

Appendix A – Meeting Summaries

**Boyd County Planning Study
I-64 to US 23 Ashland Connector
Item # 9-129.00
Advisory Team Meeting #1 Minutes
Ashland Central Fire Station
March 4, 2008
12:00 pm**

An Ashland Connector Advisory Team (ACAT) meeting was held on Tuesday, March 4, 2008 at 12:00 p.m. in the Ashland Central Fire Station in downtown Ashland. The focus of the meeting was to discuss the I-64 to US 23 Ashland Connector Study. The following individuals were in attendance:

Phil Biggs	Chairman, Ashland MPO
Richard Cyrus	Cannonsburg Fire Chief
Bob Hammond	Ashland Alliance
Paula Hogsten	Ashland City Commissioner
Todd Kelley	City of Ashland Police Department
Judy McCoy	Boyd County Public Schools
Bill Musick	Fairview Independent Schools
Robert Ratliff	City of Ashland Police Department
Keith Robinette	Boyd County Road Supervisor
Michael Rogers	Ashland Bus System
Marion Russell	Ashland Public Works
Terri Sicking	Ashland MPO
David Sloan	City of Ashland Fire Chief
Nickie Smith	Riverport Authority
Cheryl Spriggs	Ashland City Commissioner
Bud Stevens	Boyd County Fiscal Court
Katrina Bradley	KYTC D9
Jason Dean	KYTC D9
J.R. Hamm	KYTC Central Office
Jack Litton	KYTC D9
Deanna Miller	KYTC D9 Planning
Karen Mynhier	KYTC D9
Robin Ramey	KYTC D9
Daran Razor	KYTC D9
Randy Stull	KYTC D9
Randi Vint	KYTC D9
Brent Wells	KYTC D9
Jim Wilson	KYTC Central Office
Brian Aldridge	ENTRAN, PLC
Brian Cash	ENTRAN, PLC

The meeting began at approximately 12:30 p.m. Deanna Miller, KYTC's Project Manager, began the meeting with a brief introduction and then introduced Brian Cash, Project Manager for

ENTRAN, PLC. Brian Cash delivered a brief presentation that provided an overview of the project. The presentation began with some discussion of the purpose for planning studies, which help define the issues within the study area and the ultimate goals for the study by initiating coordination between agencies and communication with the public.

The purpose of the project was explained as follows:

The purpose of the I-64 to US 23 Connector Study is to identify community concerns and evaluate project alternatives to improve access and mobility between I-64 and Ashland. The study is intended to help define the location and purpose of the project and better meet Federal requirements regarding consideration of environmental issues, as defined in the National Environmental Policy Act (NEPA).

With that purpose in mind, the I-64 to US 23 Ashland Connector Study has four underlying goals. These are to discuss the project with stakeholders, define project goals and needs, identify environmental issues, and to identify both short and long-term projects for construction. This study may result in a number of different projects to be pursued, such as general recommendations (i.e. access management), more short term projects such as intersection spot improvements, and long term projects such as a new transportation corridor. The ultimate recommendations will likely include a combination of smaller improvement projects and segment(s) of new roadway. The smaller projects could be programmed and constructed in a shorter timeframe while any new construction (which will likely be significantly more costly) could potentially take several years to be implemented.

The study schedule was briefly discussed. The study will follow an 18 month schedule, which began in June of 2007 and will conclude in November of 2008. The purpose of the public involvement plan for the project was discussed and will serve a number of purposes. These include: assisting the study team in gauging public interested in the project; informing and educating the public; and identifying the needs, issues and goals, and potential new corridor locations within the study area.

The approximate study area was discussed. The southern portion of the study area includes I-64 between the US 60 and KY 180 interchanges. To the east, the study area follows KY 180 and then US 60 north to US 23. To the west, the boundary begins following US 60 to Princess, then proceeds northeast to Greenup County line near Bellefonte and follows the county line to US 23. Brian noted the study area does not include any portion of Greenup County.

Brian Cash then discussed a series of photographs and map graphics that depicted the existing conditions within the study area, including existing traffic volumes, the recent crash history along the study area roads, and relevant projects found in the KYTC Six Year Plan. Attendees were provided a booklet containing all the maps discussed in the presentation as well as other graphics depicting the existing conditions in the study area. It was mentioned that the KYTC is currently working on a project to add left turn lanes at 13 locations in the median along US 60 south of Ashland.

A local officials meeting was held in September. At that meeting, a series of questions were asked to obtain input from the attendees. The consensus was that US 60, particularly the section between Rose Hill and downtown Ashland with its narrow lanes, lack of turn lanes, and heavy traffic volumes, is a significant transportation issue. Impacts to communities in general and especially low-income communities could be an issue depending on the scope of improvements

recommended as a result of this study. The attendees at that meeting noted locations that should be avoided should new construction be pursued, such as low-lying areas adjacent to Roberts Drive and the landfill area near Coalton. Finally, some recommendations were given for where a new corridor might connect to US 60 and US 23.

A group exercise was undertaken to provide the ACAT an opportunity to work with each other to identify existing transportation issues and potential improvements. The attendees were divided into small groups and were provided maps depicting some of the environmental resources within the study area. The following discusses some of the items which were brought up during the exercise.

Transportation Issues

- US 60 north of Rose Hill
 - Lack of left turn lanes
 - High travel speeds
 - Trucks (HazMat)
 - Utility pole setbacks
- Potential impacts to low-income neighborhoods near Millseat

Short Term Projects

- Eliminate left turns from US 23 onto Ohio River Bridges
- New traffic signal on US 60 at Safe Harbor
- Intersection improvements at US 60 @ KY 180
- Delineation of wide medians on portions of US 60

Long Range Projects

- Defined future major corridor
 - US 60 south of Rose Hill through West Fairview and Millseat
 - Connector route from Industrial Parkway to US 60 north of Summit
- Improvements to KY 168 corridor
- US 60 – I-64 to KY 180 (Possible 3 lane)
- US 60 – Rose Hill to Downtown (Possible 3 lane)

Brian Cash discussed the National Environmental Policy Act (NEPA) process and the many different issues that must be investigated. Two maps were discussed that depict the natural and manmade environments (copies were included in the booklets provided to each attendee). It was noted that six individual properties or districts are currently on the National Register of Historic Places (NRHP) within the study area and six additional properties or districts appear to meet NRHP criteria. Final determinations on the eligibility of these properties will take place during subsequent project phases.

The next ACAT meeting will be held in the Ashland Central Fire Station on Thursday, March 20 at 12:00 p.m. The ACAT members were provided a smaller version of the environmental resources map from the group exercise and were asked to sketch some improvement alternatives on the map for discussion at the March 20 meeting.

The meeting adjourned at approximately 2:00 p.m.

**Boyd County Planning Study
I-64 to US 23 Ashland Connector
Item # 9-129.00
Advisory Team Meeting #2 Minutes
Ashland Central Fire Station
March 20, 2008
12:00 pm**

An Ashland Connector Advisory Team (ACAT) meeting was held on Thursday, March 20, 2008 at 12:00 p.m. in the Ashland Central Fire Station in downtown Ashland. The focus of the meeting was to discuss the I-64 to US 23 Ashland Connector Study. The following individuals were in attendance:

Phil Biggs	Chairman, Ashland MPO
Richard Cyrus	Cannonsburg Fire Chief
Paula Hogsten	Ashland City Commissioner
Todd Kelley	City of Ashland Police Department
Jim Purgerson	Ashland Alliance
Robert Ratliff	City of Ashland Police Department
Kyle Robinson	Boyd County Extension District
Michael Rogers	Ashland Bus System
Marion Russell	Ashland Public Works
David Sloan	City of Ashland Fire Chief
Nickie Smith	Riverport Authority
Cheryl Spriggs	Ashland City Commissioner
Allen Blair	KYTC D9
Jason Dean	KYTC D9
Darrin Eldridge	KYTC D9
Vickie Griggs	KYTC D9
J.R. Hamm	KYTC Central Office
Deanna Miller	KYTC D9 Planning
Karen Mynhier	KYTC D9
Robin Ramey	KYTC D9
Randi Vint	KYTC D9
Brent Wells	KYTC D9
Jim Wilson	KYTC Central Office
Brian Aldridge	ENTRAN, PLC
Brian Cash	ENTRAN, PLC

The meeting began at approximately 12:15 p.m. Deanna Miller, KYTC's Project Manager, began the meeting with a brief introduction and asked the attendees to introduce themselves. Deanna added that a change in personnel has taken place in the District 9 office and Bart Bryant is now serving as Executive Director/Chief District Engineer.

Brian Cash, Project Manager for ENTRAN, PLC, delivered a brief presentation that provided a recap of the first ACAT meeting. The presentation began with discussion of the group exercise from the first meeting, which included maps depicting the trouble spots and potential improvements proposed by the group. These maps were provided as handouts.

At the March 4 meeting, the ACAT members were provided a map depicting known environmental resources and were asked to sketch some improvement alternatives on the map for discussion at the March 20 meeting. With this information in hand, the attendees were divided into small groups and were provided larger versions of those maps. They were asked to discuss possible corridor locations and sketch the group's recommendation(s) on the larger map for presentation. While each group had different ideas, all the recommendations had a common theme that a new or improved corridor should be constructed west of the US 60 to relieve congestion on the section of US 60 approaching Ashland. A map depicting the Committees corridors is attached.

Brian Cash reiterated the purpose of the project as follows, emphasizing the core purpose of improving access and mobility:

*The purpose of the I-64 to US 23 Connector Study is to identify community concerns and evaluate project alternatives to **improve access and mobility between I-64 and Ashland**. The study is intended to help define the location and purpose of the project and better meet Federal requirements regarding consideration of environmental issues, as defined in the National Environmental Policy Act (NEPA).*

All alternatives and recommendations from the study must meet the Purpose and Need. In addition, several other criteria will be considered during the development of alternatives. All alternatives will be evaluated using the following criteria:

- Purpose and Need
- Costs
- Community Impacts
- Environmental Impacts
- Traffic and Safety Impacts
- Public Input
- Engineering Considerations

Community impacts include residential relocations and impacts to existing businesses, as well as impacts to low income residences (i.e. environmental justice issues). Environmental resources such as landfills, superfund sites, historic properties, and wetlands will also need to be considered.

When considering potential new corridors, issues such as the function of the roadway, number of lanes, median type, travel speed, and roadway edge treatment (i.e. shoulder, curb, etc.) must be taken into consideration. Access management will be an important item to consider as well. It was noted that arterial roadways, such as US 60, tend to provide greater mobility but provide less direct access to adjacent parcels. Local streets provide a higher degree of land access but do not provide the same level of mobility. Collector roadways provide a balance of access and mobility.

A draft questionnaire was passed out to the Committee. The questionnaire will be used as a tool to gather public input at the first public meeting and assist the study team in identifying the critical

elements that should be considered when developing and comparing alternatives. The Committee was asked to review the questionnaire and provide comments as soon as possible.

The time and location for the first public meeting was discussed for the Ashland Connector study. Deanna Miller stated that the meeting should occur within the next month, if possible. It was decided the meeting would be held on Thursday, April 24 at the KYOVA Mall on US 60 south of Ashland. Meeting flyers and study questionnaires will be mailed to the ACAT members for distribution prior to the meeting.

The next ACAT meeting will be scheduled at a later date. The meeting attendees suggested email worked well as a notification tool.

The meeting adjourned at approximately 1:30 p.m.



Meeting Summary

TO: Darrin Eldridge, P.E.
KYTC – District 9

FROM: Brian Aldridge, P.E.
Project Manager
ENTRAN, PLC

DATE: October 17, 2008

SUBJECT: I-64 to US 23 Ashland Connector, Boyd County
Item No. 09-129.00

A joint meeting of the Ashland Connector Advisory Team (ACAT) and local officials was held on Monday, October 13, 2008 at 11:30 a.m. in the Ashland Central Fire Station in downtown Ashland. The focus of the meeting was to discuss the I-64 to US 23 Ashland Connector Study. The following individuals were in attendance:

Richard Cyrus	Cannonsburg Fire/ Boyd County Schools
Tony Grubb	City of Ashland
Kevin Gunderson	City of Ashland
Paula Hogsten	City of Ashland
Judy McCoy	Boyd County Schools
Timothy Moore	City of Ashland
Bill Musick	Fairview Schools
Scott Penick	Ashland Fire Department
Jim Purgerson	Ashland Alliance
Robert Ratliff	City of Ashland Police Department
Mike Rogers	Ashland Bus System
Thomas Saylor	EastPark
Nickie Smith	Boyd County
Cheryl Spriggs	City of Ashland
Carl Tolliver	BCFG
Allen Blair	KYTC D9
Jay Dean	KYTC D9
Robyn Ramey	KYTC D9
Darrin Eldridge	KYTC D9
J.R. Ham	KYTC Central Office
Phil Mauney	KYTC D9
Danny Mineer	KYTC D9
Brent Wells	KYTC D9
Brian Aldridge	ENTRAN
Jason Bricker	ENTRAN
Glenn Hardin	ENTRAN
Karim Siahkoohi	ENTRAN
Ashley Williams	ENTRAN

The meeting began at approximately 12:00 p.m. Darrin Eldridge, KYTC's Project Manager, began the meeting with a brief introduction, adding that a change in personnel has taken place in the District 9 office. Deanna Miller, who had been serving as Project Manager, has accepted a different position with KYTC and Phil Mauney is now heading up planning in the district.

Brian Aldridge, Project Manager for ENTRAN, delivered a presentation that provided a recap of the first public meeting, discussion of the preliminary long-range alternative concepts, and the proposed short-term improvements. He began by saying that Brian Cash, formerly ENTRAN's Project Manager for the I-64 to US 23 Ashland Connector Study, recently accepted a position with the U.S. Army Corps of Engineers.

Public Meeting #1

The first public meeting was held on April 24 at the Kyova Mall on US 60 south of Ashland. A total of 45 attendees signed in during the course of the evening. It was noted that the turnout was not uncommonly low for the early stages of a planning study such as this. There was some discussion about changing the location for the second public meeting to increase the turnout.

Public meeting attendees were asked to mark "trouble spots" on maps of the study area. Areas that were identified included the following:

- US 60/KY 180 intersection
- Portions of US 60 lacking turn lanes
- US 60/KY 168 intersection
- US 60 interchange at Coalton (exit 181)
- US 60 near Downtown Ashland
- Portions of KY 5 near Bellefonte

On the same maps, attendees were asked to draw new transportation corridors they believed should be considered or existing corridors in need of significant improvement. The following new corridors were identified:

- Connector between US 60 near Princess to US 60 north of the Kyova Mall (near Meads)
- Connector between US 60 near Meads to US 23 at KY 5
- Connector between US 60 near Winslow (south of Rose Hill cemetery) to US 23 east of Town Mall or at KY 168

Brian discussed the findings from the 30 completed surveys that were returned. The surveys asked a series of questions concerning existing transportation deficiencies, travel routes, and improvement options. The US 60 intersection with KY 168 (Blackburn Street) and US 60 (13th Street) in Ashland were the primary trouble spots included in the responses. With respect to improvement options, 10 surveys indicated a new route, 7 indicated improving existing facilities, and 15 indicated a combination of improvements to existing facilities and new corridors were the most desirable options. When asked which I-64 interchange was used most frequently, 18 respondents said they utilized the Coalton interchange most frequently and 13 said they used the KY 180 interchange most frequently. It was noted that the KY 180 interchange was (and is) undergoing reconstruction, possibly skewing the responses.

When asked where a new connector should connect to US 60, 12 respondents indicated a connection near Princess would be desirable, 7 said near Rose Hill, and 5 said near Armco Park. On where a new connection with US 23 should occur, 13 respondents near Town Mall, 7 near Melody Mountain, 7 near KY 5, and 1 near KY 168.

When asked what was most important when considering a new road, 80 percent of the respondents indicated traffic relief was important, followed by impacts to residential properties, 73%, and impacts to businesses, at 50%. With respect to ranking existing transportation issues in the area from 1 to 5, with 5 indicating it is a serious problem, traffic congestion was rated as the most significant issue, with an average

rating of 4.4. Pedestrian safety and a lack of turn lanes were the second highest rated issues, with an average rating of approximately 4.0. Improved truck routes and vehicle safety were also rated high, with an average rating of approximately 3.9.

A map was provided on the survey and respondents were asked what route they would use to travel between two identified locations within the study area. The first two locations were from US 23 near Town Mall to US 60 at the KY 538 (Shopes Creek Road) intersection. Sixteen respondents indicated they would travel through downtown Ashland to US 60 to reach the destination, five said they would use KY 168 to US 60, and two said they would use Roberts Drive. The second set of locations began at US 23 just west of the KY 168 intersection and ended at the same location on US 60, near the KY 538 intersection. Nine respondents said they would use KY 5 for a portion of their trip, six said they would drive through downtown Ashland, three said they would use KY 168 to access US 60, and three said they would use a combination of KY 168 and Roberts Drive. These results indicate that people utilize a variety of routes when traveling to and from US 23 west of Ashland.

Traffic Forecasts

Brian discussed the preliminary traffic forecasts developed for the study. He noted that the regional travel demand model, covering all of Boyd and Greenup County, has been recently updated. The updated travel demand model was made available for use in the study in late April. The updated model includes revised socioeconomic data forecasts. The revised data include a 0.5 percent decline in population for Boyd County between the 2007 base year and 2030. However, employment growth is higher in the updated model, with an increase of 45.4 percent anticipated by 2030. Negative employment growth is anticipated southwest of Ashland and near Catlettsburg, but significant growth is anticipated elsewhere in the study area and near Russell.

In general, the 2030 traffic volumes forecast by the updated travel demand model tend to be similar to or lower than existing traffic volumes within the study area. However, the model predicts strong growth along I-64, KY 180 and portions of US 60 south of Ashland.

Brian discussed four conceptual alternatives developed to estimate future traffic volumes and impacts to US 60. The current draft of the Six Year Highway Plan includes widening US 60 from the Coalton interchange to KY 180, and it was decided that this should be considered as an alternative for the purposes of this study (as proposed in Alternative 4). These new or improved corridors, developed based on input provided by the Advisory Committee or the public, and their anticipated range of 2030 traffic volumes based on the updated model are as follows:

- Alternative 1 (Princess Connector): connecting US 60 near Princess through the Paul Coffey Industrial Park to US 60 north of the Kyova Mall - 11,200 vehicles per day
- Alternative 2 (Bellefonte Connector): connecting US 60 north of Armco Park to KY 5 near Bellefonte -13,000 to 17,000 vehicles per day
- Alternative 3 (Westwood Connector): connecting US 60 north of Armco Park to US 23 east of Town Mall - 9,200 to 18,500 vehicles per day
- Alternative 4 – widening US 60 to four lanes from I-64 to KY 180 – 17,900 to 19,000 vehicles per day

It was noted that all alternatives are anticipated to increase traffic on US 60 north of the Coalton interchange, with Alternative 4 resulting in the highest increase of nearly 78 percent. Alternative 3 resulted in the highest decrease in traffic along US 60 through downtown Ashland with a 10 percent reduction in traffic. Most alternatives will reduce traffic on the south end of KY 5 near Princess, and the impacts on KY 168 and Roberts Drive vary for each alternative.

Brian indicated that after previous discussions with the Study Team, it was decided that a combination of Alternative 1 and Alternative 3 should be examined for anticipated traffic impacts. In an effort to improve safety and mobility along 13th Street, it was decided to include in this alternative a “road diet” option for US 60 north of Rose Hill, restriping the existing four-lane section as a three-lane to provide two travel lanes

(one per direction) and a continuous center left turn lane. This scenario, which assumes US 60 would be widened to four lanes between I-64 and the Princess Connector, increased traffic on the Princess Connector and reduced traffic on US 60/13th Street through downtown Ashland. The resulting volumes through the downtown area appear to be low enough that US 60 could be re-striped as a three-lane section.

Long-Range Improvement Options

Brian presented maps depicting the preliminary long-range corridor alternatives (see attached). It was noted that although potential alignments were shown on the maps, each should be considered as much wider corridors inside which one or more alignments are feasible for implementation. Alternative 1 resembles the Princess Connector, connecting US 60 near Princess to US 60 north of Kyova Mall. Two options were shown for Alternative 1. The first, Alternative 1A, parallels the CSX rail line to the west. The second, Alternative 1B, would roughly follow the existing Paul Coffey Boulevard route as it departs US 60 on the south end.

Two options for Alternative 2 were depicted. Alternative 2A departs US 60 near KY 766 (Bob McCullough Drive), just north of Armco Park. The corridor follows KY 766 to the west, turning northwest towards KY 5. Alternative 2B begins on US 60 at the same location as Alternative 2A, but heads northwest towards KY 5 rather than following KY 766. Both alternatives tie into KY 5 just south of US 23.

Several options were presented for Alternative 3. On the south end, Alternative 3A connected to US 60 at KY 766 (Bob McCullough Drive) and Alternative 3B connected to US 60 about midway between KY 766 and KY 1134 (Winslow Road). Both Alternative 3A and 3B roughly followed existing Roberts Drive corridor to north of KY 168 and then provided four different locations for a terminus at US 23, with one alternative connecting to US 23 east of Town Mall (Alternative 3A), one connecting to US 23 at the existing traffic signal near Melody Mountain (Alternative 3C), one connecting to US 23 midway between the traffic signals at Melody Mountain and KY 168 (Alternative 3D), and one alternative connecting to US 23 at the KY 168 intersection (Alternative 3E).

Evaluation Exercise

The ACAT members were divided into small groups and asked to evaluate the alternatives that had been previously shown. With the detailed alternative corridor maps at each group's table, they were asked to reach a consensus on which alternatives should be considered as part of the study and if any additional alternatives should be added. They each completed a group evaluation form based on their discussions. The following summarizes the four groups' conclusions for the alternatives evaluation exercise.

Alternative #1: Three of the four groups felt that Alternative 1 should not be considered. One group stated that the negative land impacts were reasons to exclude the alternative. Another stated that it would be less expensive to widen US 60 through the Princess area instead of carrying Alternative 1 forward.

Alternative #2: All groups decided that Alternative 2 should not be considered. Reasons included the relatively high costs anticipated, the distance away from the city, and the limitations to segment the construction phases. One group expressed that the widening of US 60 through the area was unnecessary.

Alternative #3: Every group felt that Alternative 3 should be considered, however, each group had different preferences as to which variation of Alternative 3 was preferred. One group expressed concerns with Alternative 3A because of the possible increase in congestion around the Town Mall. Alternatives 3A, 3B, 3C, 3D, and 3E were mentioned by one or more groups as being the preferred choice for Alternative 3. A comment was given by one of the ACAT members regarding the ability of Alternative 3 to be constructed in multiple phases. The possibility of bike trails along the Alternative 3 corridor was also mentioned.

Alternative #4: Alternative 4 was discussed amongst the groups as already being in the Six-Year Highway Plan and it was decided by all groups that it should remain as a considered Alternative for the study.

Alternative #5: The decision to consider Alternative 5 was split amongst the four groups. The groups that expressed strong opposition to Alternative 1 were also against Alternative 5.

No additional corridor alternatives were discussed as part of the group evaluation exercise.

The second part of the evaluation exercise involved rating specific evaluation criteria to be used in the evaluation of the study alternatives. Each criterion was to be rated from 1 to 5, with 5 being the most important and 1 being the least important. The groups were also asked to add any criteria that they felt should be considered. The following table summarizes the results of the exercise:

Evaluation Criterion	Average Rating
Divert traffic from existing US 60	4.4
Minimize Cost	3.5
Minimize the number of residential relocations	3.5
Minimize the number of business relocations	4.0
Public input/support	4.3
Minimize community disruption	3.5
Provide improved access to the industrial park	2.5
Minimize environmental impacts	3.4

The majority of the criteria listed were given high ratings, with “Divert traffic from existing US 60” and “Public input and support” receiving the highest ratings. Only one group gave the “Provide improved access to the industrial park” criterion a high rating.

Short-Term Improvement Projects

Brian presented a preliminary list of short-term improvement projects, or “spot” improvements, that can be implemented in the nearer term and at a lower cost than the long-range alternatives. These projects, most of which were developed to improve traffic safety, are as follows:

Intersection Reconstruction

US 60 at KY 180: This intersection lies in a curve along KY 180 and US 60, and the design resulting in significant superelevation (i.e. banking of the roadway) to accommodate the travel speeds. The improvement is to reconstruct the north-south approaches to decrease the amount of necessary superelevation.

KY 168 at Roberts Drive: There is an at-grade crossing of the CSX rail line on KY 168 immediately west of the Roberts Drive intersection. This grade crossing is at a much higher elevation than the street approaches, resulting in poor sight distance. The improvements it to raise the grades on KY 168 and Roberts Drive to better match the elevation of the grade crossing.

US 60 at KY 168 (Blackburn Avenue): The US 60 approaches to this five-legged intersection are skewed as buildings are located adjacent to the right-of-way at the southwest and northeast corners. The building located in the southwest corner is eligible for inclusion on the National Register of Historic Properties. The improvement is to realign the US 60 approaches by moving the US 60 alignment slightly to the east, resulting in the removal of the building (or portions of the building) on the northeast corner. It was suggested that closing the Algonquin Avenue approach, which forms the fifth leg of the intersection to the southwest, be given consideration.

Median Reconstruction

US 60 between KY 716 and KY 1012 (Boy Scout Road): This section of US 60 has a raised, traversable median and is fronted by various commercial developments. The “roll” curb forming the raised median causes some drivers to slow significantly before mounting the median. Approximately 25 percent of the crashes that occurred over the past five years were angle crashes (involving one or more turning vehicles) and another 40 percent were rear end crashes. The improvement is to replace the traversable median with a non-traversable median with selective median openings and turn lanes.

Addition of Turn Lane(s)

US 60 at Paul Coffey Boulevard: The improvement is to add a northbound left-turn lane and a southbound right-turn lane to better accommodate truck traffic.

US 60 at KY 716 (Summitt Road): Right-turning traffic at this intersection sometimes uses the shoulder to decelerate while moving out of the traffic stream. The improvement is to add a southbound right-turn lane.

US 60 at KY 1012 (Boy Scout Road): Right-turning traffic at this intersection sometimes uses the shoulder to decelerate while moving out of the traffic stream. The improvement is to add a northbound right-turn lane.

US 60 at KY 766 (Bob McCullough Drive): Right-turning traffic at this intersection sometimes uses the shoulder to decelerate while moving out of the traffic stream. The improvement is to add a northbound right-turn lane.

Signage Improvement

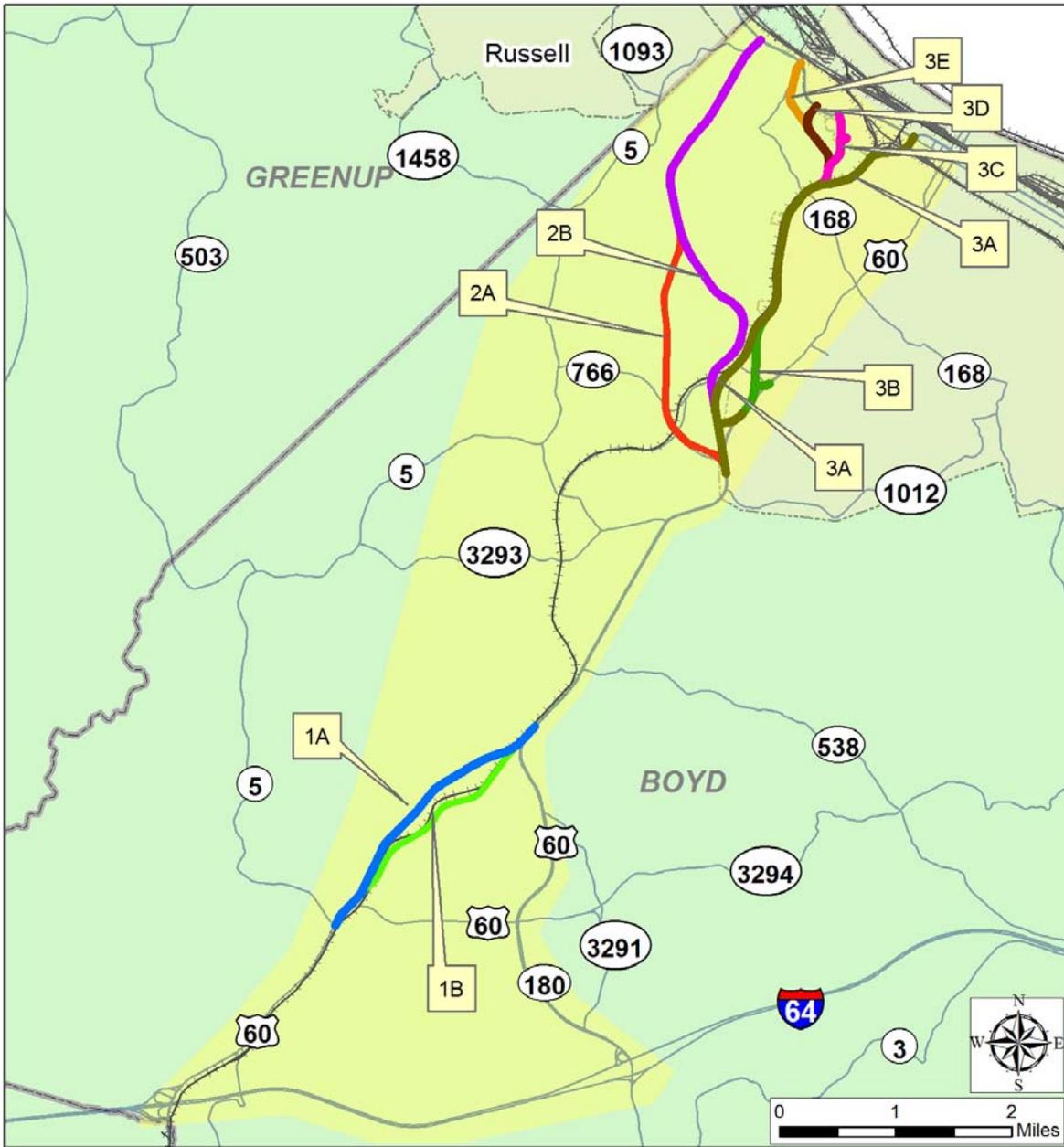
US 60 (13th Street) approaching downtown Ashland: As drivers are approaching the 13th Street intersection with US 23, there is no signage to indicate which lanes lead to the bridge to Coal Grove, OH. However, opportunities for improved signage are limited. The improvement is to provide overhead signage directing bridge traffic to use the middle lanes and traffic destined for northbound US 23 (Winchester Avenue) to use the left lane.

It was noted that consideration had been given to restriping the northbound 13th Street approach to provide a left-turn only and shared through and left-turn lane for traffic turning left onto northbound Winchester Avenue. Additional signage improvements were suggested for US 23 to better direct traffic through downtown Ashland.

Public Meeting #2

There was some discussion regarding the time and location for the second public meeting for the Ashland Connector study. Brian stated that the meeting should occur within the next month, if possible. Dates and locations were discussed, and it was decided the meeting would be held on Thursday, November 18 at Park Place (formerly known as the American Electric Power building) on Central Avenue in downtown Ashland. Meeting flyers and study questionnaires will be mailed to the ACAT members for distribution prior to the meeting.

The meeting adjourned at approximately 2:00 p.m. The next ACAT meeting will be scheduled at a later date.



**PRELIMINARY
ALTERNATIVES**

*I-64 to US 23 Ashland Connector
Boyd County
KYTC Item #9-129.00*





Meeting Summary

TO: Darrin Eldridge, P.E.
KYTC – District 9

FROM: Brian Aldridge, P.E.
Project Manager
ENTRAN, PLC

DATE: March 13, 2009

SUBJECT: I-64 to US 23 Ashland Connector, Boyd County
Item No. 09-129.00

A joint meeting of the Ashland Connector Advisory Team (ACAT) and local officials was held on Friday, February 20, 2009 at 11:30 a.m. in the Ashland Central Fire Station in downtown Ashland. The focus of the meeting was to discuss the preliminary recommendations resulting from the I-64 to US 23 Ashland Connector Study. The following individuals were in attendance:

Larry Brown	City of Ashland
Steve Corbitt	City of Ashland
Richard Cyrus	Cannonsburg Fire/ Boyd County Schools
Todd Kelley	Ashland Police Department
Tom Kelley	Mayor – City of Ashland
Bill Musick	Fairview Schools
Scott Penick	Ashland Fire Department
Jim Purgerson	Ashland Alliance
Robert Ratliff	City of Ashland Police Department
Mike Rogers	Ashland Bus System
Nickie Smith	Boyd County
Bud Stevens	Boyd County Fiscal Court
Allen Blair	KYTC D9
Bart Bryant	KYTC D9
Rachel Catchings	KYTC D9
Jason Dean	KYTC D9
J.R. Ham	KYTC Central Office
Phil Mauney	KYTC D9
Deanna Miller	KYTC D9
Danny Mineer	KYTC D9
Karen Mynhier	KYTC D9
Robyn Ramey	KYTC D9
Daran Razor	KYTC D9
Terri Sicking	Ashland MPO
Randi Vint	KYTC D9
Brent Wells	KYTC D9
Brian Aldridge	ENTRAN
Jason Bricker	ENTRAN

Glenn Hardin
Ashley Williams

ENTRAN
ENTRAN

The meeting began at approximately 12:00 p.m. Brent Wells began the meeting with a brief introduction. Brian Aldridge, Project Manager for ENTRAN, delivered a presentation that provided a recap of the second public meeting, discussion and evaluation of the long-range corridor alternatives, and the preliminary recommendations from the study.

Public Meeting #2

The second public meeting was held on November 18 at the Park Place Building (formerly the AEP Building) in downtown Ashland. A total of 55 attendees signed in during the course of the evening.

Public meeting attendees were asked to mark “trouble spots” on maps of the study area. Areas that were identified included the following:

- US 60/KY 180 intersection
- Portions of US 60 lacking turn lanes
- US 60/KY 168 intersection
- US 60 interchange at Coalton (exit 181)
- US 60 near Downtown Ashland
- Portions of KY 5 near Bellefonte

On the same maps, attendees were asked to draw new transportation corridors they believed should be considered or existing corridors in need of significant improvement. The following new corridors were identified:

- Connector between US 60 near Princess to US 60 north of the Kyova Mall (near Meads)
- Connector between US 60 near Meads to US 23 at KY 5
- Connector between US 60 near Winslow (south of Rose Hill cemetery) to US 23 east of Town Mall or at KY 168

Brian discussed the findings from the 27 completed surveys that were returned. The surveys asked a series of questions concerning existing transportation deficiencies, travel routes, and improvement options. The US 60 intersection with KY 168 (Blackburn Street) and US 60 (13th Street) in Ashland were the primary trouble spots included in the responses. With respect to improvement options, 10 surveys indicated a new route, 7 indicated improving existing facilities, and 15 indicated a combination of improvements to existing facilities and new corridors were the most desirable options. When asked which I-64 interchange was used most frequently, 18 respondents said they utilized the Coalton interchange most frequently and 13 said they used the KY 180 interchange most frequently. It was noted that the KY 180 interchange was (and is) undergoing reconstruction, possibly skewing the responses.

When asked where a new connector should connect to US 60, 12 respondents indicated a connection near Princess would be desirable, 7 said near Rose Hill, and 5 said near Armco Park. On where a new connection with US 23 should occur, 13 respondents near Town Mall, 7 near Melody Mountain, 7 near KY 5, and 1 near KY 168.

When asked what was most important when considering a new road, 80 percent of the respondents indicated traffic relief was important, followed by impacts to residential properties, 73%, and impacts to businesses, at 50%. With respect to ranking existing transportation issues in the area from 1 to 5, with 5 indicating it is a serious problem, traffic congestion was rated as the most significant issue, with an average rating of 4.4. Pedestrian safety and a lack of turn lanes were the second highest rated issues, with an average rating of approximately 4.0. Improved truck routes and vehicle safety were also rated high, with an average rating of approximately 3.9.

A map was provided on the survey and respondents were asked what route they would use to travel between two identified locations within the study area. The first two locations were from US 23 near Town Mall to US 60 at the KY 538 (Shopes Creek Road) intersection. Sixteen respondents indicated they would travel through downtown Ashland to US 60 to reach the destination, five said they would use KY 168 to US 60, and two said they would use Roberts Drive. The second set of locations began at US 23 just west of the KY 168 intersection and ended at the same location on US 60, near the KY 538 intersection. Nine respondents said they would use KY 5 for a portion of their trip, six said they would drive through downtown Ashland, three said they would use KY 168 to access US 60, and three said they would use a combination of KY 168 and Roberts Drive. These results indicate that people utilize a variety of routes when traveling to and from US 23 west of Ashland.

Traffic Forecasts

Brian discussed the preliminary traffic forecasts developed for the study. He noted that the regional travel demand model, covering all of Boyd and Greenup County, has been recently updated. The updated travel demand model was made available for use in the study in late April. The updated model includes revised socioeconomic data forecasts. The revised data include a 0.5 percent decline in population for Boyd County between the 2007 base year and 2030. However, employment growth is higher in the updated model, with an increase of 45.4 percent anticipated by 2030. Negative employment growth is anticipated southwest of Ashland and near Catlettsburg, but significant growth is anticipated elsewhere in the study area and near Russell.

In general, the 2030 traffic volumes forecast by the updated travel demand model tend to be similar to or lower than existing traffic volumes within the study area. However, the model predicts strong growth along I-64, KY 180 and portions of US 60 south of Ashland.

Brian discussed four conceptual alternatives developed to estimate future traffic volumes and impacts to US 60. The current draft of the Six Year Highway Plan includes widening US 60 from the Coalton interchange to KY 180, and it was decided that this should be considered as an alternative for the purposes of this study (as proposed in Alternative 4). These new or improved corridors, developed based on input provided by the Advisory Committee or the public, and their anticipated range of 2030 traffic volumes based on the updated model are as follows:

- Alternative 1 (Princess Connector): connecting US 60 near Princess through the Paul Coffey Industrial Park to US 60 north of the Kyova Mall - 11,200 vehicles per day
- Alternative 2 (Bellefonte Connector): connecting US 60 north of Armco Park to KY 5 near Bellefonte -13,000 to 17,000 vehicles per day
- Alternative 3 (Westwood Connector): connecting US 60 north of Armco Park to US 23 east of Town Mall - 9,200 to 18,500 vehicles per day
- Alternative 4 – widening US 60 to four lanes from I-64 to KY 180 – 17,900 to 19,000 vehicles per day

It was noted that all alternatives are anticipated to increase traffic on US 60 north of the Coalton interchange, with Alternative 4 resulting in the highest increase of nearly 78 percent. Alternative 3 resulted in the highest decrease in traffic along US 60 through downtown Ashland with a 10 percent reduction in traffic. Most alternatives will reduce traffic on the south end of KY 5 near Princess, and the impacts on KY 168 and Roberts Drive vary for each alternative.

Brian indicated that after previous discussions with the Study Team, it was decided that a combination of Alternative 1 and Alternative 3 (referred to as Alternative 5) should be examined for anticipated traffic impacts. In an effort to improve safety and mobility along 13th Street, it was decided to include in this alternative a “road diet” option for US 60 north of Rose Hill, restriping the existing four-lane section as a three-lane to provide two travel lanes (one per direction) and a continuous center left turn lane. This scenario, which assumes US 60 would be widened to four lanes between I-64 and the Princess Connector, increased traffic on the Princess Connector and reduced traffic on US 60/13th Street through downtown Ashland. The resulting volumes through the downtown area appear to be low enough that US 60 could be

re-striped as a three-lane section.

Long-Range Improvement Options

Brian presented maps depicting the preliminary long-range corridor alternatives (see attached). It was noted that although potential alignments were shown on the maps, each should be considered as much wider corridors inside which one or more alignments are feasible for implementation. Alternative 1 resembles the Princess Connector, connecting US 60 near Princess to US 60 north of Kyova Mall. Two options were shown for Alternative 1. The first, Alternative 1A, parallels the CSX rail line to the west. The second, Alternative 1B, would roughly follow the existing Paul Coffey Boulevard route as it departs US 60 on the south end.

Two options for Alternative 2 were depicted. Alternative 2A departs US 60 near KY 766 (Bob McCullough Drive), just north of Armco Park. The corridor follows KY 766 to the west, turning northwest towards KY 5. Alternative 2B begins on US 60 at the same location as Alternative 2A, but heads northwest towards KY 5 rather than following KY 766. Both alternatives tie into KY 5 just south of US 23.

Several options were presented for Alternative 3. On the south end, Alternative 3A connected to US 60 at KY 766 (Bob McCullough Drive) and Alternative 3B connected to US 60 about midway between KY 766 and KY 1134 (Winslow Road). Both Alternative 3A and 3B roughly followed existing Roberts Drive corridor to north of KY 168 and then provided four different locations for a terminus at US 23, with one alternative connecting to US 23 east of Town Mall (Alternative 3A), one connecting to US 23 at the existing traffic signal near Melody Mountain (Alternative 3C), one connecting to US 23 midway between the traffic signals at Melody Mountain and KY 168 (Alternative 3D), and one alternative connecting to US 23 at the KY 168 intersection (Alternative 3E).

Evaluation Exercise

The ACAT members were divided into small groups and asked to evaluate the alternatives that had been previously shown. With the detailed alternative corridor maps at each group's table, they were asked to reach a consensus on which alternatives should be considered as part of the study and if any additional alternatives should be added. They each completed a group evaluation form based on their discussions. The following summarizes the four groups' conclusions for the alternatives evaluation exercise.

Alternative #1: Three of the four groups felt that Alternative 1 should not be considered. One group stated that the negative land impacts were reasons to exclude the alternative. Another stated that it would be less expensive to widen US 60 through the Princess area instead of carrying Alternative 1 forward.

Alternative #2: All groups decided that Alternative 2 should not be considered. Reasons included the relatively high costs anticipated, the distance away from the city, and the limitations to segment the construction phases. One group expressed that the widening of US 60 through the area was unnecessary.

Alternative #3: Every group felt that Alternative 3 should be considered, however, each group had different preferences as to which variation of Alternative 3 was preferred. One group expressed concerns with Alternative 3A because of the possible increase in congestion around the Town Mall. Alternatives 3A, 3B, 3C, 3D, and 3E were mentioned by one or more groups as being the preferred choice for Alternative 3. A comment was given by one of the ACAT members regarding the ability of Alternative 3 to be constructed in multiple phases. The possibility of bike trails along the Alternative 3 corridor was also mentioned.

Alternative #4: Alternative 4 was discussed amongst the groups as already being in the Six-Year Highway Plan and it was decided by all groups that it should remain as a considered Alternative for the study.

Alternative #5: The decision to consider Alternative 5 was split amongst the four groups. The groups that expressed strong opposition to Alternative 1 were also against Alternative 5.

No additional corridor alternatives were discussed as part of the group evaluation exercise.

The second part of the evaluation exercise involved rating specific evaluation criteria to be used in the evaluation of the study alternatives. Each criterion was to be rated from 1 to 5, with 5 being the most important and 1 being the least important. The groups were also asked to add any criteria that they felt should be considered. The following table summarizes the results of the exercise:

Evaluation Criterion	Average Rating
Divert traffic from existing US 60	4.4
Minimize Cost	3.5
Minimize the number of residential relocations	3.5
Minimize the number of business relocations	4.0
Public input/support	4.3
Minimize community disruption	3.5
Provide improved access to the industrial park	2.5
Minimize environmental impacts	3.4

The majority of the criteria listed were given high ratings, with “Divert traffic from existing US 60” and “Public input and support” receiving the highest ratings. Only one group gave the “Provide improved access to the industrial park” criterion a high rating.

Short-Term Improvement Projects

Brian presented a preliminary list of short-term improvement projects, or “spot” improvements, that can be implemented in the nearer term and at a lower cost than the long-range alternatives. These projects, most of which were developed to improve traffic safety, are as follows:

Intersection Reconstruction

US 60 at KY 180: This intersection lies in a curve along KY 180 and US 60, and the design resulting in significant superelevation (i.e. banking of the roadway) to accommodate the travel speeds. The improvement is to reconstruct the north-south approaches to decrease the amount of necessary superelevation.

KY 168 at Roberts Drive: There is an at-grade crossing of the CSX rail line on KY 168 immediately west of the Roberts Drive intersection. This grade crossing is at a much higher elevation than the street approaches, resulting in poor sight distance. The improvements it to raise the grades on KY 168 and Roberts Drive to better match the elevation of the grade crossing.

US 60 at KY 168 (Blackburn Avenue): The US 60 approaches to this five-legged intersection are skewed as buildings are located adjacent to the right-of-way at the southwest and northeast corners. The building located in the southwest corner is eligible for inclusion on the National Register of Historic Properties. The improvement is to realign the US 60 approaches by moving the US 60 alignment slightly to the east, resulting in the removal of the building (or portions of the building) on the northeast corner. It was suggested that closing the Algonquin Avenue approach, which forms the fifth leg of the intersection to the southwest, be given consideration.

Median Reconstruction

US 60 between KY 716 and KY 1012 (Boy Scout Road): This section of US 60 has a raised, traversable median and is fronted by various commercial developments. The “roll”

curb forming the raised median causes some drivers to slow significantly before mounting the median. Approximately 25 percent of the crashes that occurred over the past five years were angle crashes (involving one or more turning vehicles) and another 40 percent were rear end crashes. The improvement is to replace the traversable median with a non-traversable median with selective median openings and turn lanes.

Addition of Turn Lane(s)

US 60 at Paul Coffey Boulevard: The improvement is to add a northbound left-turn lane and a southbound right-turn lane to better accommodate truck traffic.

US 60 at KY 716 (Summitt Road): Right-turning traffic at this intersection sometimes uses the shoulder to decelerate while moving out of the traffic stream. The improvement is to add a southbound right-turn lane.

US 60 at KY 1012 (Boy Scout Road): Right-turning traffic at this intersection sometimes uses the shoulder to decelerate while moving out of the traffic stream. The improvement is to add a northbound right-turn lane.

US 60 at KY 766 (Bob McCullough Drive): Right-turning traffic at this intersection sometimes uses the shoulder to decelerate while moving out of the traffic stream. The improvement is to add a southbound right-turn lane.

Signage Improvement

US 60 (13th Street) approaching downtown Ashland: As drivers are approaching the 13th Street intersection with US 23, there is no signage to indicate which lanes lead to the bridge to Coal Grove, OH. However, opportunities for improved signage are limited. The improvement is to provide overhead signage directing bridge traffic to use the middle lanes and traffic destined for northbound US 23 (Winchester Avenue) to use the left lane.

It was noted that consideration had been given to restriping the northbound 13th Street approach to provide a left-turn only and shared through and left-turn lane for traffic turning left onto northbound Winchester Avenue. Additional signage improvements were suggested for US 23 to better direct traffic through downtown Ashland.

Public Meeting #2

There was some discussion regarding the time and location for the second public meeting for the Ashland Connector study. Brian stated that the meeting should occur within the next month, if possible. Dates and locations were discussed, and it was decided the meeting would be held on Thursday, November 18 at Park Place (formerly known as the American Electric Power building) on Central Avenue in downtown Ashland. Meeting flyers and study questionnaires will be mailed to the ACAT members for distribution prior to the meeting.

The meeting adjourned at approximately 2:00 p.m. The next ACAT meeting will be scheduled at a later date.

Elected/Public Officials Meeting #1
I-64 to US 23 Ashland Connector
Item # 9-129.00
Ashland Central Fire Station
September 25, 2007
10:00 am

A local officials meeting for the I-64 to US 23 Ashland Connector Project (Item No. 9-129.00) was held on Tuesday, September 25, 2007 at 10:00 a.m. in the Ashland Central Fire Station in downtown Ashland. The purpose of the meeting was to discuss the draft project purpose and need, project issues, existing conditions, and upcoming public involvement activities with the local elected officials. Attendees for the meeting are listed below:

Steve Corbitt	Ashland City Manager
Bud Stevens	Boyd County Judge Executive
David Salisbury	Boyd County Commissioner
Kyle Weatherholt	FIVCO ADD
John D. Clarke	Boyd County Deputy Judge Executive
J.R. Reed	Cong. Geoff Davis's Office
Paula Hogsten	Ashland City Commissioner
Cheryl Spriggs	Ashland City Commissioner
Marion Russell	City of Ashland Public Works Director
Keith A. Robinette	Boyd County
Deanna Miller	KYTC D9 Planning
Sandy Caudill Mattox	KYTC D9 Permits
Darrin Eldridge	KYTC D9 Pre-Construction
Karen Mynhier	KYTC D9 Environmental Coordinator
Robyn Ramey	KYTC D9 Right of Way
Jack Litton	KYTC D9 Right of Way
Vickie Griggs	KYTC D9 Traffic
Katrina Bradley	KYTC D9 Executive Director
JR Ham	KYTC Central Office Planning
Brian Aldridge	ENTRAN, PLC
Brian Cash	ENTRAN, PLC

Deanna Miller, KYTC's Project Manager, began the meeting with introductions and then introduced Brian Cash, Project Manager for ENTRAN. Mr. Cash delivered a brief presentation that provided an overview of the project. This project is in the planning study phase with the main objective to identify issues in the study area, establish projects for advancement in the Cabinet's Six Year Highway Plan, and initiate public involvement activities. The various elements of the planning study were explained.

The approximate study area boundary was described. The southern portion of the study area includes I-64 between the US 60 and KY 180 interchanges. To the east, the study area follows KY 180 and then US 60 north to US 23. To the west, the boundary begins following US 60 to Princess, then proceeds northeast to Greenup County line near Bellefonte and follows the county line to US

23. This study does not include any portion of Greenup County. This study is on an approximate 18 month schedule to be completed by December of 2008.

The purpose of the project was explained as follows:

The purpose of the I-64 to US 23 Ashland Connector Study is to identify community concerns and evaluate project alternatives to improve access and mobility between I-64 and Ashland. The study is intended to help define the location and purpose of the project and better meet Federal requirements regarding consideration of environmental issues, as defined in the National Environmental Policy Act (NEPA).

It was discussed that historically, this project has been perceived as a single new corridor connecting I-64 and US 23. However, this study is looking at a more comprehensive approach that may result in a number of projects to be pursued. The ultimate recommendations may include a combination of smaller improvement projects and segment(s) of new roadway. The smaller projects could be programmed and constructed in a shorter timeframe while any new construction (which will likely be significantly more costly) would take many years to be studied and implemented. This study has a clean slate and no preconceived notions as to what improvements (if any) should be pursued. A series of graphics that depicted the existing conditions within the study area, including existing traffic and the recent crash history along the study area roads was presented.

Brian Cash and Brian Aldridge then began a facilitated exercise to gather input from the local officials. A series of questions were asked of the group with a discussion period following each. The section below includes a summary of the discussions.

Question 1: What are the most significant transportation issues that exist within the study area?

- US 60 north of KY 168
 - Traffic speeds
 - Truck volumes (hazardous material trucks)
- Maintaining traffic while construction us underway
- Need for turn lanes along US 60
- Town Center Mall traffic
- Need for modal alternatives

Question 2: What are the most significant non-transportation issues that exist within the study area?

- Impacts to low-income communities (Environmental Justice)
- Impacts to communities (particularly relocations) that exhibit a high level of community cohesion
- Potential for diverting traffic away from existing commercial areas

Question 3: Where are the “trouble spots” within the study area?

- US 60
 - Traversable median south of Ashland (turning traffic and signage in median)
 - Intersection of US 60 (13th Street) and KY 168 (Blackburn Avenue)
 - Intersection of US 60 and KY 180

- Near the State Police Barracks and Borders' stores
- US 23
 - Near the Town Center Mall
 - West of the new Wal-Mart
 - 47th Street Park
- Roberts Drive
 - Near the intersection of Roberts Drive and KY 168 (sight distance).
 - During the recent closure of Roberts Drive due to the bridge replacement there were problems with traffic diversion onto US 60 and other surrounding streets.
- Other
 - There are connectivity issues in Westwood and Fairview. The County has discussed improving the streets in the past

Question 4: If a new corridor is pursued or major reconstruction is to occur, are there locations that should be avoided?

- Several areas have been mined; subsidence near the Paul Coffey Industrial Park
- Landfill area near Coalton
- Low-lying areas that flood are present

Question 5: If a new corridor is pursued, where should it connect?

- To US 60
 - New alignment north of Princess that parallels the CSX railroad line
 - New alignment beginning south of Rose Hill, west of existing US 60
- To US 23
 - Near the bridge west of the Town Center Mall
 - Near the KY 168 intersection

The meeting was concluded by discussing the Public Involvement Plan. There are approximately 20 meetings planned over the course of the study. The public involvement will be led by an Advisory Team consisting of approximately 15 to 20 members representing a cross section of the study areas stakeholders, such as representatives from local government, potentially affected communities, and emergency response agencies. The group was asked to consider who should serve on the Advisory Team and to let Deanna Miller know their recommendations or if they would like to serve on the committee. A few names were mentioned, including Charles Holbrook, local bicycle coordinator, the state police and Boyd County Sheriff, and other emergency management personnel. The meeting adjourned at approximately 11:30 a.m.

Action Items

Local officials to assist in selecting Advisory Committee members

Due

ASAP

**Boyd County Planning Study
I-64 to US 23 Ashland Connector
Item # 9-129.00
Public Information Meeting #1 Minutes
Kyova Mall
April 24, 2008
4:00 – 7:00 pm**

A public information meeting for the I-64 to US 23 Connector project was held on Thursday, April 24, 2008 from 4:00 to 7:00 pm at the Kyova Mall in Ashland. The purpose of the meeting was to inform the public of the planning study, discuss various environmental and technical issues concerning the project area, and solicit input from the public. The following individuals from the Kentucky Transportation Cabinet and the consultant staff were in attendance:

Allen Blair	KYTC D9
Darrin Eldridge	KYTC D9
Lisa Grimes	KYTC D9
Robin Ramey	KYTC D9
Jim Wilson	KYTC Central Office
J.R. Hamm	KYTC Central Office
Mike deVilliers	ENTRAN, PLC
Jason Bricker	ENTRAN, PLC
Glenn Hardin	ENTRAN, PLC
Tom Creasey	ENTRAN, PLC
Brian Cash	ENTRAN, PLC

The public information meeting was held in an open house format with display boards. KYTC and consultant staff were available to answer questions and discuss issues. Forty five (45) members of the public attended the meeting. A sign in table was set up where attendees signed in and were given a project brochure, meeting handout, and questionnaire. The following project exhibits were on display:

- Project Study Area
- Traffic and Safety
- Environmental Resources
- Advisory Committee Trouble Spots
- Advisory Committee Improvements (Potential Corridors)
- KYTC Planning process
- Six year plan projects
- Aerial Map of Study Area with pictures

A table was set up with environmental footprint maps for attendees to draw on. Markers were provided and attendees were asked to draw existing trouble spots and potential new corridor locations. Five attendees drew on the maps. Areas identified include:

Trouble Spots

- US 60 and KY 180 intersection
- Lack of turn lanes at various locations along US 60
- US 60 and KY 168 intersection
- I-64 Coalton Interchange
- US 60 in Downtown Ashland
- KY 5 in Bellefonte

Potential Corridors

- New Connector from Princess to US 60 near Meads
- New Connector from US 60 near Meads to US 23 at KY 5
- New Connector from US 60 at Winslow to Town Mall or KY 168

A total of 30 questionnaires were returned from the meeting and the Advisory Team. The results of the questionnaire are summarized below:

1. Do You Live\ Work\ Drive through the study area?
 - a. 19 – Live
 - b. 13 – Work
 - c. 17 – Drive

2. Top Three Trouble Spots
 - a. US 60 and KY 168 intersection
 - b. 13th Street within City Limits (Rose Hill to US 23)
 - c. Various

3. Which type of improvement do you think would be most beneficial?
 - a. 10 – New Route
 - b. 7 – Existing Road Improvements
 - c. 15 – Combination of the Two

4. Which I-64 Interchange do you most frequently use?
 - a. 13 – KY 180 (Exit 185)
 - b. 18 – US 60 (Exit 181)

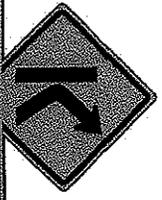
5. If a new route is built, would you use it:
 - a. 8 – Daily
 - b. 7 – 3 to 4 per week
 - c. 6 – 1 to 2 per week
 - d. 7 – 3 to 4 per month
 - e. 0 – 1 time per month
 - f. 1 – Rarely or never

6. If a new Connector is built where should it begin on:
US 60?
 - a. 12 – Princess Area
 - b. 7 – Near Rose Hill
 - c. 5 – Near Arco Park
 - d. 1 – Other

US 23?

- a. 13 – Near Town Mall
 - b. 7 – Near Melody Mountain
 - c. 1 – Near KY 168
 - d. 7 – Near KY 5
 - e. 1 – Other
7. Which of the following are the most important when considering a new route?
- a. 73% - Personal property or homes
 - b. 50% - Businesses/Commercial Property
 - c. 17% - Natural areas of habitats
 - d. 23% - Historic or Cultural sites
 - e. 17% - Hazardous or monitored sites
 - f. 80% - Traffic Relief
8. Please rate the following issues (1 = no problem and 5 = serious problem)
- a. 4.4 – Traffic Congestion
 - b. 3.8 – Vehicle Safety
 - c. 4.0 – Pedestrian Safety
 - d. 3.1 – Lack of Access to Businesses
 - e. 4.0 – Lack of Turn Lanes
 - f. 3.1 – Too Many Entrances
 - g. 3.4 – Lack of Bicycle Facilities
 - h. 2.4 – Need for Additional Bus Routes
 - i. 3.9 – Need for Improved Truck Route
9. How would you get from Point A (**NEAR TOWN MALL**) on US 23 TO Point B at US 60 near Meads?
- a. 16 – Utilize US 23 to US 60 (Downtown Ashland)
 - b. 5 – Utilize KY 168 to US 60
 - c. 2 – Utilize Roberts Drive to Rose Hill
10. How would you get from Point A (**BETWEEN KY 168 and KY 5**) on US 23 TO Point B at US 60 near Meads?
- a. 9 – Utilize KY 5 to Summit Area
 - b. 6 – Utilize US 23 to US 60 (Downtown Ashland)
 - c. 4 – Utilize KY 168 to US 60
 - d. 3 – Utilize KY 168\Roberts Drive to Rose Hill

Several additional comments were also received as part of the questionnaire. These included concerns about speeding on US 60, access to existing businesses, and lack of bicycle and pedestrian facilities in the corridor. In general, the majority of the comments were positive and supported improvements in the study area.



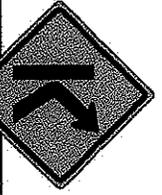
KENTUCKY
TRANSPORTATION
CABINET

I-64 to US 23 Ashland Connector Study

Public Meeting #1
Kyova Mall Food Court
April 24, 2008
4pm - 7pm

Sign in Sheet

No.	Name	Title, <u>Business</u> Agency, or Organization (if applicable)	Address	Phone (optional)
1	Allen Thibodeaux	Business	1071 Cattleburg Mill Bra Rd Ashland KY 41011	606 2036
2	Cris Winkelman	Business	1109 South Avenue Ashland KY 41011	325-3233
3	John Mc Glone	Organization	1400 College Drive Ashland KY 41012	326-2400
4	Bud Stevens	Boyd Feed Co. Inc	1223 W. Bush St. Ashland KY 41012	325-1134 ext 59
5	Ken Roberts	Business	17209 S. Lura Run Catlettsburg, KY 40229	739-4451
6	James Bradley	Business	60011 custer Ashland KY 41012	938-6795
7	Colin Edgell		12177 Cherokee Ave Ashland KY	325-8973
8	Jamie Logan		2647 13th St Ashland KY	324-218
9	Melanie Budy Pfeiffer	Ashland Cycling Club	4812 Backburn Ave Ashland KY	325-7611
10	Douglas Pfeiffer	Ashland Cycling Enthusiasts	4812 Backburn Ave Ashland, KY	325-2011



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I-64 to US 23 Ashland Connector Study

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April 24, 2008
4pm - 7pm

No.	Name	Title, Business, Agency, or Organization (if applicable)	Address	Phone (optional)
11	Rosent McCoy		410 Bellfours Princess	
12	WREZ McGoy		Same	
13	Nellie Griffith	Ashland	561 Blackburn	Ashland
14	ACFTS - 1419 Din Ferguson	Alliance	P.O. Box 839	Ashland Ky 41005
15	Charles Farnsworth		3891 Beighmore Kala York Ave	
16	KEVIN CAMPBELL	CITY ASHLAND	P.O. Box 11939	ASHLAND KY 41005
17	Jim + Johnna Marney		2641 18th St	
18	George H. Crompton		1220 Cherokee Ave	
19	James E. Hoffman		501 Woodbury	
20	Wife of J			



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I-64 to US 23 Ashland Connector Study

Sign In Sheet

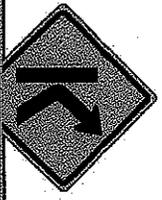
Public Meeting #1

Kyova Mall Food Court

April 24, 2008

4pm - 7pm

No.	Name	Title, Business, Agency, or Organization (if applicable)	Address	Phone (optional)
21	Sharon Kretzer		214 W. Cretcher St. Grayson, KY 41143	606-474-6746
22	Felina E. Kelley	420 LLC Ashlomes LLC	2620 Seminole Ave Ashland KY 41102	606-326-9046
23	Cheryl Applegate	Ashland City Commissioner	2816 Cumberland Caldwell 41102	606.831.0328
24	Rene Simpson	Boyd Co Commissioner	5750 ST. RT 207 Greeneville KY 41154	606 928-2342
25	Carl Tolliver		9306 DARKHILL DR, Ashland, Ky	
26	DENIS CHARBET		4633 Roberts Drive Ashland, KY 41102	(304) 399-5140
27	Bob & Brenda Salyers		7035 STATE ROUTE 5 ASHLAND, KY 41102	(606) 928-2858
28				
29				
30				



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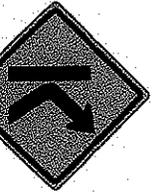
I-64 to US 23 Ashland Connector Study

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No.	Name	Title, Business, Agency, or Organization (if applicable)	Address	Phone (optional)
101	Carol Gray		561 Blaeborn	606-325-3531
102	Pauline Webb		South Point Dr	740-527-4566
103	David Stearns	Ashland Fire	Ashland	
104	Angela Barber	Miss Jim Burman	1327 Burman Rd Ashland 41101	606/791-8753 (cell)
105	W. C. WRIGHT		4010 BRINGWOOD DR CATLETTSBURG 41129	
106	CINDY WRIGHT		" "	
107	Von HAYNES		521 W. Old Buckley Rd.	606-325-0817
108	Rodsicker		576 Hwy 1496	
109	Chris Palka	City of Ashland	1700 Green - P Ave 41101	606/527-2005
110	Robert Barber		329 Mitchell Street Catlettsburg	

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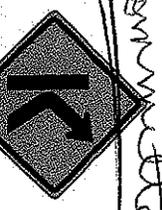
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Sign In Sheet

No.	Name	Title, Business, Agency, or Organization (if applicable)	Address	Phone (optional)
71	Harmond R. Imes		Ashland, Ky 4102 2322 W. Woods Ct.	-
72	DAVID P. Imes		2322 W. Woods Ct. Ashland, Ky 4102	-
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Committee



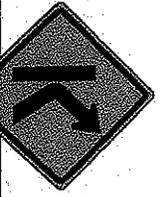
KENTUCKY
TRANSPORTATION
CABINET

I-64 to US 23 Ashland Connector Study

Public Meeting #1
Kyova Mall Food Court
April 24, 2008
4pm - 7pm

Sign In Sheet

No.	Name	Title, Business, Agency, or Organization (if applicable)	Address	Phone (optional)
1	Paula Hopson	Ashland	2838 Terrace Blvd	606-325-2348
2	Jim Ferguson	Ashland Alliance	P.O. Box 832 Ashland KY 41015	606-324-5711
3	Paula Hopson	Ashland Fire	2345 Marshall Street	606 532-1356
4	Thomas W. Saylor	NIJY RTPA	1212 Barn Ave. Suite 150 Ashland KY 41011	606-929-1366
5	Marion Russell	City of Ashland	2032 LeFlore Blvd Ashland	327-2007
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9				
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KENTUCKY
TRANSPORTATION
CABINET

I-64 to US 23 Ashland Connector Study

KYTC

Public Meeting #1
Kyova Mall Food Court
April 24, 2008
4pm - 7pm

Sign in Sheet

No.	Name	Title, Business, Agency, or Organization (if applicable)	Address	Phone (optional)
	Robert Ramsey	KYTC-Q	—	—
	Allen Blain	KYTC-Q		
	J.R. Ham	KYTC-Planning		
	Tim Wilson	KYTC-PLANNING	200 N. 2ND ST. FRANKFORT, KY	
	Donna Thomas	KYTC-Plan-Dev		
	Danica Elledge	KYTC-Plan-Dev		

**Boyd County Planning Study
I-64 to US 23 Ashland Connector
Item # 9-129.00
Public Information Meeting #2 Summary
Park Place Building
November 18, 2008
5:00 – 7:00 pm**

A public information meeting for the I-64 to US 23 Connector study was held on Tuesday, November 18, 2008 from 5:00 to 7:00 pm at the Park Place Building, formerly the AEP Building, in Ashland. The purpose of the meeting was to identify community concerns and evaluate study alternatives to improve access and mobility between I-64 and Ashland. The following individuals from the Kentucky Transportation Cabinet and the consultant staff were in attendance:

Allen Blair	KYTC D9
Darrin Eldridge	KYTC D9
Lisa Grimes	KYTC D9
J.R. Hamm	KYTC Central Office
Phil Mauney	KYTC D9
Danny Mineer	KYTC D9
Robin Ramey	KYTC D9
Randi Vint	KYTC D9
Brent Wells	KYTC D9
Brian Aldridge	ENTRAN, PLC
Jason Bricker	ENTRAN, PLC
Glenn Hardin	ENTRAN, PLC
Antonio Pousa	ENTRAN, PLC
Ashley Williams	ENTRAN, PLC

The public information meeting was held in an open house format with display boards. KYTC and consultant staff were available to answer questions and discuss issues. A sign in table was set up where attendees signed in and were given a meeting brochure and questionnaire. Based on the sign-in sheets, approximately 55 members of the public attended the meeting. The following project exhibits were on display:

- KYTC Planning Process
- Project Study Area
- Traffic and Safety
- Environmental Resources
- Ashland Connector Advisory Committee Trouble Spots
- Ashland Connector Advisory Committee Improvements (Potential Corridors)
- Six-Year Plan Projects
- Aerial Map of Study Area with pictures
- Public Meeting #1 Identified Trouble Spots and Proposed Corridors
- Potential Short-Term Improvement Options
- Potential Long-Range Corridor Alternatives
- Alternative Corridors with Aerial Background (2)

Nine (9) questionnaires were returned at the meeting and 18 more were submitted after the meeting. The results of these questionnaires are summarized below:

Short-Term Transportation Improvements

Should the following improvements be considered in the final recommendations?

Intersection Reconstruction:

1. US 60 at KY 180?
12 – Yes
10 – No

2. US 60 at KY 168 (Blackburn Ave.)?
22 – Yes
3 – No

3. KY 168 (Blackburn Ave.) at Roberts Drive?
18 – Yes
5 – No

Median Reconstruction:

4. US 60 between KY 716 and KY 1012?
11 – Yes
7 – No

Addition of Turn Lane(s):

5. US 60 at Paul Coffey Boulevard?
20 – Yes
4 – No

6. US 60 at KY 716 (Summitt Rd.)?
20 – Yes
3 – No

7. US 60 at KY 1012 (Boy Scout Rd.)?
17 – Yes
8 – No

8. US 60 at KY 766 (Bob McCullough Dr.)?
17 – Yes
7 – No

Signage Improvement:

9. US 60 (13th St.) approaching downtown?
21 – Yes
3 – No

Additional short-term improvements that were provided include consideration of right-turn lanes at the US 60/KY 180 intersection and turn lanes for Paul Blazer High School.

Long-Range Corridor Alternatives

Which long-range corridor alternative do you feel should be carried forward for further consideration?

1. Alternative 1: Princess Connector

7 – Yes

14 – No

If Yes, which option do you prefer?

5 – Alternative 1a

0 – Alternative 1b

2. Alternative 2: Bellefonte Connector

9 – Yes

12 – No

If Yes, which option do you prefer?

2 – Alternative 2a

7 – Alternative 2b

3. Alternative 3: Westwood Connector

17 – Yes

2 – No

If Yes, which option(s) do you prefer?

9 – Alternative 3a

4 – Alternative 3b

6 – Alternative 3a-3c

5 – Alternative 3a-3d

2 – Alternative 3a-3e

1 – Alternative 3b-3c

1 – Alternative 3b-3d

4. Alternative 4: Widen US 60 between I-64 and KY 180

9 – Yes

10 – No

5. Alternative 5: Restripe US 60 between Rose Hill and downtown Ashland to a 3-lane section (this alternative will work in combination with Alternative 2 or 3)

14 – Yes

6 – No

One additional long-range corridor was suggested, but it is located outside the study area. It included a new I-64 interchange east of the KY 180 interchange. An additional comment was received as part of the questionnaire. The comment addressed the desire for bicycle and pedestrian paths to be included along the chosen corridor alignment. In general, the majority of the comments were positive and supported improvements in the study area.



Boyd County Planning Study
 I-64 to US 23 Ashland Connector
 Item No. #9-129.00
 Public Meeting #2
 11/18/08

Sign-in Sheet

No.	Name	Title, Business, Agency, or Organization (if applicable)	Address	Phone (optional)
001	LINTON WELLS	None	432 Florida St Ashland, Ky 41101	606 329 0734
002	Tom + Pat Cooksey		9419 Meade Springer Rd. Ashland, Ky. 41102	606 928-9206
003	Tom Cooksey		''	''
004	Robert Pennington		833 rd RR #716 Ashland Ky 41102	606-928-6111
005	Cynthia Skiffers		3116 Old 13th St. Ashland 41102	606 325 2222
006	Paul Bad		4640 Pioneer Ashland Ky	606 232-2179
007	Bie Conley		715 Ellington Run Ct Ashland	606 928-9652
008	Ray Dickson		1112 W Rose Rd Ashland Ky	606 929-6501
009	Tom Johnson		2284 Abrye St. Ashland, Ky 41101	925-4384
010	Tom Johnson	RETIRED	2641 13th St. ASHLAND, Ky 41102	465-5585

Boyd County Planning Study
 I-64 to US 23 Ashland Connector
 Item No. #9-129.00
 Public Meeting #2
 11/18/08



Sign-in Sheet

No.	Name	Title, Business, Agency, or Organization (if applicable)	Address	Phone (optional)
011	STEVEN COLE		2604 E. CALVIN ST. ASHLAND, KY 41102	(606) 928-3525
012	Ernie Truhan		510 W. Pamela Dr. Ashk. 41102	
013	Robert Whitlock		509 Check Ave Ashland, KY	325-1083
014	Kesh Mahar	Sandy Creek Golf Course	2701 MEADE SPANISH ASHLAND 41102	922-3279
015	Chris Smith		1004 Stephensmead Rd Ashland, KY	928-7538
016	Miche James	ADI	Ashland, Ky	
017	Rita Johnson			
018	Ernest Sharp	Ernest P. Sharp ICPA	211 Johnson St Ashland, KY 41102	326-9100
019	Rita Johnson	Ashland		
020	LEON MATTINGLY	ASHLAND	2521 WOODLAND AVE ASHLAND	859-329-1314



Boyd County Planning Study
 I-64 to US 23 Ashland Connector
 Item No. #9-129.00
 Public Meeting #2
 11/18/08



Sign-in Sheet

No.	Name	Title, Business, Agency, or Organization (if applicable)	Address	Phone (optional)
021	Frank E. Dixon		Ashland Ky 41102 246 First St	324-4870
022	Brenda Dixon		Ashland Ky 41102 2412 1st St	325-4051
023	Jackie Robinson		Ashland	—
024	Joe Robinson		Ashland	—
025	Chris Lynch		515 Hagan Ct. Ashland 41101	
026	Paula Skypston	Ashland City Commission	2838 Terrace Ashland Ky 521 Sandusky Lane Ashland Ky	329-8348
027	William R. McShane		521 Sandusky Lane Ashland Ky	324-6652
028	Sandy McShane		Ashland Ky	324-6652
029				
030				

Boyd County Planning Study
 I-64 to US 23 Ashland Connector
 Item No. #9-129.00
 Public Meeting #2
 11/18/08



Sign-in Sheet

No.	Name	Title, Business, Agency, or Organization (if applicable)	Address	Phone (optional)
101	William Gillum William Gillum		4447 McVie Dr 5535 State Route 5 Ashland	606 928-6567
102	Johnny Williams	ENTRAN		
103	Walter & Dinwood			
104	Lucien Ross	Ross Realty	P.O. Box 1148 Ashland, Ky 41051	606 329-1013
105	Mike Robinson	13th St Greenville Baptist		
106	✓			
107	Elaine H. Hale		729 W. Brett St. Ashland 4131 McVie Dr.	606 549-3087
108	John McVie	Rose Hill Baptist Church	Catlettburg, KY 41129 3014 Floyds St. Ashland, Ky	329-2821
109	Richard Sheffield			325-8263
110	Josann Morrow		2641 13th St Ashland	(606) 465-5025

Boyd County Planning Study
 I-64 to US 23 Ashland Connector
 Item No. #9-129.00
 Public Meeting #2
 11/18/08



Sign-in Sheet

No.	Name	Title, Business, Agency, or Organization (if applicable)	Address	Phone (optional)
111	Kevin L.	City of Oakland		
112	JAMES D SIMPSON	N/A		
113	Sandra McCulloch			
114	Paved Mallas	Herald-Dispatch		
115	Julië Marsh	KDMC		
116	Bill Hopkins	City of Russell		
117				
118	Lony Cox	Cannonsburg		
119	Judy			
120	al. Judy			

Boyd County Planning Study
 I-64 to US 23 Ashland Connector
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 Public Meeting #2
 11/18/08



Sign-in Sheet

No.	Name	Title, Business, Agency, or Organization (if applicable)	Address	Phone (optional)
121	Al. Judge			
122	Al. Judge			
119	Tam Handloser			
124	Joe Divisioni Jr			
125	Chris Pullen	City of Ashland	1700 Group Ave	327-2005
126	Ronald E. Christiani	13 th Street F.W.B Church	3430-13 th Street	
127	Ron + Jane Thompson	13 th St. F.W.B Church		
128	Bill Cox		2403 13 th St.	324-1179
129	Art Handloser	Steen Funeral Home	1501 Central Ave. 3409 13 th St.	324-4128 324-7473
130	Tony Cox			



Boyd County Planning Study
 I-64 to US 23 Ashland Connector
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Sign-in Sheet

No.	Name	Title, Business, Agency, or Organization (if applicable)	Address	Phone (optional)
131	✓ <i>Matt King</i>			
132	✓ <i>John</i>			
133	✓ <i>John</i>			
134	✓			
135	✓			
136	<i>María Caniff</i>			
137	✓			
138	✓			
139	✓			
140				