

**I-66 CORRIDOR STUDY
WESTERN KENTUCKY TO MISSOURI
BALLARD / McCRACKEN COUNTY - ITEM # 1-23.00**

APPENDIX 1 - PUBLIC INVOLVEMENT SUMMARY

Prepared for

Kentucky Transportation Cabinet (KYTC) – Division of Planning

Kentucky Transportation Cabinet (KYTC) – District 1



Missouri Department of Transportation (MoDOT)



Prepared by

Parsons Brinckerhoff Quade & Douglas, Inc.



In Association With:

Qk4

Third Rock Consultants, LLC

Cultural Resource Analysts, Inc.

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I-66 Public Involvement

The purpose of the Public Involvement Program was to allow various stakeholders, including landowners, citizens, and public interest groups to understand the project and be able to voice their concerns, thoughts and ideas. This section outlines the Public Involvement Program that took place during the I-66 Southern Kentucky Corridor Study from July 2001 to December 2003.

Objectives

The key to any successful project is public Involvement. The following objectives were developed to guide the public involvement process. These objectives were realized through the techniques described in this section.

- Provide a high degree of public involvement for the project, minimizing controversy and avoiding “public burnout”;
- Gain public support and trust at the outset of the study, and retain it through the end of the study; build public support for the best alternative strategy;
- Be proactive and reach out to the broader general public, including those who don’t usually attend public meetings;
- Be innovative and creative, setting a special positive tone for the project;
- Keep it simple; make project concepts, techniques, methods analysis, etc., understandable, so that complex questions can be translated into easy choices at key decision points.

Study Identity

In order to effectively communicate with the diverse project stakeholders within the I-66 project area, the project utilized and built upon the existing I-66 logo/theme. The logo helped to define the project and unify communications.



Figure 1- 66 Logo

Project Work Group

A Project Work Group (PWG) was created to work in partnership with the Project Team throughout the process. The PWG members represent applicable resource agencies, public interest groups and local community stakeholders and organizations. A complete

list of the PWG is included with this report. *Note that Mr. Thomas Tucker of the Southeast Missouri Regional Planning and Economic Development Commission passed away in early 2004. Mr. Tucker was a long standing member of the PWG and his efforts were greatly appreciated.*

The Project Team and PWG worked in conjunction to achieve a comprehensive examination of the proposed I-66 corridors in Western Kentucky. The PWG was consulted throughout the process and provided specific input for the following four crucial milestones of the project;

- 1) The development of project goals and issues, purpose and need;
- 2) The development of preliminary alternatives;
- 3) The refinement and evaluation of alternatives; and
- 4) The recommendation of a preferred corridor.

A total of five (5) PWG meetings were held during the project. The dates and objectives of the meetings are outlined below.

Meeting Date	Objective
February 21, 2002	A project introduction and development of Draft Goals and Objectives
July 25, 2002	The development of initial project corridors
November 7, 2002	Discussion and feedback of Level 1 Screening
April 24, 2003	Discussion and feedback of Level 2 Screening
August 28, 2003	Discussion and feedback of Level 3 Screening

Each PWG member also received an individual study notebook that was utilized during the project to compile memorandums, meeting minutes and meeting materials.

Public Workshops

Four rounds of public workshops were held during the project process to gain additional project input and to validate and give feedback on the recommendations/findings of the Project Team and PWG. Below is a brief description of each meeting, for a more detailed synopsis please refer to the public involvement summaries available from the KYTC.

- The first Public Workshops were held on May 13 and 14, 2002 in Sikeston, Missouri and Paducah, Kentucky respectively. The purpose of the workshop was to provide an introduction to the study and to gain information regarding project issues and project goals. 52 citizens attended the Missouri meeting and 47 citizens were in attendance in Kentucky.
- The second Workshops were held on August 19 and 20, 2002 in Sikeston, Missouri and LaCenter, Kentucky, respectively. The objective of the meeting was to present and receive feedback on the draft project goals and the three (3) initial I-66 corridors. An opening presentation was given by the Project Team

and open house stations were set up throughout the meeting room. 24 citizens attended the workshop in Missouri, while 95 attended the meeting in Kentucky.

- The third workshops were held on December 9 and 10, 2002 in Sikeston, Missouri and LaCenter, Kentucky, respectively. A brief introductory presentation was prepared and exhibits depicting twenty-two (22) potential corridors, developed during the second Public Workshop were shown. The public had the opportunity to discuss the corridors with project staff and were asked to complete a feedback survey. 30 citizens were in attendance in Sikeston and 12 attended the workshop in LaCenter.
- The final workshops were held on May 5 and 6, 2003 in LaCenter, Kentucky and Sikeston, Missouri, respectively. 80 citizens were in attendance in Kentucky and 32 citizens attended the Missouri meeting. The meeting included an introductory presentation and exhibits depicting the four (4) remaining alternatives that existing after the completion of Level 2 screening. Attendees were given the opportunity to discuss the Alternative with project staff and provide feedback through a survey.

More information about the meetings, specific comments, handout materials, etc., is available from the KYTC Division of Planning. Individuals interested in these materials should contact the department.

Local Official and Agency Meetings

The Project Team held meetings with local officials and local agencies in both Missouri and Kentucky. Meetings with local officials were held in Sikeston, Missouri in September of 2001, and in Mayfield, Kentucky in August of 2001. The purpose of the meetings was to inform locally elected officials about the study and to encourage them and their constituents to participate. Some meeting minutes are included with this report.

A conference call with the US Army Corps of Engineers was held in June of 2003. The purpose of the call was to discuss the preliminary alternative corridor locations for a new bridge across the Mississippi River in the vicinity of Wickliffe, Kentucky for I-66. A meeting summary is included in this report.

The following pages contain various attachments providing more in-depth details about various meetings.

Project Workgroup Members

**I-66 Corridor Study
Western KY
Current Work Group Roster**

	First Name	Last Name	Organization Name	Title	Address	City	State	Postal Code	Work Phone	Fax Number	Email Address
Elected Officials											
1	Bob	Buchanan	Ballard County	Judge/Executive	PO Box 276	Wickliffe	KY	42086	(270) 335-5176	(270) 335-3010	BCJudge@BRTC.net
2	Danny	Orazine	McCracken County	Judge/Executive	301 S. 6th St.	Paducah	KY	42003-1700	(270) 444-4707	(270) 444-4731	
	Judge Orazine represented by Dan Key				631 Washington St	Paducah	KY	42002-2733	(270) 442-9600	(270)442-1062	key@washburnkey.com
3	Mike	Miller	Marshall County	Judge/Executive	1101 Main Street	Benton	KY	42025	(270) 527-4750	(270) 527-4795	mike.miller@mail.state.ky.us
	Judge Miller represented by Magistrate Galen Edwards				67 McGregor	Benton	KY	42025	(270) 527-3173	(270) 527-5428	
4	James	Blumerberg	Mississippi County	Presiding Commissioner	P.O. Box 112	East Prairie	MO		(573) 683-2146	(573) 683-6071	mlucas@tristateonline.net
5	David B.	Brewer	City of Charleston	City Manager	204 North Main Street	Charleston	MO	63834	(573) 683-3325	(573) 683-3297	charcity@midwest.net
6	Lewis	Hicks	City of LaCenter	Mayor	P.O. Box 420	LaCenter	KY	42056	(270) 665-5162	(270) 665-9113	
7	Bill	Paxton	City of Paducah	Mayor	300 S. 5th St.	Paducah	KY	42002-2267	(270) 444-8530	(270) 443-5058	
	Mayor Paxton represented by George Sirk				817 Broadway	Paducah	KY	42001	(270) 442-7810	(270) 442-7852	sirk260@aol.com
8	Phil	Boyer	City of Sikeston	Mayor	105 E Center St.	Sikeston	MO	63801	(573) 471-1398		
9	Sylvio	Mayolo	City of Wickliffe	Mayor	P.O. Box 175	Wickliffe	KY	42087	(270) 335-3557	(270) 335-3557	wcw@brtc.net
	Resource Agencies										
10	Hugh	Archer	KY Dept for Natural Resources	Commissioner	663 Teton Trail	Frankfort	KY	40601	(502) 564-2184	(502) 564-6193	Hugh.Archer@mail.state.ky.us
11	Jerry	Conley	Missouri Dept. of Conservation	Director	PO Box 180	Jefferson City	MO	65102	(573) 751-4115		
12	Wayne	Davis	KY Dept of Fish and Wildlife Resources	For Commissioner	#1 Game Farm Road	Frankfort	KY	40601	(800) 858-1549	(502) 564-4519	Wayne.Davis@mail.state.ky.us
13	David	Morgan	KY Heritage Council	Executive Director and State Historic Preservation Officer	300 Washington Street	Frankfort	KY	40601	(502) 564-7005	(502) 564-5820	DavidL.Morgan@mail.state.ky.us
14	Claire	Blackwell	Missouri Dept. of Natural Resources	State Historic Preservation Officer	100 East High Street	Jefferson City	MO	65102	(573) 751-7858	(573) 522-6262	moshpo@mail.dnr.state.mo.us
	Local Transportation Members										
15	Pat	Stephenson	McCracken County	County Road Supervisor	3700 Coleman Rd.	Paducah	KY	42001	(270) 442-9163		
16	Terry	Simmons	Ballard County	Chairman, Economic Development Board	1502 Hinleville Rd	LaCenter	KY	42056	(270) 744-3232	(270) 744-3308	bceidb@brtc.net
17	Richard	Wallace	Mississippi County	County Highway Engineer	P.O. Box 369	Charleston	MO	63834	(573) 683-6428	(573) 649-5967	
	Regional Agencies										
18	Henry	Hodges	Purchase ADD	Executive Director	1002 Medical Drive	Mayfield	KY	42066	(270) 251-6146		henry.hodges@mail.state.ky.us
	Stacey	Courtney	Purchase ADD	Transportation Planner	1002 Medical Drive	Mayfield	KY	42066	(270) 247-7171	(270) 251-6110	stacey.courtney@mail.state.ky.us
19	Steve	Zea	West Kentucky Corporation	Executive Director	P.O. Box 1428	Murray	KY	42071	(270) 762-3294	(270) 762-3295	steve.zea@murraystate.edu
20	George	Harben	Greater Paducah Economic Development Council		PO Box 1155 333 Broadway/Suite 603	Paducah	KY	42002-1155	(270) 575-6633	(270) 575-6648	
21	Kim	Logsdon	West KY Economic Development Office	Director	145 E Center St.	Madisonville	KY	42431	(270) 824-7053	(270) 824-7056	klogsdon@mail.state.ky.us
22	Kathleen M	Hall	Southeast Missouri Regional Planning and Economic Development Commission	Executive Secretary	PO Box 366	Perryville	MO	63775	(573) 547-8357	(573) 547-7283	semorpc@semorpc.org
23	Mike	Dumey	Bootheel RPC	Executive Director	PO Box 397	Malden	MO	63863	(573) 276-2242	(573) 276-6034	
24	Jackie	Terrell	Ballard County Chamber of Commerce		P.O. Box 509	LaCenter	KY	42056	(270) 665-5156	(270) 665-9655	jterrell@brtc.net
24	Julie A	Thomas	Ballard County Chamber of Commerce		P.O. Box 575	Wickliffe	KY	42087	(270) 335-5999	(270) 335-5999	bcchamberinfo@brtc.net
25	Liz	Anderson	Mississippi Co. Industrial Development Authority		P.O. Box 69	Charleston	MO	63834-0069	(573) 683-3351	(573) 683-2217	lizanderson@enterpriseCourier.com
	Interested Organizations										
26	Oscar	Geralds	Sierra Club	Cumberland Chapter	259 West Short St.	Lexington	KY	40507	(859) 255-7946		ogeralds@lexkylaw.com
27	Tom	Miller	Ballard County Cooperative Extension Office	Agriculture Agent	P.O. Box 237	LaCenter	KY	42056-0237	(270) 665-9118	(270) 665-5241	tmiller@uky.edu
28			Kentucky Motor Transport Association		134 Walnut St	Frankfort	KY	40601	(502) 695-4055	(502) 695-9026	
29	John	Tedder	West KY Allied Community Services	Executive Director	P.O. Box 736	Mayfield	KY	42066	(270) 247-4046	(270) 247-2158	
30	Dr. Hilary	Lambert	KICK 66		720B Aurora Ave.	Lexington	KY	40502			
	Citizens										
31	Earl	Norman	Benton Hill Investment Co.	Chairman and CEO	276 South Mount Auburn Road	Cape Girardeau	MO	63703	(573) 332-1616	(573) 332-7979	
	Walter B	Wildman			3905 Valley View Lane	Cape Girardeau	MO	63701	(573) 332-8300	(573) 335-6628	wildman@clas.net
32	Betty	Hearns			P.O. Box 509	Charleston	MO	63834	(573) 683-6011	(573) 683-6011	
33	Delphine	Operle			52 Martin Circle	Paducah	KY	42001	(270) 554-7588		delphine@hcs.net
32	Homer D	Oliver			404 East Commercial Street	Charleston	MO	63834	(573) 675-3440	(573) 683-6071	
	State and Federal DOT										
33	Mary	Murray	FHWA - KY	Area Engineer	330 West Broadway	Frankfort	KY	40601	(502) 223-6745	(502) 223-6735	Mary.Murray@fhwa.dot.gov
34	Wayne	Mosley, PE	KYTC - District One	Chief District Engineer	P.O. Box 3010	Paducah	KY	42002-3010	(270) 898-2431	(270) 898-7457	D.Wayne.Mosley@mail.state.ky.us
35	Annette	Coffey, PE	KYTC Division of Planning	Director	125 Holmes Street	Frankfort	KY	40622	(502) 564-7183	(502) 564-2865	Annette.Coffey@mail.state.ky.us
36	Scott	Meyer	Missouri Dept. of Transportation	Sikeston District Engineer	P.O. Box 160	Sikeston	MO	63801	(573) 472-5341	(573) 472-5381	meyers@mail.modot.state.mo.us
	Duke	Steve	Missouri Dept. of Transportation	Trans Planning Coordinator	PO Box 160 2675 N. Main	Sikeston	MO	63801	(573) 472-5296	(573) 472-5364	dukes1@mail.modot.state.mo.us
	Consultant Team										
37	Barbara	Michael, AICP	Parsons Brinckerhoff	Project Manager	1951 Bishop Lane	Louisville	KY	40218	(502) 479-9318	(502) 479-9301	michael@pbworld.com
38	David	Smith, PE	Qk4	Deputy Project Manager		Louisville	KY		(502) 566-3071	(502) 585-2222	smith@presnellgroup.com

**MODOT Local Officials Meeting
9-14-01**

I-66 CORRIDOR PLANNING STUDY
Missouri Elected Officials and Interested Stakeholders Meeting
9-14-01
Sikeston, Missouri

Attendees:

DawnRae Clark – CCSE	Greg Williams – RCGA
Clyde Haus – New Madrid County	Ron Steele – SEMO Regional Planning
Chap Arnold – Scott County Chamber	Jim Schwaninger
David Brewer – City of Charleston	Leon Steinbrueck – Miss. County Port Auth.
Kent Bratton – City of Cape Girardeau	Liz Anderson
Josh Bill – Sikeston	Aaron Washburn – Rep. Emerson’s Office
Bill Green – Sikeston DED	Jerry Pullen – Mayor of Sikeston
Ty Thompson – Bootheel RPC	Mary Murray – FHWA, KY
Walt Wildman – Cape Girardeau	Scott Meyer – MoDOT
Royce Fugate – City of West Plains	Cheryl Ball – MoDOT
Laurel Thompson – City of West Plains	Angela Wilson – MoDOT
Stan Crader – Marble Hill / RCGA	Wayne Moseley – KYTC
Earl Norman – Cape Girardeau	Bryan Stewart – KYTC
Martin Griggel – Scott County	Bruce Siria – KYTC
Janet Coleman – City of Dexter	Carl Dixon – KYTC
Jerry Pullen	Shawn Dikes – Parsons Brinckerhoff

Meeting Summary:

Introductory Remarks - Scott Meyer of MoDOT welcomed those present and gave some introductory remarks about the meeting. Scott thanked participants for coming and encouraged them to participate.

Introductions - Carl Dixon of KYTC invited everyone to introduce him or herself.

Purpose of Meeting - After introductions, Carl presented some details of the history of the I-66 project. Carl described how the concept of an I-66 east-west corridor came from the ISTEA legislation. An initial study of the feasibility of the nationwide corridor concluded it was not economically justified to pursue the entire corridor coast to coast.

Carl relayed that some states, such as Kentucky, pursued studies of individual segments in their own state. Kentucky examined a statewide corridor and determined that it was feasible to continue examining the development of I-66 in Kentucky. Kentucky has multiple segments under various stages of study and or design.

He said that the segment for Western Kentucky that concerns the meeting today is getting under way in a corridor study.

Carl described the purpose as the study as determining where the segment goes through western KY and where it arrives in Missouri. The meeting is designed to announce the project in Missouri and to gather input on concerns, problems, benefits, issues, and other feedback in the region. He encouraged those present to speak up and to be active in the discussion.

Project Overview - Bruce Siria of KYTC presented some more background on the I-66 corridor. Bruce elaborated that the study of I-66 began 10 years ago with the nationwide study. KYTC picked up the nationwide study and continued to examine I-66 in KY. The KY statewide study determined that the new route would pass an initial feasibility test. The state is studying various segments of I-66 in KY, including the segment currently under study from Paducah to Missouri.

Bruce described the purpose of the initial components of the study as to (1) tie down the starting location in western KY, (2) tie down the starting location in Missouri, and (3) identify a point / location for a river crossing over the Mississippi River.

The study will examine various socioeconomic and environmental factors. The key will be to avoid, minimize, and mitigate any negative impacts.

Since the study is probably going to fall under the NEPA umbrella, the determination of the study Purpose and Need is important. The project will eventually be advanced through environmental documentation.

Shawn Dikes then described the study process. The study process will follow a classic planning process roughly with the following steps: (1) goals / objectives, purpose and need, (2) develop full range of alternatives, (3) screen and refine alternatives based on “fatal flaws”, (4) detailed analysis, (5) recommend alternative.

The level of detail is broad and the corridors that will be defined, analyzed, and recommended will be broad. The process is interactive and is driven by input from the public.

The schedule will roughly be 12 months from now.

Possible Alternatives and Corridors – Carl discussed possible alternatives and altered those present to the stance the Illinois DOT has taken concerning the project. Illinois DOT is, at this point, not interested in the project at all. This mainly lies in the fact that they do not want an alternative that goes through the Shawnee National Forest. This may be a significant obstacle to overcome, especially for an option that goes through Cape Girardeau.

Options include several alignments in KY. Options will come from throughout the study area that ranges from the Paducah area south to the crossing of the Land Between the Lakes near Aurora. River crossing options include locations such as Cape Girardeau, Wickliffe, and south of Wickliffe.

Environmental Footprint – Shawn discussed the development of the environmental footprint in the study area. The process will collect and identify on project mapping all known environmental features / constraints (wetland, streams, threatened, rare or endangered species, historic areas and structures, under ground storage tanks, HAZMAT areas, etc.) so these areas may be avoided during the

development of alternatives. The project mapping will marry GIS and aerial photographs and will allow the project team to develop better alternatives.

Agency Coordination – Shawn also discussed how various local, regional, state, and national agencies, including resource agencies will be integrated into the study. Various agencies will be contacted for data in advance of the environmental documentation for input into the study. The agencies will provide expertise in determining the location of various constraints.

Public Involvement – Shawn also discussed public involvement. As mentioned before, the project will be highly driven by interactive and cooperative public involvement. The project will utilize a Work Group that will contain representatives of various local, regional, and state agencies who will oversee the project.

During roughly 4 phases of public input during the project, the general public will have a chance to provide project input as well. Open house style public meetings are planned for these events.

Question and Answer Discussion Summary:

Josh Bill asked a question about whether or not funding was in place. Carl responded that funding for the next phase if the study is in place. For other studies, the funding is undetermined. The project is not in the KYTC Six Year Plan. At this stage, funding is an issue, especially for funding the capital costs. Funding is just one of the many factors, including environmental and others that will be considered.

Walt Wildman mentioned that the route near Metropolis at Ullin would avoid environmental factors. The route could also recycle bridges and provide a link to I-57.

Dave Brewer countered that the narrow spot of the Mississippi near Wickliffe off the bluffs would avoid much environmental impacts. It would stay out of the Bird's Point Wildlife Area near New Madrid and would tend to make more sense than a northern (Cape Girardeau) option.

Earl Norman gave some background information as to why the option of Cape Girardeau is being considered. The corridor came about from the desire to have an additional east – west corridor in southeast Missouri. It is the second corridor other than 60. The concept has garnered support for 12 years. It would connect the only MSA in the region and would provide an upgrade to 34. Earl supports going to I-57.

Car replied that the project would indeed consider routes, 60, and 34.

Earl replied that the \$900M bridge in St. Louis would possibly siphon off project funds for a new bridge at Wickliffe. He expressed optimism that perhaps Illinois DOT could be persuaded in due time, perhaps once a new administration is in place, to change their minds with regard to the Cape Girardeau option.

Bill Green expressed less optimism about Illinois DOT changing their mind. He said that waiting for a more favorable response from Illinois DOT does not serve southeastern Missouri. He also said that locations around Wickliffe match up well with location in Missouri. Both areas are economically depressed and a new interstate would stimulate both areas. He read from a statement from Joe Mickes, Former MoDOT State Highway Engineer that said "highway 60 is the most likely route in south east Missouri".

With regard to funding and financing, it was mentioned that a toll could be utilized to pay for capital as well as operations and maintenance costs of a new bridge. The concept of bi-state commission as a planning, construction, and funding source for a bridge, off-line from state DOT budgets was also mentioned.

Laurel Thompson mentioned the fact that connecting the military bases on both states would be important. There is no efficient connection between Fort Leonard Wood in Missouri and Fort Campbell in Kentucky. An improved link would serve national security purposes.

Earl Norman again spoke of the need for an east – west route. There needs to be a reliever for I-80 and I-40 in this part of the country.

Josh Bill mentioned that 412 in Missouri has been the target of on-going upgrades and any funding priorities in Missouri need to take into account the need for I-66. He mentioned that fact that it would be a shame to be in a situation where there is a bridge without a highway (34 - Cape Girardeau) or where there is a highway without a bridge (Wickliffe / Sikeston - 60).

Clyde Haus mentioned the fact that if a new bridge were built at Wickliffe this would be the third bridge in that area.

Jerry Pullen stated that most truck traffic in the region heads for the bridges at Wickliffe. The extra time to travel to the Cape Girardeau area may be detrimental to trucking businesses.

DawnRae Clark mentioned that the project should consult the Lower Mississippi Delta Commission and the port authorities for input.

Janet Coleman expressed an opinion that the use of 60 will open up southeast Missouri for renewed economic development.

Carl then summarized the needs that have been expressed: economic development, safety, intermodal issues, access, mobility, military areas, and tourism (access to national Forest, Branson and Highway 21).

As for negative environmental impacts, there seems to be no voiced opinion against a river crossing or improvements to a roadway. The only thought here is to not impede river traffic on the Mississippi.

Doug Leslie expressed a desire to keep examining an interstate compatible bridge at Cape Girardeau despite the current obstacles.

Larry Payne asked what was / is Kentucky's capacity / desire to have toll roads.

Bruce responded that the state still has toll authority but that they are largely on the way out. That is however not cast in stone, but they are not actively looking at tolls.

Ron Steele mentioned that freight projections in the area / state / region are expected to double by 2020. He also said that congestion of all modes must be examined.

A statement of support from the Bootheel RPC and from Rep. Lanny Black would be forthcoming to the project.

The RPCs from both the Sikeston and Cape Girardeau areas would be represented on the Work Group.

**PADD Local Officials Meeting
8-20-01**

PB will finalize the work group roster and make the list available to the Cabinet.

Sites for public involvement meetings for the project include: Wickliffe at the Baptist Church or fellow ship hall. Other options include schools, although we may want to avoid gyms. Libraries, civic halls, and other public / private buildings, including Westvaco are options on the area.

The Paducah area continues to be challenging for the Cabinet. The key is to understand how the various issues interrelate and what can be done to build appropriate consensus for various projects.

US 68 / KY 80 may be a segment or connector for I-66 corridor.

Members from the Missouri group Close The Gap will be in attendance today.

County extension or coop agencies can be used to get a list of stakeholders involved / concerned with farm issues.

The north Graves County industrial park is a concern. Bryan can supply the location.

PADD Meeting Presentation Summary:

Carl gave some background on the history of the I-66 corridor /project and mentioned that the idea for the roadway came from ISTEA and TEA-21. He talked about the work of previous studies in KY the Cabinet has done and the development of the various segments in KY.

Carl mentioned the fact that Western Kentucky segment this is one of several studies / projects examining I-66 in KY and the fact that it may involve a potential river crossing.

He acknowledged the help and support of the MoDOT and others from Missouri including the Close the Gap Group. Carl also discussed the fact that Illinois DOT is less enthusiastic about the project. This stems from the fact that they want to minimize impacts to the Shawnee National forest. Essentially, Illinois is NOT interested in a corridor that runs north along I-24.

Carl also alluded to the fact that since Illinois is not interested in an I-24 or related corridor, that an alternative to Cape Girardeau is not viable.

Carl then introduced Barbara Michael, PB, who talked about specific aspects of the study.

Barbara mentioned the fact that the study will examine wide corridors in Ballard, McCracken, Graves, Marshall, and Carlisle counties. The study will not produce engineering level details.

She relayed that the project will last approximately one year, and will involve the development and examination of several corridors / options for locating the new interstate.

The project will have significant public involvement elements including a Project Work Group and opportunities for public input through various public meetings in both KY and MO. She invited all the elected officials to participate on the Work Group and to encourage their constituents to participate as well.

The goal of the project is to develop a corridor for the new roadway and perhaps develop a river crossing option perhaps near Wickliffe.

She invited those assembled to stay after the meeting and discuss any aspects of the project with representatives of KYTC and the consultant team after the meeting.

**Army Corps of Engineers Bridge Location Conference
Call
6-25-03**



MEMORANDUM OF CONFERENCE CALL

Date / Time: June 25, 2003

Location: Conference Call

Attendees:

Roger Wiebusch, US Coast Guard
Jim Lloyd, US Army Corps of Engineers
Mike Parks, US Army Corps of Engineers
Dick LaMocha, US Army Corps of Engineers
Tim Choate, KYTC Dist. 1
Chris Kuntz, KYTC Dist. 1
Jeff Thompson, KYTC Dist. 1
Stacey Courtney, PADD

Bruce Siria, KYTC CO Planning
Scott Murray, FMSM
Mark Litkenhus, FMSM
Greg Yankey, FMSM
Kurt Schaeffer, FMSM
Barbara Michael, PB
Mike Baron, PB
Shawn Dikes, PB

Minutes Prepared By: Shawn Dikes, PB

Items and Issues

This call was held to discuss the preliminary alternative corridor locations for a new bridge across the Mississippi River in the vicinity of Wickliffe, Kentucky for I-66. The concept is in the planning stage and the corridors under consideration are 2,000 feet wide.

1. Introduction / Purpose

- A. Self introductions were made
- B. Parsons Brinckerhoff is conducting a preliminary planning study for the Kentucky Transportation Cabinet (KYTC) and Missouri Department of Transportation (MoDOT). The client and consultant team have two alternative corridor river crossing locations they are currently examining. One is just south of Wickliffe, KY near Lower Mississippi River (LMR) mile mark 951 close to Ballard County. The other is near LMR mile mark 948 closer to Carlisle County.
- C. The previous locations of a corridor over the Ohio River are not being pursued in further detail at the moment.
- D. The discussion today centers around the conditions under which a new bridge across the Mississippi River is acceptable to the US Army Corps of Engineers and the US Coast Guard. KYTC, MoDOT and PB want to understand what they have to do individually and collectively to satisfy the needs of these agencies to make the bridge location work.

2. Floodway Issues Discussion

- A. Navigation on the river is an important and significant issue. Likewise, the impact to the Bird's Point Floodway is also important. Design considerations of the bridge, approaches and the roadway and additional analysis on all will have to be done in later project phases and are beyond the scope of the current study.

MEMORANDUM OF CONFERENCE CALL

- B. The approach roadway in Missouri would need to be elevated. Piers and support columns would need to withstand a high velocity and quantity of water.
 - C. The Corps plans on removing the top 8 feet of the levee along a very long linear stretch within a one-hour time frame in its response to floods. They require a 2,500-foot safety area from each of the detonation sites. Any roadway would need to be located at least this far away from each of the detonation sites.
 - D. The new roadway and its supporting structures should not raise the flow line. The Corps will articulate other constraints and defining conditions in writing.
 - E. The northern alternative corridor bridge location is not acceptable to the Corps. (It's also not acceptable to the Coast Guard.)
 - F. It appears that the southern location is not in any of the detonation areas. However, it will be subject to height restrictions with regard to the flow line and other conditions.
 - G. A discussion of Alternative 8, which had not advanced to further consideration beyond the Level 2 screening, was undertaken. The fact that the alternative goes through the wetlands / floodplains / wildlife management area was discussed. Tim Choate of District 1 again expressed concern over this alternative not being advanced to Level 3 screening for more detailed analysis and commented that it might make sense to revisit it again.
 - H. The Corps will also communicate in writing to the Cabinet what additional analysis they will require.
 - I. According to remarks from the Corps, 404 Permits for the wetlands may not be as bad as perhaps we have thought. Other concerns include the three wildlife management areas, including the KY Nature Preserve.
3. Geotechnical and Hydrologic Issues Discussion
- A. Thick soil deposits are present in this area. It is estimated that rock is on the order of 200+ feet deep. This will likely require deep foundation systems such as drilled shafts either designed to bear on bedrock or designed as friction shafts in soil.
 - B. Detailed hydrologic and geotechnical explorations will be required in a future project phase. The geotechnical exploration should include studies to evaluate seismic, scour and barge impact issues. Intensive hydrologic modeling is also likely to be needed.
4. Navigation Issues Discussion
- A. The river is very active. Barge traffic is heavy on the river. The confluence point of the Mississippi and Ohio Rivers and points to the south of that towards Wickliffe to river mile mark 949.5 are unacceptable to the U.S. Coast Guard for a bridge location. This makes a bridge location just south of Wickliffe, KY, roughly at mile marker 950 also unacceptable.
 - B. The preferred location from the Coast Guard's standpoint is no farther north than LMR mile mark 948, which is closer to Carlisle County.

MEMORANDUM OF CONFERENCE CALL

- C. The towline changes depending upon river level and traffic. The US Coast Guard is not aware of any sandbars on the Missouri side of the river.
 - D. A long span bridge 1,500+ is acceptable to minimize impacts to river traffic.
5. Next Steps
- A. A bridge at LMR mile mark 948 in Carlisle County seems acceptable to the U.S.Coast Guard and will be pursued with further study. There are some engineering challenges that must be fully analyzed and addressed as the project proceeds.
 - B. The Corps and Coast Guard both agreed to write letters articulating their areas of concern and what further analysis they expect with regard to this and future studies.
 - C. The letters should be sent to the KYTC and addressed to:
 - Ms. Annette Coffey, P.E., Director
 - Division of Planning (A-2)
 - 125 Holmes Street
 - Frankfort, KY 40622
 - D. The KYTC will keep the Corps and Coast Guard informed of decision making as the study progresses.