



SUMMARY OF RETURNED COMMENT FORMS FROM MEETING

TOPIC #	COMMENT TOPIC	# OF COMMENTS
1.	Concern for moving cemeteries	6
2.	Approve of project	8
3.	Concern for access to KY 1441 (Raccoon Road) from Ridgeline Road.	6
4.	Explore use of tunnels to limit excavations and bridges	1
5.	Frustration with not knowing when road will be built	1
6.	No stoplights on I-66	1
7.	More exits to existing roads	1
8.	Property owners want to buy back excess right-of-way	4
Total Number of Comments		28
Total Number of Returned Comment Forms		22

SUMMARY OF COMMENT TOPICS

Topic # 1- Concern For Moving Cemeteries

Concern was expressed over the impacts of I-66 to the Ivy Fork and Layne Cemeteries. Two of the comments were about Ivy Fork Cemetery. Ivy Fork Cemetery is located approximately 2150 feet upstream of the mouth of Ivy Fork at Upper Chloe Creek, just off Adam Collins Road. The cemetery is not on the section of the project currently in design, but it is approximately 600' right of Appalachian Corridor STA 224+10. There is a possibility that it could be affected by a future project.

The other four comments were about Layne Cemetery. Layne Cemetery is located at the head of River Hurricane, approximately 340 feet left of STA 494+60. It is in the current design section. The plans displayed at the Public Meeting show the cemetery located just outside of the proposed R/W at the bottom of a steep embankment slope. More detailed designs may impact the cemetery. Every attempt will be made to avoid and/or minimize the effect upon this cemetery.

Every attempt is made to avoid or minimize impacts to cemeteries. For those cemeteries that cannot be avoided, the District Right of Way staff will follow the mandated policy and procedures associated with grave relocations.

Topic # 2- Approval of Project

Of the eight forms expressing approval of the project, most talked of the need for better access to health care facilities, the economic benefits of the highway, and the need to hurry up and get I-66 built.

Topic # 3- Concern For Access to KY 1441 from Ridgeline Road

Six comments were received asking that access to KY 1441 from the Jonican and Upper Pompey areas not be severed with the I-66 project. The I-66 plans displayed at the Public Meeting had this access severed. Currently, a population of residents in Upper Pompey and Jonican access destinations near Pikeville by way of Ridgeline Road (KY 3418) to KY 1441. On KY 1441, these residents can travel approximately 6 miles north to US 119 or south to access US 460. Depending on where they want to go in Pikeville, they will have a total commute of about 18 to 20 miles. The comments received were concerned that the I-66 construction would reroute them back through Grapevine, Kimper, and Meta. This would make their current 18 mile commute to Pikeville a 28 mile commute, with more travel on narrow, curvy roadways. However, this will not happen if I-66 is constructed to sever Ridgeline Road access to KY 1441 as shown at the meeting. A commute to Pikeville from Upper Pompey will consist of traveling approximately 6 miles east along Ridgeline Road to the I-66 interchange at KY 194. It will then be about a 10 mile commute along I-66 to Pikeville. The total commute will be about the same mileage as the residents have now, but would potentially take less time due to less travel on narrow, curvy roadways. Access to Raccoon would have to go back through Kimper, but not access to the Pikeville area. Construction of I-66 could pose some temporary rerouting for these residents, but construction of the various I-66 sections can be phased to minimize the length of time rerouting would be necessary.

The comments also note that the area's access to Pikeville was rerouted once before when Fishtrap Lake was built. Before the lake was built, they had a short drive down Upper Pompey Road to US 460. When the lake severed Upper Pompey Road from US 460, they were rerouted north to their current access through Ridgeline Road and KY 1441. They express frustration that they were promised a new road to US 460 and never received one. This frustration may be part of the reason they now mistrust explanations that any rerouting of their Pikeville commute would be temporary.

The I-66 Project Team has studied alternatives that would carry I-66 over KY 3418 and maintain the access the residents have now. The cost and feasibility of these alternatives are still being evaluated.

Topic # 4- Explore Use of Tunnels to Limit Excavations and Bridges

These two comments asked the Project Team to explore the use of tunnels to "limit topological damage to hills" and as an "alternative to long bridges". The I-66 Appalachian Corridor shown at the Public Meeting is the result of several years of studies that examined several alternative routes from Pikeville to the King Coal Highway. During these studies, various construction methods, structures, and roadway types were evaluated for their affects on safety, the environment, communities, and cost. These evaluations included the use of tunnels and bridges at appropriate places.

Topic # 5- Frustration With Not Knowing When Road Will Be Built

This comment was received on one of the forms but was expressed many times by individuals at the meeting. People affected by the I-66 corridor are apprehensive about when they will be contacted about their property, and when construction will start. It is understandably frustrating for them when definite answers cannot be given for these questions. However, answers to these

questions are very dependent on funding, and adequate funding is not in the current six year funding cycle.

Topic # 6- No Stop Lights on I-66

This comment was concerned that there would be stop lights on I-66, "like on US 23". I-66 is being designed to interstate standards. This means that intersections with major roadways will be achieved by bridging over or under them. Any access provided to these intersected roadways will be achieved with ramps to exit from I-66 to the roadway, and ramps from the roadway to get onto I-66. No stop lights will be on I-66.

Topic # 7- More Exits to Existing Roads

The concern expressed here seems to be that few roads will have direct access to I-66. I-66 is being designed to interstate standards, and will be a "limited access" roadway. For a rural interstate such as I-66, limited access generally means that access can be provided to local roadways that satisfy required justification requirements, and are a minimum of three miles from another access point. The location and spacing of the four I-66 Appalachian Corridor interchanges shown at the Public Meeting were set to meet justification requirements for safety, traffic, planning, and economic needs.

Topic # 8- Property Owners Want To Buy Back Excess Right-of-Way

Four comments asked if property owners would be able to buy property back and have access to it. This question was also asked at the meeting. It seems this question concerns property bought by the State for the disposal of excess excavation materials. When a construction section of I-66 has excess excavation materials, a decision will be made during the early phases of the design process on whether the project will designate sites to dispose of excess materials or if the Contractor will be allowed to arrange for the proper disposal of the excess materials. If the project designates a disposal site, then the property is bought in fee simple or temporary easement. If the property is bought in temporary easement, it reverts back to the owner after the project is complete. If it is purchased in fee simple and has at least four acres of usable land, the state is required to offer it to a local government body for economic development purposes. If the site has less than four acres of usable land, or no local government body wants to take responsibility for the land, it may be declared surplus right-of-way by the Transportation Cabinet. After highway construction is completed, a property owner fronting on the State's right-of-way may apply to purchase property declared surplus to the Transportation Cabinet's need for maintaining I-66. This is subject to review and approval by a Transportation Cabinet committee.