/Surveyor
Doug Doerrfield	Kentuckians for the Commonwealth
Todd Duncan	Martin County Resident
Tim Gibbs	Deputy Judge-Executive, Rowan County
Rodney Hitch	Morehead/Rowan County Chamber of Commerce
Alan Kuehner	Elliott County Heritage & Tourism Council
Gail Lincoln	Kentuckians for the Commonwealth
James L. Stephens	R & J Development Corporation
Clyde Thomas	Rowan County Judge-Executive
Eugene Tussey	Carter County Resident
Clatis Walker	Olive Hill Resident
Keith Walker	Carter County Career/Tech. Center
Randall L. Wells	Rowan County Resident
Robert Burns (guest)	Morehead
Erik Lewis (guest)	Morehead
Trudi Lewis (guest)	Morehead

Jim Webb (guest)	Olive Hill
Tracy Williams (guest)	Morehead
Ted Withrow (guest)	Morehead
Kim Hamilton (press)	The Morehead News
Terri Sicking	FIVCO Area Development District
Doug Geiss	KYTC, District 9
Keith Damron	KYTC, District 12
Ted Noe	KYTC Central Office, Division of Planning
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Carl D. Dixon	Wilbur Smith Associates
Samantha Wright	Wilbur Smith Associates

The subsequent sections provide an overview of important issues from the meeting, arranged according to the attached agenda.

## **1. WELCOME AND INTRODUCTIONS**

### A. Purpose of This Meeting

Ted Noe, Project Manager for the KYTC, began by reviewing the purpose of the meeting, stating that the meeting concerned the KY 645 Alternatives Study, Item 12-115 in the KYTC Six Year Highway Plan. The purpose of the project, he said, was to meet project goals and to enhance transportation in the region.

He noted that this was the last meeting of the CAT. He stated that attendees would be provided information about project activities since the last meeting and would be given the opportunity to vote on a preferred alternate for KY 645.

### B. Recognize New and Returning Attendees

After having all attendees introduce themselves, Mr. Noe thanked the new and returning CAT members for their participation in this project. He then turned the meeting over to Samantha Wright, Project Manager for Wilbur Smith Associates, to present the core of the meeting agenda.

He pointed out that CAT members should have signed in and received folders with a set of handouts, including handouts that explained the rules for the meeting and the roles of the advisory team.

## **2. REVIEW OF PREVIOUS MEETING**

### A. Project Purpose

Ms. Wright reviewed the history of the project, referring to a flow chart in the handouts for the meeting that showed key events in the study process for the KY 645 Alternatives Study. She pointed out the project goals that had been developed and refined throughout the process.

## B. Review Previous Meetings

Ms. Wright noted that the project had started with a KYTC Project Team meeting in September 2002. She briefly reviewed the three previous CAT meetings and the work accomplished at each. The last CAT meeting was held on August 28, 2004. She also discussed the two rounds of local officials/agency meetings held in each of the four study area counties in October and November of 2002 and October 2004, as well as the two rounds of public meetings in each county in June and July of 2003 and in November and December of 2004.

Ms. Wright then reviewed the original nine alternates developed from input from the CAT, local officials, and the public. She briefly explained the Level 1 screening process that was used to eliminate five of the original “build” alternates, leaving four “build” alternates that were taken to the last round of public meetings. She also briefly reviewed the Level 2 screening process that was used in evaluating the existing alternates. Maps of the alternates and copies of the results from both screening process were included in the CAT handouts.

As a result, Ms. Wright pointed out that we were now considering five alternates:

- Corridor 2, which goes directly to Morehead;
- Corridor 4, which intersects I-64 east of Morehead, just outside the boundaries of the Daniel Boone National Forest;
- Corridor 5, which would tie into the KY 2 interchange just east of Olive Hill;
- Corridor 9, which would tie into the interchange at the Industrial Parkway, and was the original project concept as defined in the Six Year Highway Plan; and
- The No Build alternate.

## **3. REPORTING ON PROJECT SURVEY RESULTS**

### A. Discussion of Survey Results from all Previous Meetings and B. Summary of Public Meeting Input

Ms. Wright then showed an exhibit that displayed the results of the survey forms distributed at both rounds of public meetings. Based on these results, she noted that Corridor 5 received the largest number of votes (539) from members of the public who completed the survey form. Ms. Wright pointed out that many of these votes from the second round of public involvement were from residents of Carter County, since the public meeting in Olive Hill had far more attendees than any of the public meetings in any other county.

Corridor 2 received the second largest number of votes (473), which included more voters from other counties, but primarily from Rowan and Martin Counties.

### C. Summary of Resource Agency Input

Ms. Wright discussed the resource agency coordination process and referred to handouts showing the input that had been received. In particular, she noted some of the agencies that had indicated a preference or a problem with any of the corridors. She suggested that the CAT members consider this information in their deliberations on choosing a preferred alternate.



Ms. Wright also pointed out new input that had been received regarding a preservation project located west of Olive Hill. She said that Corridor 5 does not appear to go through the area of the preservation project, but that it should be carefully considered if Corridor 5 were selected for future improvements.

#### **4. GROUP EXERCISE**

##### A. Discussion of the Alternates

Ms. Wright then briefly reviewed the five alternates that would be considered at the meeting: the No Build option and Corridors 2, 4, 5, and 9. Senator Blevins asked if the proposed road would be a two-lane or four-lane facility. Ms. Wright indicated that the traffic seems to support only a two-lane facility, with truck-climbing lanes, but that this decision has not yet been made. When the KYTC project team meets at the end of this process, there may be some other reason that they feel might justify a four-lane roadway.

Ms. Wright then gave an explanation of the voting process that would be used by the Citizens Advisory Team to select a preferred alternate. Four ballots would be used: the first ballot would decide between the Build and No Build options; the second would decide between the eastern corridor (Corridor 9) and the western corridors (Corridors 2, 4, and 5); if the western corridors are chosen, the third ballot would decide between Olive Hill (Corridor 5) and the corridors that would serve Morehead (Corridors 2 and 4); and, if Corridors 2 and 4 are chosen in the third ballot, the fourth ballot would decide between them.

She said that there would be a presentation of the Pro's and Con's for each of the choices, as shown in the handouts, and an opportunity for a general discussion before each ballot to clarify issues or to identify other considerations.

Carl Dixon pointed out that there were a few guests at the meeting. He said that only "official" CAT members would be voting on the corridor alternates. Each CAT member in attendance received a name tag and a folder with the ballots inside, so attendees without a name tag or ballots were not eligible to vote.

##### B. Selection of the alternates

Ballot 1: Before starting with the first ballot, Ms. Wright began with a presentation of the Pros and Cons for both the No Build and Build options, as shown in the handout given to the CAT members in attendance.

One CAT member commented that the No Build option was not represented at the first public meeting. Ms. Wright said that the first public meeting did ask the survey respondents to indicate whether they thought that an improvement was needed; therefore, they were given the chance to say that no improvement was needed. Approximately 81% indicated that an improvement was needed.

With no further discussion, the CAT members were asked to cast their votes. These were then taken up and counted. Final results were:

- **14 votes for the Build option**
- **2 votes for the No Build option.**

Ballot 2: Ms Wright then reviewed the Pros and Cons for the eastern corridor (Corridor 9) and the western corridors (Corridors 2, 4, and 5), as shown in the handout. She then opened the floor for questions or comments.

One of the attendees asked about how the goal related to access to low-income/high unemployment areas was determined. She said that all appropriate alternates for these groups had not been considered, since public transportation was not offered as an option for these persons.

Ms. Wright said that Census data and other public sources had been used to determine which areas were classified as low-income and high unemployment areas. Later in the discussion, Senator Blevins said that the roads were too unsafe for public transportation, if it were available; so good roads would be needed to safely handle public transit vehicles.

One attendee said that one of the Pros for the western corridors was that they provided better access to schools.

One attendee noted that, if the western alternates were chosen, Corridor 9 might still be built someday anyway, since that was the original intent of this project. He felt that this indicates a political interest in getting this road. Another attendee disagreed, saying that state budget problems would not allow two high-cost roads to be built.

Someone asked if this would be part of a coal-haul system. Carl Dixon responded that this was not a purpose of this project; however, the coal-haul system is based on the amount of coal hauled on the road, so it could be placed on that system someday if it is heavily used by coal trucks. Someone else responded that there is little demand for coal trucking through this area, and that this might become a moot point anyway due to a recent suit filed by non-coal shippers who maintain that the coal-haul legislation is discriminatory.

With no further discussion, the CAT members cast their votes. These were then collected and counted. The results for Ballot 2 were as follows:

- **14 votes for Corridors 2, 4, or 5**
- **2 votes for Corridor 9.**

Ballot 3: Before proceeding with the third ballot, Ms. Wright explained that Corridors 2 and 4 had been combined for this ballot because the primary northern destination was Morehead for each. As with Corridor 2, Corridor 4 was primarily created to serve the Morehead area, but the northern terminus was moved east of Morehead to avoid potential impacts on the Daniel Boone National Forest. Therefore, Ballot 3 represents a choice between Olive Hill or Morehead. She then gave a presentation of the Pros and Cons for Corridor 2/4 versus Corridor 5, as shown in the handout given to the CAT members in attendance.

Someone asked about the traffic volumes for each of the corridors. Ms. Wright said that forecasts have been made for future traffic for the next 25 years. The future traffic for Corridor 2 would be about 10,000 vehicles near Morehead, while the other two corridors would attract about 3,000 vehicles near the northern terminus. She

noted that the Kentucky Statewide Traffic Model was used to make these forecasts, and the numbers shown were approximate. The Statewide Traffic Model is somewhat limited, so its accuracy is somewhat questionable. However, Carl Dixon said that, while the estimates may not be exact, they do provide a reasonable comparison of how much traffic on a given road would be carried relative to the other proposed corridors. He noted that the main reason for the difference is due to the connections to the local roads near Morehead, so there is a greater opportunity to divert trips from local roads onto this higher speed roadway.

Senator Blevins talked about the new prison in Elliott County, saying that this will generate additional new traffic for new workers and visitors. He noted that the new prison would likely use experienced Corrections employees and that most of these, as well as new employees, would live in and around Morehead. He also said that most of the visitors would probably come from the west, since most of the state is to the west.

Carl Dixon said that the forecasts used in the study did not take into account any new traffic due to new development such as the prison.

With no further discussion, the CAT members cast their ballots. These were then taken up and counted. Final results were:

- **10 votes for Corridors 2 and 4**
- **6 votes for Corridor 5**

Ballot 4: Before concluding the voting, Ms. Wright again made a presentation of the Pros and Cons for Corridors 2 and 4, as shown in the handout in the folder. She then opened the floor for discussion.

One of the CAT members commented that there were a group of concerned parents at the Olive Hill public meeting who said that Corridor 2 was too close to the Rodburn School.

Another member stated that Corridor 2 would give an opportunity for an eastern bypass of Morehead.

Someone else said that Corridor 2 provides access to the Technical College.

Senator Blevins discussed his vision for a corridor that would link five lakes in the region for recreation and tourism: Cave Run Lake, Grayson Lake, Paintsville Lake, Jenny Wiley State Park (Dewey Lake), and Yatesville Lake. He said that Corridor 2 is the best route for doing this.

Another CAT member said that Morehead was already well-served with local routes, but that the Olive Hill area was not well-served. He said that Corridor 4 would be a good compromise between the two areas.

There was some discussion about the possibility and problems with improving US 60 in the study area.

Someone maintained that Corridor 2 could cause problems since it would add 11,000 vehicles to the Morehead bypass when it is already overloaded.

Another attendee stated that Corridor 2 would provide better access to the St. Clair Medical Center. Someone agreed, stating that EMS vehicles were highly in favor of an improved route to Morehead since KY 32 and other local roads were unsafe.

Doug Doerrfield stated that Corridor 2 had the potential for devastating two streams, Caney Creek and Laurel Creek, which are the only two cold-water streams in the state. Someone took exception to this, but Ms. Wright noted that these were listed by the Kentucky Division of Water as Cold Water Aquatic Habitats (CAH), Reference Reach (RR), and Exceptional Waters (EW). Mr. Doerrfield suggested that, if selected, Corridor 2 should be relocated toward KY 173, one gorge south of Laurel Creek. He noted that there has been a lot of planning for this environmentally sensitive area. There was a general consensus among attendees that KYTC should consider moving Corridor 2 south of the gorges, as suggested by Mr. Doerrfield.

One attendee said statistics show that Elliott County has had the greatest tourism growth, primarily because of its rural setting. She felt that any improvements would be detrimental to local tourism. She stated that several grants are being sought to take advantage of this type of tourism for folks who want to get away from major highways. Someone else commented that the employment that could be generated from major development due to the improved access to Elliott County would be greater than the economic benefits of tourism.

Someone stated that, if Corridor 2 is selected, consideration should be given to potential impacts on the Daniel Boone National Forest. Another CAT member said that Corridor 2 had been given a unanimous vote by the Rowan County Chamber of Commerce and almost all of the county's community leaders and businessmen. He stated that the Forest Management Plan does have a process to allow a city to expand within its boundaries, so this should not be a limitation.

Someone else stated that the Daniel Boone National Forest extends for 250 miles through Kentucky and has four major highways that cross it. The proposed KY 645 extension would only take a very little band of land through the forest, so this should not be a consideration.

With no further discussion, the CAT members were asked to cast their final votes. These were then taken up and counted. Final results were:

- **10 votes for Corridor 2**
- **6 votes for Corridor 4.**

## **5. SUMMARY AND CONCLUSIONS**

### A. Discussion of Topics for Next Project Team Meeting

Ted Noe said that the final actions for this project would include a KYTC project team meeting to decide on which corridor should be recommended. The votes and input from the CAT would be one of the factors that will be considered, along with the public meeting input and the other data and issues that have been raised throughout the study. He emphasized that no decision has been made yet.

Once the decision has been made, the consultant will prepare a report to document the results of the study. When the final report has been approved, a statement will

be issued to inform the public of the final study recommendation. It should take about four months to complete the report.

Mr. Noe thanked everyone for their time and participation throughout the study.

With no further business, the meeting concluded at approximately 9:00 p.m. EST.

KY 645 Regional Corridor Study

Pros and Cons List for the No-Build Option and Corridors 2, 4, 5 and 9

Ballot 1

	Pros	Cons
No Build Option	No construction costs No direct environmental impacts from construction No new state road mileage to maintain	Does not meet the project goals and objectives Does not provide improved travel time or access Ranked lower through the public involvement process Other existing roads may need upgrading to improve safety and LOS
Build Option	Meets most of the project goals and objectives Meets the expectations of the public involvement participants	Construction costs from \$309.5 to \$413.1 million Potential impacts to the natural environment Creates more state road miles to maintain

Ballot 2

Corridor 2, 4 or 5	Provide a regional corridor through the study area Better access to key tourist destinations Better access to existing employment centers Ranked higher through both rounds of public involvement More access to education and health care facilities Serve more areas with high unemployment and low-income populations Higher future volumes at southern terminus Less potential for geotechnical issues Provide a connection to KY 7, which is scheduled for improvement	Higher construction costs from \$363.5 to \$413.1 million Cross Big Caney Creek and tributaries of Laurel Creek Could cross Large Forest Blocks Endangered and threatened species within 1 mile More potential for environmental impacts More historical and archaeological sites Divert less traffic from US 23
Corridor 9	Serves the description and terminus identified in the Six Year Highway Plan Least expensive build option at \$309.5 million Fewer known historic and archaeological sites Higher traffic volume at the northern terminus Diverts more traffic from US 23 Less potential for environmental impacts Does not cross Big Caney Creek or tributaries of Laurel Creek Does not cross any Large Forest Blocks No endangered or threatened species within 1 mile	Most potential geotechnical issues Less access to key tourist destinations Less access to existing employment centers Less access to education and health care facilities Ranked lower through both rounds of public involvement Does not provide a regional corridor concept Traffic needs in the corridor are already served by US 23

Ballot 3

Corridor 2 or 4	Corridor 2 serves the Morehead area Corridor 4 serves the Morehead area without crossing the DBNF Higher average traffic volumes along the corridors More travel savings in hours and miles More access to education and health care facilities Corridor 2 can be upgraded largely along existing roads for easier project phasing	Higher construction cost More potential for environmental impacts with Corridor 2 Potential impacts to the DBNF with Corridor 2 Impacts on DBNF would result in greater opposition, and project delays Corridor 4 terminates in a very lightly developed area
Corridor 5	Serves the Olive Hill area Could promote economic development/serve existing industries Potential for future connection to KY 9 (AA Highway) Less potential for environmental impacts Crosses fewer wetland areas Lower construction cost Less potential for geotechnical issues Ranked higher through public involvement input Corridor 5 can be upgraded largely along existing roads for easier project phasing	Lower average traffic volume along the corridor Does not serve the far western part of the study area

Ballot 4

Corridor 2	Attracts more traffic along the corridor Fewer underground storage tanks or monitored sites Ranked higher through public involvement input Corridor 2 serves the Morehead area Can be upgraded largely along existing roads for easier project phasing Provides more direct access to employment centers	Most potential for environmental impacts Potential impacts to the Daniel Boone National Forest Impacts on DBNF would result in greater opposition, and project delays Has higher construction cost than Corridor 4
Corridor 4	Serves the Morehead area, but lies outside of the DBNF More access to isolated communities and populations Has lower construction cost than Corridor 2	Lower average traffic volume along the corridor Does not provide direct access to any community on I-64 Uses fewer miles of existing roads, so less conducive to project phasing Less direct access to employment centers

# **MINUTES**

## **Project Team Meeting KY 645 Regional Corridor Study Item No. 12-115.00**

### **Lawrence, Elliott, Rowan and Carter Counties**

May 3, 2005

10:00 a.m.

FIVCO ADD Conference Room

Catlettsburg, Kentucky

A third project team meeting for the KY 645 Regional Corridor Study in Lawrence, Elliott, Rowan and Carter Counties (Item No. 12-115.00) was conducted on Tuesday, May 3, 2005 at the FIVCO Area Development District (ADD) conference room in Catlettsburg, Kentucky. The purposes of the meeting were to discuss the KY 645 improvement alternatives and to develop recommendations for the outcome of the study. Participants at the meeting included representatives from Kentucky Transportation Cabinet (KYTC) District 9, KYTC District 12, KYTC Central Office, FIVCO ADD, and the consultant, Wilbur Smith Associates (WSA). Individual attendees at the meeting included the following:

Russ Brannon	FIVCO ADD
Terri Sicking	FIVCO ADD
Deanna Harris	KYTC District 9, Planning
Keith Damron	KYTC District 12, Planning
Mark Westfall	KYTC District 12, Preconstruction
Ted Noe	KYTC Central Office, Planning
Jimmy C. Wilson	KYTC Central Office, Planning
Samantha Wright	Wilbur Smith Associates

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

### **1) Introductions and Project Purpose**

Ted Noe began the meeting by welcoming all attendees and asking for introductions. Ted then gave a brief history of the project, explaining that it includes consideration of a route between KY 645 at US 23 in Lawrence County and somewhere along I-64 between the Industrial Parkway and Morehead.

### **2) Review of First and Second Rounds of Meetings**

Samantha Wright began this discussion with a review of the meeting handouts, including a corridor development process graphic, project goals, a map of the four remaining corridor options, and the level 1 and 2 screening summaries for the corridors. The results of the first and second round public meeting input were also provided graphically and in table format. Samantha explained to the Project Team that the Olive

Hill terminus for the route (Corridor 5) received the most overall public votes throughout the process (539 votes), followed by the Morehead terminus (Corridor 2) with 473 votes. The Project Team agreed that these two corridors had received the most attention, particularly in the second round of public involvement. It was noted that Olive Hill had the largest turn-out of the five meetings that were held during the second round of public meetings, with about 140 people in attendance.

The public input summary graphic also included pie charts for each terminus, indicating the home county for each of the votes in the round 2 public involvement process. For Corridor 2, most of the votes came from Martin and Rowan County participants. With US 23 as an existing north-south route in the area, the Martin County folks are looking for more of an east-west connection in Corridor 2. Nearly all of the Corridor 5 votes were cast by those from Carter County and about 75 percent of the Corridor 9 votes came from Lawrence County.

### **3) Other Public Involvement**

Samantha continued the discussion of public input on the project with a summary of resource agency coordination responses. Both rounds of agency coordination were summarized, focusing on those responses that included a recommendation for the corridor terminus or identified potential issues related to one of the corridors. Corridors 2, 4, 5 and 9 all received endorsement from at least one responding agency. Issues identified in the area of Corridor 2 included potential impacts on the Daniel Boone National Forest and utility lines east of Morehead. One respondent indicated that Corridor 5 may be located near the Olive Hill Preservation Project.

Samantha also provided a summary handout from the Citizens Advisory Team (CAT) meeting held in March, 2005. Through a phased balloting procedure, the CAT meeting attendees recommended Corridor 2 as the preferred route for the KY 645 extension. It was noted that a number of the meeting attendees were from Rowan County, while the other counties had fewer attendees and Lawrence County was not represented at all. Those voting for Corridor 2 in the final ballot were from the following counties: eight from Rowan County, one from Martin County, five from Carter County and two legislative representatives who serve more than one county. Therefore, while the CAT recommended Corridor 2, it is important for the Project Team to remember that most of the votes came from Rowan Countians.

### **4) Corridor Selection**

The final Project Team meeting handout was distributed and explained by Samantha in order to begin the discussion of corridor recommendations. This Pros and Cons list for each of the four remaining corridors provided a starting point for debating the options. Samantha also reviewed the project goals established for the corridor and asked the Project Team to consider the goals when making recommendations. Samantha displayed a map of the remaining four corridors (Corridors 2, 4, 5 and 9) and briefly reviewed each alternate. She also reminded the Project Team that the “no build” alternate is still an option.

The Project Team members agreed that Corridor 4 serves the same purpose as Corridors 2 and 5, and all three of these corridors should not move forward for further consideration. Since Corridor 4 received very little public support, it was agreed that



Corridor 4 should not move forward. It was also agreed that Corridor 9 would not move forward for further consideration, since it does not meet the goal of providing a regional corridor through the project area.

The pros and cons of Corridors 2 and 5 were then discussed by the Project Team as they relate to the project goals and issues noted below. Based on the discussion, either Corridor 2 or Corridor 5 has been listed as the alternative best meeting that project goal or issue. Since Corridors 2 and 5 are identical from US 23 to Sandy Hook, the discussion generally centered around their differences and inherent advantages and disadvantages in getting from Sandy Hook to I-64 at either Morehead or Olive Hill.

## **PROJECT GOALS - KY 645 Regional Corridor Study**

- I. Develop a new or improved highway that provides an improved connection to I-64, while also addressing the following transportation service objectives:

- A. Enhances regional accessibility and mobility - **Slight Advantage to Corridor 2**

Corridor 2 provides a more direct access to Morehead with its educational, medical, recreational, industrial, and commercial facilities. It provides more travel time savings and a greater reduction in vehicle miles of travel for the study area than Corridor 5.

Corridor 5 could also provide regional connections in the study area, such as a north-south connection to KY 2 and on to KY 9 (AA Highway), or new freight traffic connections and better access to the riverport at Wurtland. While these Corridor 5 connections are important to the region, Corridor 2 provides more travel time savings in the region.

- B. Improves access to isolated communities and populations - **Slight Advantage to Corridor 5**

Corridor 5 would improve access to an area between Sandy Hook and Olive Hill which is currently only served by smaller state routes or county roads, or not served by a road at all.

Corridor 2 follows a corridor already served by KY 32. Since Corridor 2 follows portions of the existing KY 32 route and crosses the Morehead urban area, there will likely be more relocations and higher property values for right-of-way purchases.

A count of small communities falling within two miles of the Corridors indicates that Corridor 5 would improve access to 8 isolated communities and Corridor 2 would improve access to 7. More importantly, Corridor 5 serves an area without a connection to I-64, while Corridor 2 follows an existing route.

- C. Serves as an interstate connector from the I-73/74 corridor near Kermit, West Virginia to I-64 – **Equal**

For interstate travelers, Corridor 2 provides a more direct access to I-64 at Morehead and points farther west. For interstate travelers, Corridor 5

provides a more direct connection to I-64 at Olive Hill and on to the AA Highway (KY 9) and points farther north.

From the regional perspective and beyond, such as traffic from West Virginia, Corridors 2 and 5 serve the same purpose and it will not likely matter if the terminus is 16 miles farther down the road on I-64.

II. Develop a highway corridor that will serve the most traffic, while also meeting the following traffic-related objectives: **(See Traffic Service below)**

A. Diverts traffic from US 23 to reduce congestion on that route – **Equal**

According to traffic forecasts, neither Corridor 2 nor Corridor 5 will divert traffic from US 23. Only Corridor 9, which parallels and is much closer to US 23, would divert any traffic.

With improvements to KY 2, north of I-64, Corridor 5 could provide a north-south connection to KY 9 (AA Highway). This north-south connection would parallel the US 23 route and could potentially attract truck trips from US 23 in the future.

B. Optimizes and/or addresses future traffic flow on regional highways - **Slight Advantage to Corridor 2**

Corridor 2 could be an improvement of the KY 32 corridor between Sandy Hook and Morehead. It would provide an improved facility for traffic currently using KY 32.

Corridor 5 is an improvement that crosses or coincides with segments of KY 174, KY 1620, and KY 504 between Sandy Hook and Olive Hill. These are currently more lightly traveled roads than KY 32.

Corridor 2 will likely serve more traffic in the future. Much of the KY 32 traffic would divert to Corridor 2 and the terminus at Morehead has a larger population and offers more services. Corridor 5 also has the potential to attract traffic from the smaller state and county routes between Sandy Hook and Olive Hill, as well as the regional traffic that either corridor would attract with a new connection to I-64.

C. Provides travel time savings in the region, including the improvement of emergency response times - **Advantage to Corridor 2**

Corridor 2 provides greater travel time savings over the roadway network in the study area. According to the KYSTM, Corridor 2 would save more vehicle hours of travel (VHT) and vehicle miles of travel (VMT) per year than Corridor 5. Corridor 2 would save 277,000 VHT and 19.7 million VMT per year; Corridor 5 would save 38,700 VHT and 10.7 VMT per year.

With higher travel time savings, Corridor 2 will provide improved travel times for the study areas as a whole, including emergency response teams. Corridor 2 also provides a more direct route to the regional medical facilities at Morehead. Areas not served by Corridor 2, such as the section between Sandy Hook and Olive Hill, will still rely on the existing state and local routes for connection to the improved route.

III. Develop a corridor that considers all study area interests, including socioeconomic, education, tourism, and the environment, while giving consideration to the following objectives:

A. Assists in promoting economic growth and development in areas that have low-income populations - **Slight Advantage to Corridor 5**

Any corridor through the study area will serve counties with some of the highest low-income populations in the state: 30.7 percent in Lawrence County, 25.9 percent in Elliott County, 22.3 percent in Carter County and 21.3 percent in Rowan County, all above the statewide rate of 16 percent.

Corridor 5 would improve access through Lawrence, Elliott and Carter Counties, and the areas between Sandy Hook and Olive Hill. CAT members from Olive Hill have relayed the ongoing efforts to bring industry to the western portion of Carter County to improve economic growth in the area. A local company is in the process of starting a produce processing and distribution business in Olive Hill, which would be served by Corridor 5

Corridor 2 would also serve low-income populations in Lawrence, Elliott and Rowan Counties and provide improved commuter access for existing industries in Morehead.

B. Increases employment opportunities and gives special consideration to areas with high unemployment - **Slight Advantage to Corridor 5**

The study area counties also have higher unemployment rates than is average for the state of Kentucky (4.1%): Lawrence (11.5%), Elliott (10.5%), Carter (4.4%) and Rowan (8.1%) Counties. While both Corridors serve these disadvantaged areas, Corridor 5 provides the important connection between Sandy Hook and Olive Hill than does not exist now.

C. Provides access to existing employment centers, including area industrial parks - **Slight Advantage to Corridor 2**

In 2001, there were 9,075 employees in Rowan County, which is about 40% of the total study area jobs. Corridor 2 serves the Rowan County and Morehead area, with more existing employment centers already established.

D. Expands access to social services such as education and health care - **Slight Advantage to Corridor 2**

Corridor 2 serves a larger urban area, with more available services already established. Social services in Morehead include Morehead State University, Rowan Technical College, St. Claire Medical Center and the Life Care Center of Morehead. For areas between Sandy Hook and Olive Hill, Corridor 5 improves connections to roads leading to Morehead or other existing services. Corridor 5 also provides access to the Carter County Vocational School.

E. Provides improved access to key tourist destinations (examples include Grayson Lake, Yatesville Lake and the new golf course in Carter County) – **Equal**

Based on proximity to key tourist destinations in the study area, Corridor 2 and Corridor 5 provide roughly the same service to the major attractions, such as the Yatesville Lake State Park and Grayson Lake State Park areas. Corridor 2 would provide better access to the Daniel Boone National Forest area and the Eagle Trace Golf Course in Morehead. Corridor 5 would provide better access to the Carter Caves State Resort Park and new Carter Caves Golf Course in Carter County.

- F. Avoids or minimizes impacts to environmentally sensitive areas (examples include the Daniel Boone National Forest, Laurel Creek, and Caney Creek)

**Advantage to Corridor 5**

Corridor 2 follows the ridge line between Laurel Creek and Caney Creek in Elliott County. These are both considered to be Cold Water streams and Exceptional Waters, and local groups have expressed concern about additional runoff to the streams from a new road in this area. Some attendees of the recent CAT meeting suggested that Corridor 2 be moved south away from these streams and associated gorges to reduce impacts.

Corridor 5 also passes through the area of Caney Creek and Laurel Creek. This corridor would cross the creeks and would require major bridge structures to span the gorges, but may provide fewer impacts than a route that parallels them, like Corridor 2. Corridor 5 is situated at the eastern end of the Cold Water and Exceptional Water sections of the creeks, near where they empty into the Little Sandy.

Corridor 2 passes through the Daniel Boone National Forest (DBNF) just east of Morehead and Corridor 5 does not cross DBNF lands. Additional discussion related to the DBNF is included later in these minutes.

- G. Fits the natural surroundings and considers context-sensitive design – **Equal**

Context Sensitive Design that fits the natural surroundings could be accomplished for either corridor during the design phase of project development.

**OTHER ISSUES:**

**Public Input - Slight Advantage to Corridor 5**

The Olive Hill terminus for the route (Corridor 5) received the most overall public votes (539) throughout the public involvement process, followed by the Morehead terminus (Corridor 2) with 473 votes. Corridor 5 also received the most public support at any one meeting, with about 140 attendees at the Olive Hill public meeting last winter.

**Citizen Advisory Team (CAT) Recommendation – Slight Advantage to Corridor 2**

Through a phased balloting procedure, the CAT meeting attendees recommended Corridor 2. The four CAT meetings were rotated through the four study counties and Morehead was scheduled for the last meeting. A number of the meeting attendees were from Rowan County, while other counties had fewer attendees and Lawrence County was not represented at all. In the final ballot for Corridor 2, most of the votes came from Rowan County representatives.

As the project team discussed and reviewed the goals and issues detailed above, it became obvious that both Corridors have potential benefits and were almost equal in many respects. The project team had a difficult time selecting one corridor over another, with that decision essentially being determined by the two items below.

### **Traffic Service – Big Advantage to Corridor 2**

The Kentucky Statewide Traffic Model indicates that Corridor 2 would carry about 10,800 vehicles per day (vpd) in the future while Corridor 5 would only carry about 2,600 vpd. Much of the traffic along Corridor 2 would be vehicles that are diverted from KY 32 to the new road. Although the precision of these numbers may be in question because the traffic model is not particularly detailed in the study area, the magnitude of the difference indicates that Corridor 2 has a definite advantage in traffic service. Additional traffic forecasts completed in the future when more detailed data is available may indicate greater traffic volumes for Corridor 5. However, it is anticipated that any future traffic forecasts will continue to show Corridor 2 serving a greater traffic volume because of its direct connection to a larger population center with more services.

### **Daniel Boone National Forest – Big Advantage to Corridor 5**

Corridor 2 passes through the Daniel Boone National Forest (DBNF) just east of Morehead. The Proposed Morehead Connector project, an eastern connection for Morehead to I-64 from US 60 in this same area, has not moved forward. The use of DBNF property for this connector has been protested by environmental groups who will likely oppose Corridor 2 as well. Corridor 2, similar to the connector, would require a new interchange at I-64 and require additional right of way within the DBNF. It is possible that the regional concept of Corridor 2 and its cross-county connection may provide more of a reason to go through the DBNF than the connector project did. However, many of these environmental groups are concerned about taking any property from the National Forest for any reason. Corridor 5 does not impact the National Forest.

### **Recommendations**

The project team agreed that being able to avoid the Daniel Boone National Forest gave Corridor 5 a slight advantage over Corridor 2 and that Corridor 5 be recommended to move forward to the next phase of project development.

The Project Team identified priority sections for Corridor 5, beginning at the existing terminus of KY 645 at US 23 and moving northwest. In future studies, consideration could be given to using the existing bridge over Laurel Gorge for this route, in order to reduce potential impacts on Laurel Creek.

## **5) Summary and Conclusions**

In summary, the Project Team decided that Corridors 2, 4, and 9 would not move forward and that Corridor 5 should be advanced for further consideration in the next phase of study. Future study and consideration should also be given to improvements along KY 32 between Sandy Hook and Morehead, providing an improved connection from Corridor 5 to Morehead.

With no further comments, the meeting was adjourned at approximately 1:00 p.m.

**AGENDA**  
**THIRD PROJECT TEAM MEETING**  
**FIVCO ADD OFFICE CONFERENCE ROOM**  
**MAY 3, 2005**  
**10:00 A.M.**

**CARTER, ELLIOTT, LAWRENCE, MARTIN AND ROWAN COUNTIES**  
**EXTENSION OF KY 645 FROM US 23 TO A LOCATION ALONG I-64**  
**BETWEEN MOREHEAD AND THE INDUSTRIAL PARKWAY**  
**ITEM NO. 12-115.00**

1. INTRODUCTIONS AND PROJECT PURPOSE
2. REVIEW OF FIRST AND SECOND ROUNDS OF MEETINGS
  - a. Review Previous Public Involvement from First Round of Meetings
  - b. Discussion of Survey Results from Second Round of Meetings
  - c. Summary of Second Round of Meetings
3. OTHER PUBLIC INVOLVEMENT
  - a. Agency Coordination Responses
  - b. Guidance from Fourth Citizens' Advisory Team Meeting
4. CORRIDOR SELECTION
  - a. Discussion of the Alternatives
  - b. Selection of the Preferred Corridor(s)
5. SUMMARY AND CONCLUSIONS