

Appendix F:

RESOURCE AGENCY RESPONSES



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

June 2, 2014

**THIS LETTER IS FOR YOUR INFORMATION AND HAS BEEN ADDRESSED
AND MAILED TO THE PEOPLE ON THE ATTACHED LIST.**

«Mailing_Title» «First_Name» «Last_Name»«Suffix»
«Title»
«Organization»
«Address1»
«Address2»
«City» «State» «Zip»

Dear «Letter_Title» «Last_Name»:

Subject: US 60 Traffic Study from US 460 to I-64
Franklin County
Item No. 5-275.00

We are requesting your agency's input and comments on a planning study to examine various traffic operations and construction possibilities to enhance safety, improve capacity, and help traffic movement along the US 60 corridor. The Kentucky Transportation Cabinet (KYTC), along with help from its consultant Parsons Brinckerhoff, has assembled a study team to provide improvement alternatives for the corridor. The objective of this study is to identify both short-term improvements as well as long-term solutions that encompass the entire corridor. During the development of this planning study, comments will be solicited from federal, state, and local agencies, as well as other interested persons, in accordance with principles set forth in the National Environmental Policy Act (NEPA) of 1969. The Federal Highway Administration is partnering with us in these efforts.

This planning study includes a scoping process for the early identification of environmental issues and impacts related to the proposed project. We believe that early identification of issues or concerns can help us develop highway project alternates avoiding or minimizing negative impacts. The Project Team has identified a number of alternates with the help of Local Officials and Stakeholders by conducting meetings with them at various study stages.



An Equal Opportunity Employer M/F/D

June 2, 2014

We have enclosed the following project information for your review and comment (4 page Study Information Sheet):

- A draft statement of purpose and need for the project
- Project Study Area Map and Existing Roadway Information
- Average Daily Traffic and Level of Service
- Crash Analysis
- Environmental Overview

Additionally, at this point in the study process we have identified the following improvement options to move forward for further review:

- Alternative 0 - Do nothing
- Alternative 1 – Access considerations
- Alternative 2 – Four lanes with divided median
- Alternative 3 – Six lanes with divided median

The plan sheets depict the limits of impact along the corridor for Alternatives 1 and 3. Alternative 2 is not shown as it has similar impacts to Alternative 3 but remains within the right of way. These plan sheets can be found at the following location <https://ftp.pbworld.com/GetFile.aspx?fn=cbc6a7dc-4e9b-4d55-85bb-8d209ea99939>

We are requesting that you provide comments on the proposed improvement alternates and/or specific comments concerning the bulleted items below as they relate to the proposed improvement alternates.

- Comments on the purpose and need for the project,
- Significant issues or concerns in the project area that may need to be addressed so that the project can be adequately scoped,
- Any conservation or development plans your agency or organization has ongoing or is aware of in the project area,
- Locations of any known areas, issues, or resources within the project area that should be considered when developing alternates so that impacts can be avoided, minimized, or mitigated early in the process, and
- Any mitigation strategies that should be considered in the development of the project.

We respectfully ask that you provide us with your comments by *June 27, 2014*, to ensure timely progress in this planning effort.

«Mailing_Title» «First_Name» «Last_Name»«Suffix»

Page 3

June 2, 2014

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Mikael Pelfrey of the Division of Planning at (502) 564-7183 or by email at mikael.pelfrey@ky.gov. Please address all written correspondence to John Moore, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 200 Mero Street, 5th Floor, Frankfort, KY 40622 and include a return address on such correspondence.

Sincerely,

A handwritten signature in black ink, appearing to read "John Moore". The signature is fluid and cursive, with a large initial "J" and "M".

John Moore, P.E.
Director
Division of Planning

JM/SG/NH

Enclosures

c/enc: Jose Sepulveda
John Ballantyne
Gary Valentine
Matt Bullock
Jonathon West
Tom Hall
Mark Hite
Ryan Griffith
David Waldner
Bart Asher
Jeff Wolfe
Donald Smith
Bill Gulick
Shawn Dikes
Steve Ross

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MEMPHIS AIRPORTS DISTRICT OFFICE, FEDERAL AVIATION
ADMINISTRATION
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MS. ELAINE WALKER
COMMISSIONER
DEPARTMENT OF PARKS
500 MERO STREET-10TH FLOOR CPT
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MR. WILLIAM STRAW
REGIONAL ENVIRONMENTAL OFFICER
FEDERAL EMERGENCY MANAGEMENT AGENCY, REGION IV
3003 CHAMBLEETUCKER ROAD
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MR. TOMMY TURNER
PRESIDENT
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FRANKFORT KY 40601

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DR. JONATHAN GASSETT
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KENTUCKY DEPARTMENT OF FISH AND WILDLIFE
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MR. HAL GOODE
PRESIDENT/CEO
KENTUCKY ASSOCIATION FOR ECONOMIC DEVELOPMENT
101 BURCH COUNT
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MR. JONATHAN STEINER
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MR. JAMIE FIEPKE
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617 SHELBY STREET
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SECRETARY
KENTUCKY ENERGY AND ENVIRONMENTAL CABINET
CAPITAL PLAZA TOWER, 5TH FLOOR
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DIRECTOR OF STREAM & WETLAND RESTORATION
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CHIEF OF NEPA PROGRAM OFFICE
OFFICE OF ENVIRONMENTAL ACCOUNTABILITY
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THE HONORABLE JULIAN CARROLL
7TH DISTRICT STATE SENATOR
KENTUCKY STATE SENATE
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FRANKFORT KY 40601

US 60 Traffic Study from US 460 to I-64 Franklin County, Kentucky Study Information Sheet May 2014

1. Who is conducting the study?

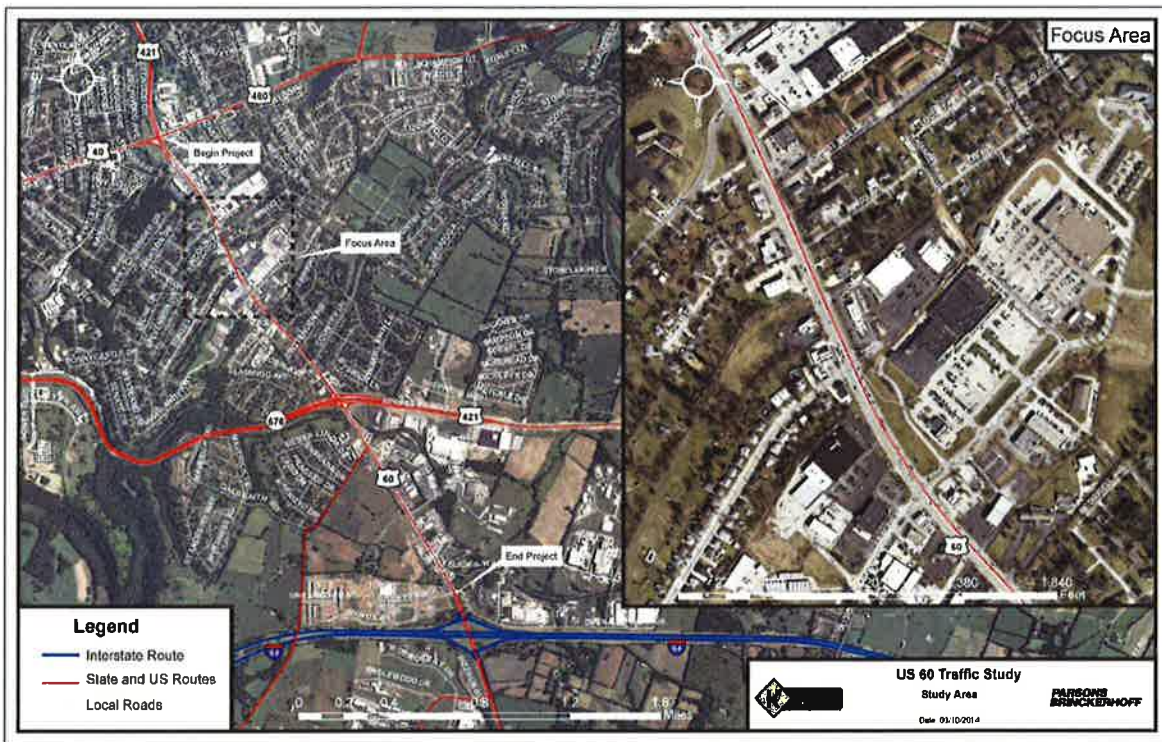
The Kentucky Transportation Cabinet (KYTC) is conducting the study in cooperation with other agencies, including the Bluegrass Area Development District (BGADD). Assisting these agencies is a team of multi-disciplined consultants led by Parsons Brinckerhoff of Lexington, Kentucky.

2. What is the Purpose and Need of this project?

The basic purpose of the project is to relieve congestion and improve safety along the US 60 corridor from US 460 to I-64. The needs driving this project include: safety, capacity, congestion, and access.

3. What is the study area?

A map of the study area is provided below. The overall study area includes US 60 from US 460 to I-64. The focus area shown was identified at the start of the study for a closer review of intersection improvements at the Sunset Drive / McDonald's intersection and the Laralan Avenue / Brighton Park Boulevard intersection.



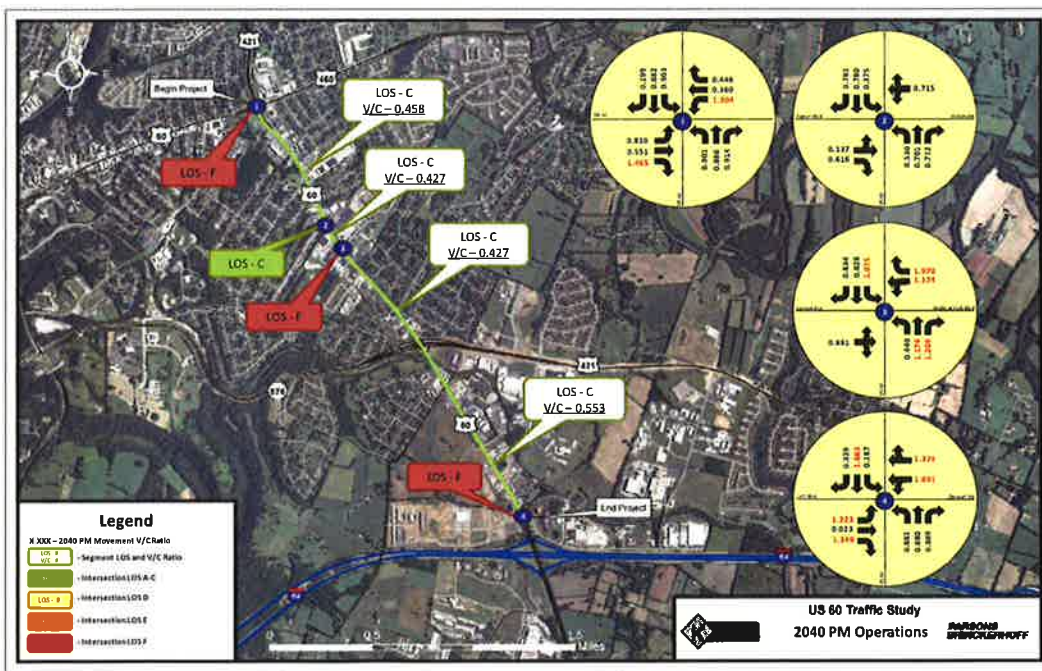
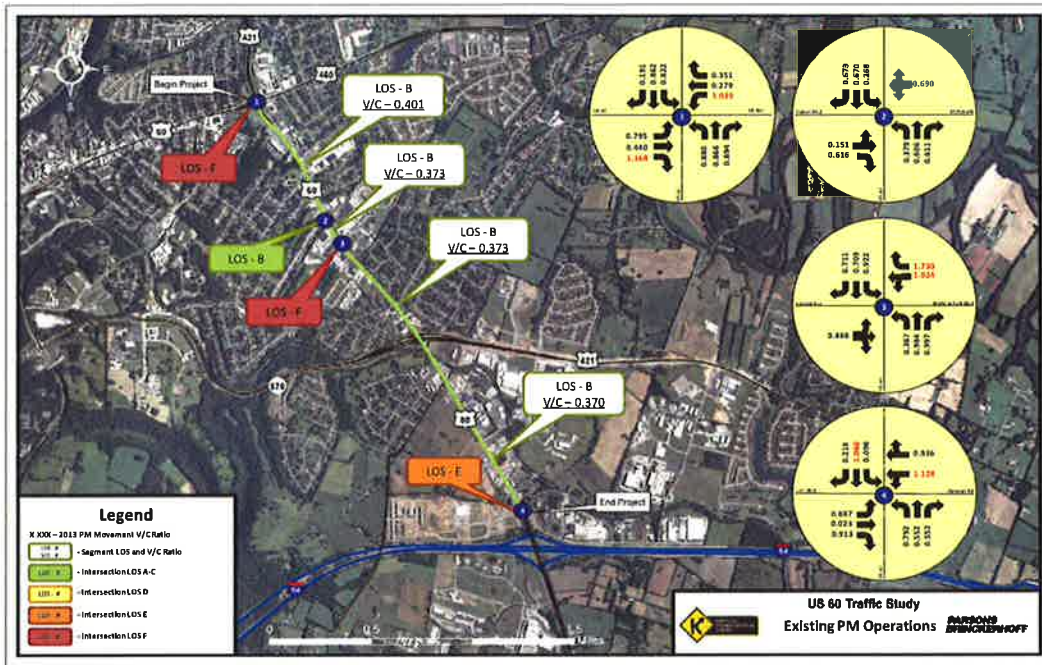
4. What are the existing conditions?

The existing roadway is a rural principal arterial with four twelve-foot lanes (two per direction) and a center two-way left-turn lane. Shoulder widths vary with generally two feet on each side. The posted speed limit is generally 45 mph throughout the corridor.

5. What are the existing and future traffic operations?

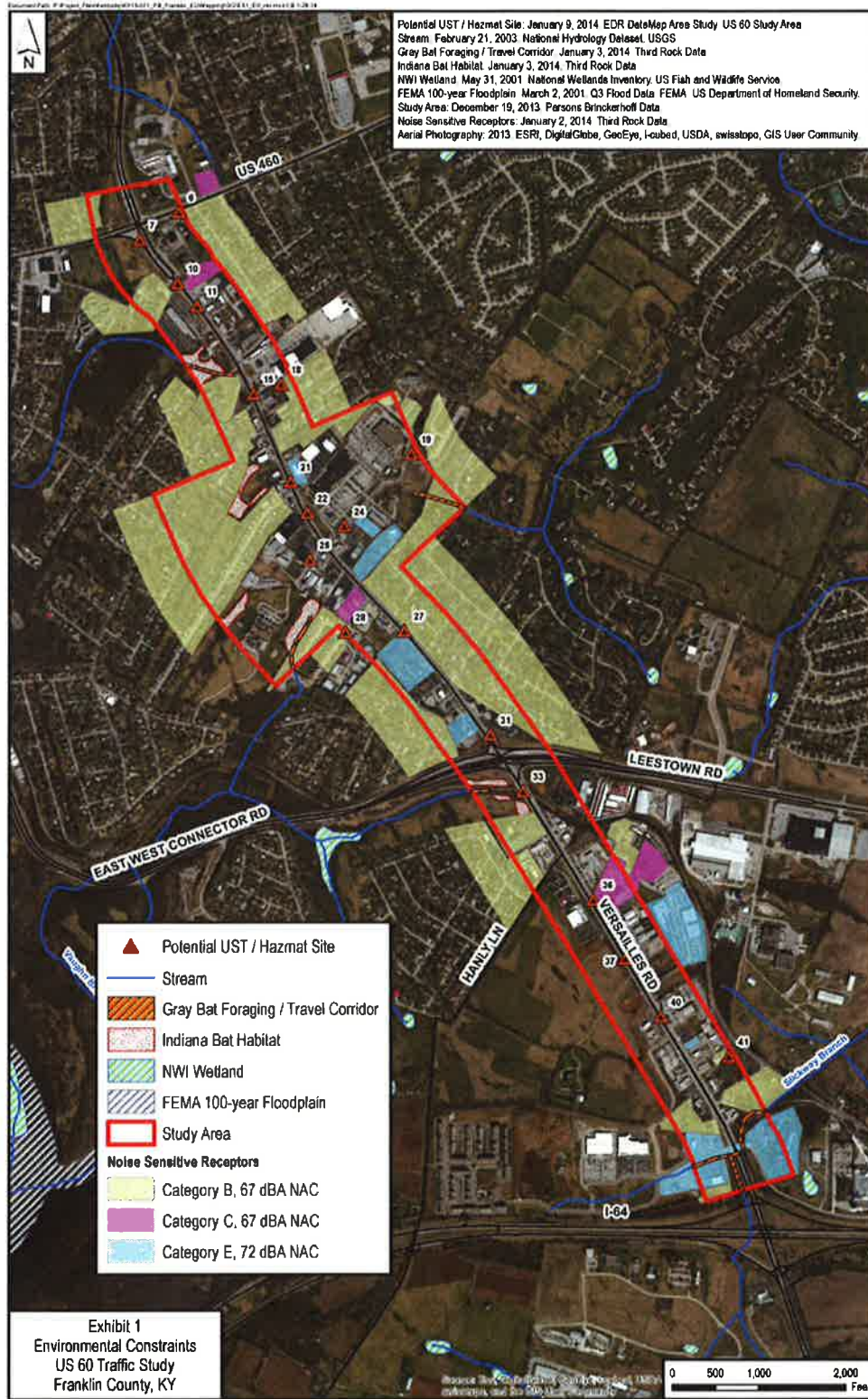
The existing (2013) average daily traffic (ADT) volumes range from 23,100 near the I-64 interchange to 32,500 near the US 60 / US 460 intersection. These increase to 34,500 ADT near the I-64 interchange and 37,200 ADT near the US 60 / US 460 intersection in the future analysis year of 2040.

Traffic operations were evaluated for the existing corridor for the current and future analysis years to provide a baseline of comparison for improvement alternatives. The figures below show the PM peak hour operations for both years. Only the PM analysis is shown as this represents the worst case scenario of the time periods.



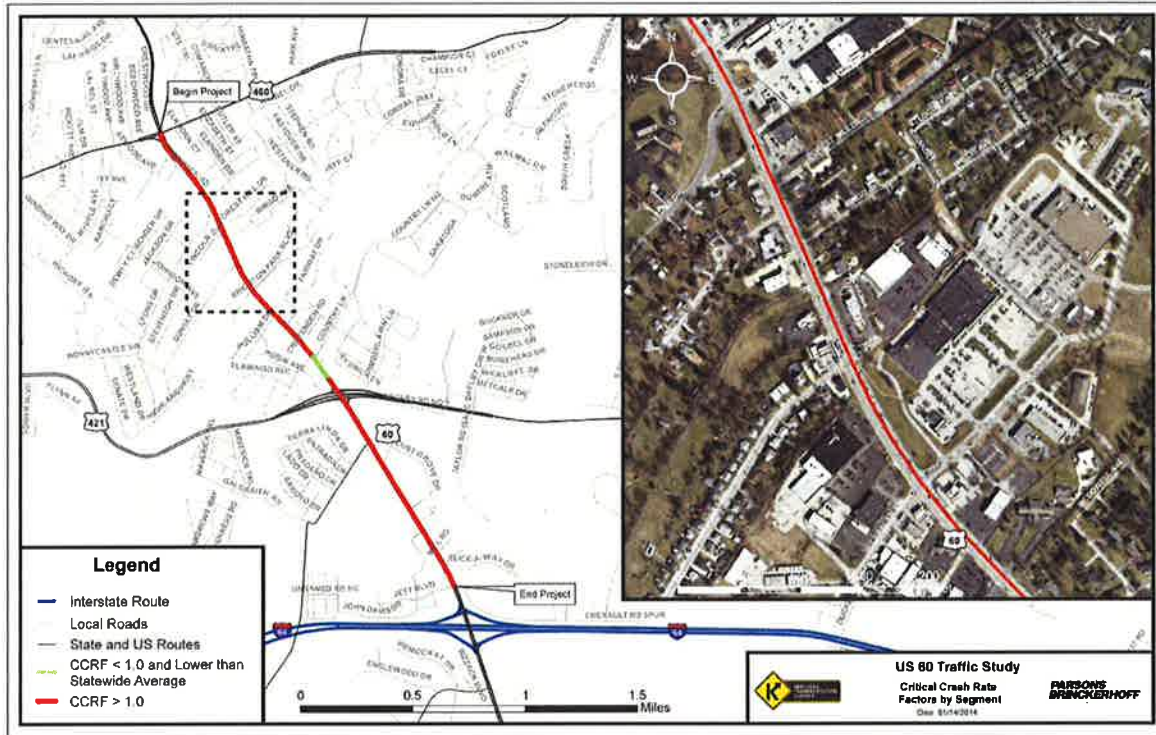
6. What are the known environmental constraints?

Places of known historic / archaeological significance identified include the cemetery located near the intersection of US 60 and US 460, the O'Nan Cemetery, and the Arrowhead property. Other environmental concerns are shown on the map below.



7. Are there areas with safety concerns?

As shown on the figure below, almost the entire corridor was identified as having a critical crash rate factor over one. Any sections with a rate over one indicate statistically higher likelihood for a crash to occur on this section of roadway compared to other similar facilities. A total of 471 crashes occurred during the three year analysis period (12/1/2011 – 11/30/2013). Of these the most common crash type was rear-end collisions.



8. What are potential alternatives?

Several preliminary options are being considered currently as part of this study. They include:

- Alt. 0 – Do Nothing
- Alt. 1 – Access Considerations
- Alt. 2 – Four Lanes with Divided Median
- Alt. 3 – Six Lanes with Divided Median

Spot or individual improvements may be carried forward from one alternative to another or added on "a la carte" at the end of the study. The recommendation of feasible improvements and options has yet to be determined.

9. What will this study produce?

At the conclusion of this study, the Project Team will prepare a report that documents and summarizes the events of the study, gives pertinent technical and environmental analyses, documents evaluation results and stakeholder comments / feedback, and provides a record of the project with details of all the technical analysis as well as a recommendation of feasible alternatives for the next project development stage.

10. When is the completion date for this study?

A final report is scheduled to be completed by August 18, 2014.



ENERGY AND ENVIRONMENT CABINET

DEPARTMENT FOR ENVIRONMENTAL PROTECTION

DIVISION OF WATER

200 FAIR OAKS LANE, 4TH FLOOR

FRANKFORT, KENTUCKY 40601

PHONE (502) 564-3410

FAX (502) 564-0111

www.dep.ky.gov

R. Bruce Scott
Commissioner

Peter T. Goodmann
Acting Director

Leonard K. Peters
Secretary

June 9, 2014

Mr. John Moore, PE, Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, Kentucky 40622

RE: Feasibility Planning Study
US 60 Traffic Study from US 460 to I-64
Franklin County, Frankfort, Kentucky
Item No. 5-275.00

Dear Mr. Moore:

The Division of Water has received your request for comments on the subject project. We have reviewed the documentation presented and have noted the following:

- Water and sewer lines are present in the proposed project area and should be considered during design and construction to avoid damage to existing infrastructure or disruption of service. It is also recommended local water/wastewater utilities be contacted to incorporate any proposed lines into the planning process. Local utilities with the potential to be affected by this project include Frankfort Plant Board and Frankfort Sewer System.
- A cursory review of the proposed project suggests Individual Water Quality Certification (WQC) may be necessary. KTC should be prepared to reduce and minimize stream and wetland impacts as much as possible. If the stream and wetland impacts, on a cumulative basis, exceed the General Certification conditions, an Individual WQC will be required.

RECEIVED

JUN 11 2014

Div. of Planning



If we can provide any further assistance, please do not hesitate to call, (502)564-3410, or lori.dials@ky.gov.

Sincerely,

A handwritten signature in black ink that reads "Lori A Dials". The signature is written in a cursive style with a large, stylized initial "L".

Lori Dials
Wastewater Municipal Planning Section
Division of Water



**ENERGY AND ENVIRONMENT CABINET
DEPARTMENT FOR NATURAL RESOURCES**

Steven L. Beshear
Governor

2 Hudson Hollow
Frankfort, Kentucky 40601
Phone (502) 564-6940
Fax (502) 564-5698
www.dnr.ky.gov
www.kentucky.gov

Leonard K. Peters
Secretary

Carl E. Campbell
Commissioner

Jun 12, 2014

Attn: John Moore-Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street 5th Floor
Frankfort, KY 40622

RE: Planning Study
US 60 Traffic Study from US 460 to I-64
Franklin, County, Kentucky
Item No. 5-275.00

Comments about Proposed Study Plan:

- No mining operations are located within the study area.
- No Acid Mine Drainage occurs with the proposed alternate due to past mining operations.
- Wetland Areas and endangered species may be an environmental concern for the construction in the study area.
- Several wells exist with the study area.
- Water lines and wells exist within the proposed study area, the wells are shown but the water lines are not shown on the attached map.

Sincerely,

A handwritten signature in blue ink, appearing to read "B-Rat", written over a horizontal line.

Billy Ratliff-Director
#2 Hudson Hollow Complex
Frankfort, KY 40601
Email: billy.ratliff@ky.gov

Cc: Jkh, File

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JUN 13 2014

Div. of Planning



Legend

Item 5-275.00

KGS Water Wells

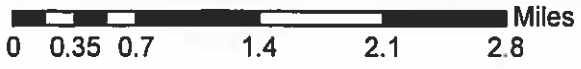
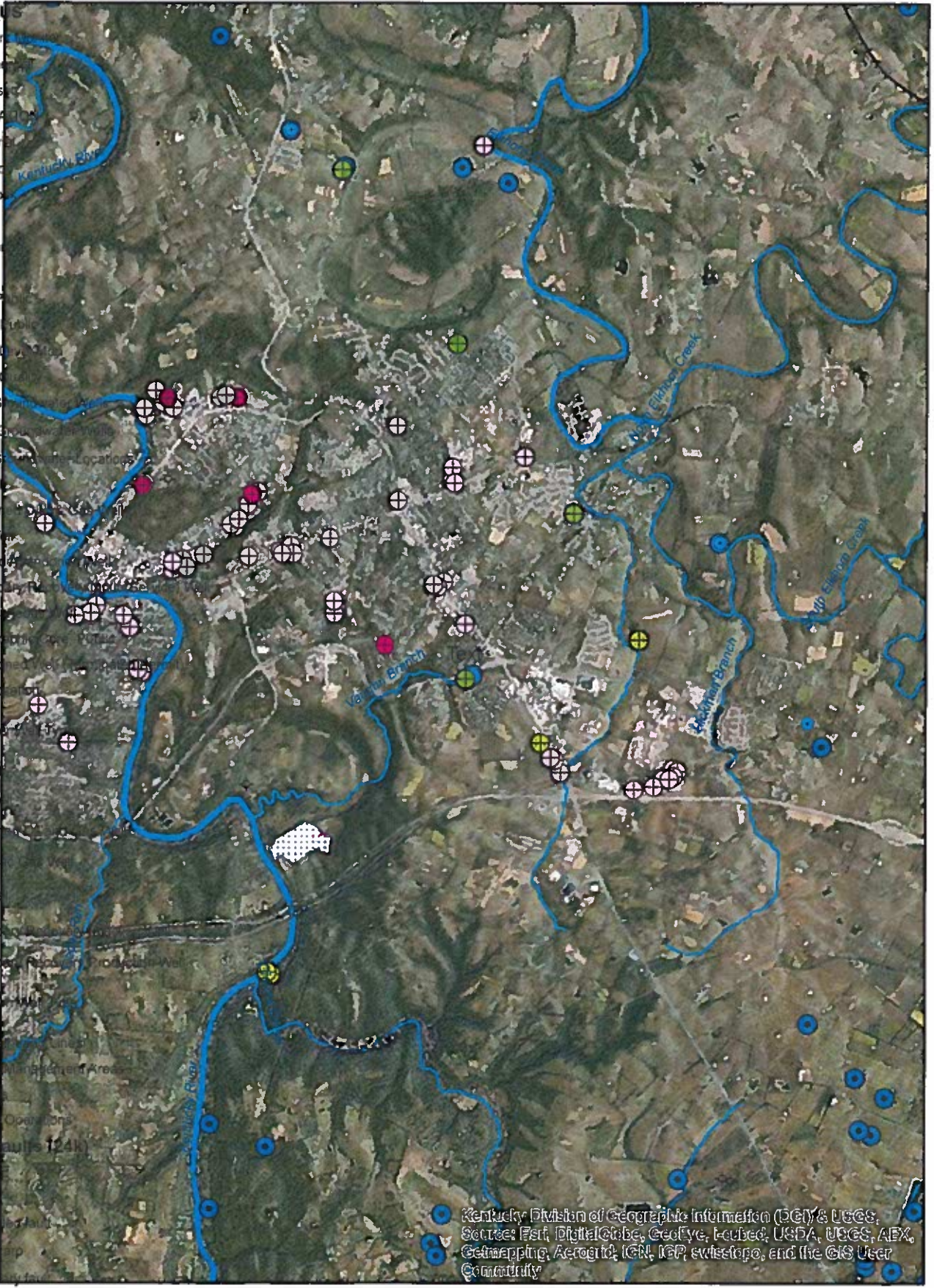
PRIMARY_US

- ⊕ Ambient
- ⊕ Commercial
- ⊕ Domestic
- ⊕ IRRIGATION
- ⊕ Industrial
- ⊕ Irrigation
- ⊕ Livestock
- ⊕ Mining
- ⊕ Monitor
- ⊕ Public
- ⊕ Semi Public
- ⊕ Unreg Public
- ⊕ Water Distribution
- ⊕ Water Quality
- ⊕ KGS Groundwater
- ⊕ DOW Groundwater
- ⊕ KGS Groundwater Locations
- Oil Well
- ⊕ Combined
- ⊕ Gas Well
- ⊕ Dry and Abandoned
- Secondary Recovery Well
- Miscellaneous
- ⊕ Stratified
- ⊕ Abandoned
- Well Location
- All Other
- Oil Well
- ⊕ Gas Well
- ⊕ Combined
- ⊕ Domestic
- ⊕ Dry Well
- ⊕ Secondary
- Secondary Recovery Production Well
- Unknown
- Gas Gathering
- Wildlife Management Area
- Quarries
- Mineral Operations

Geologic Faults (24)

LINE_STYL

- Fault
 - ⋯ Concealment
 - Fault scarp
 - ⋯ Secondary
 - Projected fault
 - Projected fault
- World Imagery



Kentucky Division of Geographic Information (DGI) & USGS, Source: Esri, DigitalGlobe, GeoEye, Earthstar, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



ENERGY AND ENVIRONMENT CABINET

Steven L. Beshear
Governor

Department for Natural Resources

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Frankfort, Kentucky 40601
Phone (502) 564-6940
Fax (502) 564-5698
<http://ecc.ky.gov>
<http://dnr.ky.gov>

Leonard K. Peters
Secretary

Steve Hohmann
Commissioner

June 18, 2014

Mr. John Moore, P.E.
Director
Division of Planning
200 Mero Street, 5th Floor
Frankfort, KY 40622

Subject: US 60 Traffic Study from US 460 to I-64

Dear Mr. Moore:

The Department for Natural Resources received the project information you sent in your letter dated June 2, 2014. The agencies within the department gave careful review to the information you provided and have no concerns with the project continuing as currently planned. Please consider this the department's official response. If you have any questions concerning this response please contact Michael Mullins by email at Michael.Mullins@ky.gov or by phone at (502) 564-6940.

Sincerely,

A handwritten signature in blue ink that reads "Steve Hohmann".

Steve Hohmann
Commissioner

SH/mm

From: Tad Long [mailto:tlong@klc.org]
Sent: Friday, June 27, 2014 3:57 PM
To: Pelfrey, Mikael (KYTC)
Cc: Jonathan Steiner
Subject: US 60 Traffic Study - Item No. 5-275.00

Dear Mr. Pelfrey:

Please convey to Mr. John Moore our appreciation in seeking comment from the Kentucky League of Cities regarding the above referenced traffic study. Mr. Jonathan Steiner, KLC CEO and Executive Director, has requested that I review the various proposals and supporting documents and respond to your request. We agree that this study is both appropriate and needed. It is our observation that significant issues impact the project area. Primarily, traffic through this corridor consists of competing and conflicting interests, namely, (1) destination traffic, i.e. between the interstate, the east-west connector and state government offices downtown and (2) local traffic travelling to a specific local destination, i.e. businesses located along the corridor. These competing interests create an environment that directly impacts the high volume of rear-end crashes along area under study. We would suggest that the study examine ways to mitigate the conflict through the utilization of local access roads wherever possible and address the ease of ingress and egress of local businesses along the corridor if a divided median option is selected.

We are not aware of any other development plans, and KLC is not involved in any projects currently underway. Our interest is limited to the fact that KLC has an office in downtown Frankfort and several of our staff members travel along the corridor daily. Please keep us apprised as the process moves forward. Again, we want to express our appreciation for requesting our comments about the project. If we may assist you further, please do not hesitate to contact us.

Best regards,
Tad Long

Tad Long
Community Development Advisor
Kentucky League of Cities
100 East Vine Street, Suite 800
Lexington, KY 40507
1.800.876.4552 extension 3739 (office)
859.977.3703 (FAX)
859.333.1148 (cell phone)



**EDUCATION and WORKFORCE DEVELOPMENT CABINET
OFFICE OF THE SECRETARY**


Steven L. Beshear
Governor

Capital Plaza Tower, 3rd Floor
500 Mero Street
Frankfort, Kentucky 40601
Phone (502) 564-0372
www.educationcabinet.kv.gov

Thomas O. Zawacki
Secretary

June 26, 2014

To: Mr. John Moore, P.E.
Director, Division of Planning, Department of Highways
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY, 40601

From: Ryan D. Green 
Executive Director, Office of Budget and Administration
Kentucky Education and Workforce Development Cabinet
Capital Plaza Tower, 3rd Floor
500 Mero Street
Frankfort, KY, 40601

Subject: Response to Planning Studies for Education and Workforce Development

Mr. Moore,

Please review the following comments and responses to two study requests sent to our Cabinet over the past few months.

Subject: US 60 Traffic Study from US 460 to I-64

Franklin County, Frankfort, Kentucky
Item No. 5-275.00

Comments:

- No immediate impact.

Subject: US 231 Scottsville Road Scoping and Traffic Operations Study

Warren County, Bowling Green, Kentucky
Item No. 3-8702.0

Comments:

- No immediate impact.

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Div. of Planning

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Steven L. Beshear
Governor

Terry Holliday, Ph.D.
Commissioner of Education

**EDUCATION AND WORKFORCE DEVELOPMENT CABINET
DEPARTMENT OF EDUCATION**

Capital Plaza Tower • 500 Mero Street • Frankfort, Kentucky 40601
Phone: (502) 564-4770 • www.education.ky.gov

June 13, 2014

Mr. John Moore, Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street 5th Floor
Frankfort, KY 40622

Dear Mr. Moore:

Thank you for the opportunity to review the "US 60 Traffic Study from US 460 to I 64" for Franklin County. I forwarded the information to the District Facilities Branch and the Student Tracking and Transportation Branch here at the Kentucky Department of Education (KDE) for their review and input. Staff reported that there is nothing in the report that impacts anything under the direct control of KDE in terms of school facilities or school bus routes. However, it is the recommendation of KDE staff that the Transportation Cabinet contact the Franklin County School District and the Frankfort Independent School District directly to solicit feedback from school district officials who have a better knowledge of how this project could impact schools in the affected area. The contact information is:

Superintendent Chrissy Jones
Franklin County School District
916 East Main Street
Frankfort, KY 40601
(502) 695-6700

Superintendent Rich Crowe
Frankfort Independent School District
959 Leestown Lane
Frankfort, KY 40601
(502) 875-8661

If you have any questions concerning school facilities or school bus transportation in general, please contact Kay Kennedy, KDE Director, Division of District Support at kay.kennedy@education.ky.gov or (502) 564-3930.

Sincerely,

Terry Holliday, Ph.D.

RECEIVED

JUN 16 2014

Div. of Planning

cc: Thomas Zawacki, Secretary, Education and Workforce Development Cabinet

From: Forgacs, Joe (EEC)
Sent: Thursday, June 26, 2014 8:20 AM
To: Price, Ronald (EEC)
Cc: Moore, John W (KYTC)
Subject: RE: State Environmental Review

Hi Ron,

Here are comments from the Division for Air Quality.

Kentucky Division for Air Quality Regulation **401 KAR 58:025**, Asbestos Standards, apply to this project, and the project must be inspected by a Kentucky Accredited Asbestos Inspector. Asbestos that will be affected by this activity must be removed by a Kentucky accredited contractor before renovation or demolition begins. Written notification must be given on form DEP 7036 to the Division for Air Quality, Paducah Regional Office at least 10 weekdays prior the start of demolitions, whether or not asbestos has been identified to be present. Please note form DEP 7036 and the Asbestos Fact Sheet located at <http://air.ky.gov/Pages/OpenBurning.aspx>

Kentucky Division for Air Quality Regulation **401 KAR 63:010** Fugitive Emissions states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth moving equipment to be deposited onto a paved street or roadway. Please note the Fugitive Emissions Fact Sheet located at <http://air.ky.gov/Pages/OpenBurning.aspx>

Kentucky Division for Air Quality Regulation **401 KAR 63:005** states that open burning is prohibited. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney. However, open burning may be utilized for the expressed purposes listed on the Open Burning Brochure located at <http://air.ky.gov/Pages/OpenBurning.aspx>

The Division would like to offer the following suggestions on how this project can help us stay in compliance with the NAAQS. More importantly, these strategies are beneficial to the health of citizens of Kentucky.

- Utilize alternatively fueled equipment.
- Utilize other emission controls that are applicable to your equipment.
- Reduce idling time on equipment.

The Division also suggests an investigation into compliance with applicable local government regulations.

Let me know if you need anything else regarding this issue.

Have a good week...

Joe Forgacs, Environmental Technologist III
Kentucky Division for Air Quality
Program Planning & Administration Branch
Evaluation Section
Phone: (502) 564-3999, extension 4422

Fax: (502) 564-4666

E-mail: Joe.Forgacs@ky.gov



ENERGY AND ENVIRONMENT CABINET

Steven L. Beshear
Governor

DEPARTMENT FOR ENVIRONMENTAL PROTECTION
300 FAIR OAKS LANE
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-2150
FAX (502) 564-4245
www.dep.ky.gov

Leonard K. Peters
Secretary

R. Bruce Scott
Commissioner

June 27, 2014

John Moore, P.E., Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622

Re: US 60 Traffic Study from US 460 to I-64
Franklin County
Item No. 5-275.00

Mr. Moore,

The Energy and Environment Cabinet serves as the state clearinghouse for review of environmental documents generated pursuant to the National Environmental Policy Act (NEPA). Within the Cabinet, the Commissioner's Office in the Department for Environmental Protection coordinates the review for Kentucky state agencies.

We received your letter dated June 2, 2014 requesting the departments input on potential environmental impacts related to the US 60 Traffic Study from US 460 to I-64 in Franklin County. The following comments are submitted in reference to your project.

Comments from the Division of Waste Management:

- All solid waste generated by this project must be disposed at a permitted facility. If asbestos, lead paint, and/or other contaminants are encountered during this project, they must be properly addressed.

Comments from the Division of Water:

- There are no Outstanding Resource Waters (OSRW), Wild Rivers, or known Exceptional Waters within the project area. Best Management Practices (BMPs) should be utilized to control storm water runoff and sediment damage to water quality and aquatic habitat.
- Kentucky Revised Statute KRS 151.250 provides for exemption for the Department of Highways; therefore, a stream construction permit will not be required.
- Ensure protections to the tributary on the West side of 60 between Grandview Drive and Lyons Drive.
- Ensure protections to the tributary on the southwest side of the 421/60 interchange.
- Ensure protections to Slickaway Branch and its tributaries in the area of the 60/I-64 interchange.
- The project will need adequate infrastructure for proper stormwater conveyance to be included in the final project plan.
- General comment: environmental issues appear to be with Underground Storage Tanks possibly needing removal or relocation along this corridor.

Comments from the Division of Air Quality:

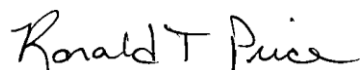
- Kentucky Division for Air Quality Regulation 401 KAR 63:010 Fugitive Emissions states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth moving equipment to be deposited onto a paved street or roadway. Please note the Fugitive Emissions Fact Sheet located at <http://air.ky.gov/Pages/OpenBurning.aspx>.
- Regulation 401 KAR 63:005 states that open burning is prohibited. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the atmosphere without passing through a stack or chimney. However, open burning may be utilized for the expressed purposes listed on the Open Burning Brochure located at <http://air.ky.gov/Pages/OpenBurning.aspx>.

- The Division would like to offer the following suggestions on how this project can help us stay in compliance with the National Ambient Air Quality Standards. More importantly, these strategies are beneficial to the health of citizens of Kentucky.
 - Utilize alternatively fueled equipment.
 - Utilize other emission controls that are applicable to your equipment.
 - Reduce idling time on equipment.

This review is based upon the information that was provided by the applicant. An endorsement of this project does not satisfy, or imply, the acceptance or issuance of any permits, certifications or approvals that may be required from this agency under Kentucky Revised Statutes or Kentucky Administrative Regulations. Such endorsement means this agency has found no major concerns from the review of the proposed project as presented other than those stated as conditions or comments.

If you should have any questions, please contact me at (502) 564-2150, ext. 3125.

Sincerely,

A handwritten signature in cursive script that reads "Ronald T Price".

Ronald T. Price
State Environmental Review Officer
Kentucky Department for Environmental Protection



**TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY DEPARTMENT OF FISH & WILDLIFE RESOURCES**

Steven L. Beshear
Governor

#1 Sportsman's Lane
Frankfort, Kentucky 40601
Phone (502) 564-3400
1-800-858-1549
Fax (502) 564-0506
fw.ky.gov

Bob Stewart
Secretary

Gregory K. Johnson
Commissioner

13 June 2014

John Moore, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622

RE: US 60 Traffic Study from US 460 to I-64
Franklin County
Item No. 5-275.00

Dear Mr. Moore:

The Kentucky Department of Fish and Wildlife Resources (KDFWR) has received your request for information pertaining to the subject project. The Kentucky Fish and Wildlife Information System indicates that the federally-endangered Gray bat (*Myotis grisescens*), Indiana bat (*Myotis sodalis*), and the Clifton Cave Beetle (*Pseudanophthalmus caecus*), a candidate species for federal listing, are known to occur within 10 miles of the project area. The Sixbanded Longhorn Beetle (*Dryobius sexnotatus*) is a state-listed species known to occur within one mile of the project area. Please be aware that our database system is a dynamic one and only represents our current knowledge of various species distributions.

This project is not located within known critical habitat for the Indiana bat. Other critical habitats such as fish spawning areas, caves, wildlife management areas, etc are not known to occur within the project area. The KDFWR recommends avoiding impacts to riparian areas to the extent practical to reduce impacts to possible Indiana and Grey bat foraging locations. Any impacts to stream or wetland resources will need to be compensated for at the proper ratios. Alternatives that allow for the desired outcome (reducing crash rates/increasing public safety) while minimizing the impact to the environment are recommended most by the KDFWR.

I hope this information is helpful to you, and if you have questions or require additional information, please call me at (502) 564-7109 extension 4453.

Sincerely,

A handwritten signature in blue ink that reads "Daniel Hall".



Dan Stoelb
Wildlife Biologist

Cc: Environmental Section File



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memphis Airports District Office
2600 Thousand Oaks Blvd, Suite 2250
Memphis, TN 38118
Phone: 901-322-8180

June 25, 2014

Mr. John Moore, P.E.
Director
Division of Planning
Kentucky Transportation Cabinet
200 Metro Street, 5th Floor
Frankfort, KY 40622

Re: US 60 Traffic Study, Franklin County, Kentucky

Dear Mr. Moore:

We have reviewed the documents provided pertaining to the US 60 Traffic Study. The closest airport to the project is the Capital City Airport, Frankfort, Kentucky. Given the proximity of the project area to the Capital City Airport we have no comments.

Sincerely,

A handwritten signature in black ink that reads "Stephen Wilson".

Stephen Wilson
Community Planner

RECEIVED

JUN 27 2014

Div. of Planning

Warnick, Anne

From: Frye, Sandra L [sandra.l.frye@hud.gov]
Sent: Wednesday, June 11, 2014 7:56 AM
To: Pelfrey, Mikael (KYTC)
Cc: Kuhnle, Robert D
Subject: US 60 Traffic Study from US 460 to I-64

Hello Mikael,

This is in response to the Transportation Cabinet's June 2, 2014, letter requesting HUD's input and comments on the subject planning study.

At this time, we do not have any comments regarding this planning effort; however, we appreciate the opportunity. If you have any questions please feel free to give me a call at the number below.

Sandra L. Frye

Regional Environmental Officer
Region IV, Atlanta
U.S. Department of HUD
40 Marietta Street
Five Points Plaza Bldg.
Atlanta, Georgia 30303-2806
Telephone: (678) 732-2727
Fax: (202) 485-9079

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2381
Fax: (314)269-2737
Email: rob.e.mccaskey@uscg.mil
www.uscg.mil/d8/westernriversbridges

16591.1
June 13, 2014

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JUN 20 2014

Div. of Planning

Mr. John Moore, P.E.
Director, Division of planning
Kentucky Transportation Cabinet
200 Mero Street
5th Floor
Frankfort, KY 40622

Subj: US 60 TRAFFIC STUDY FROM US 460 TO I-64, FRANKLIN COUNTY, ITEM NO.
5-275.00

Dear Mr. Moore:

Please refer to your letter of June 2, 2014 regarding the US 60 traffic study from US 460 to I-64. The Coast Guard has no interest in this project as it does not cross a waterway over which the Coast Guard exercises jurisdiction. Therefore, a Coast Guard bridge permit is not required for this project.

We appreciate the opportunity to comment on the project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric A. Washburn".

ERIC A. WASHBURN

Bridge Administrator, Western Rivers
By direction of the District Commander

United States Department of Agriculture



1925 Old Main Street
Suite 2
Maysville, KY. 41056
Ph: 606-759-5570

To: John Moore, P.E.
KY Transportation Cabinet
Frankfort, Kentucky 40622

June 16, 2014

Re: US 60 Traffic Study from US460 to I-64
Franklin, County
Item No. 5-275.00

Mr. Moore,

According to the information in your request, almost the entire project area is within the urban area of the City of Frankfort, KY and on an existing right-a-way or other previously disturbed areas that are considered as "Prior Converted Farmland" and no prime farmland, unique, or statewide important farmlands occur within most of the outlined corridor for the project. "This determination does not apply to any lands beyond the boundary of the proposed corridor as shown on the topographic map forwarded by your office."

There is a small area of approximately 13.5 acres, outlined in yellow on the attached NRCS maps that may still be considered as farmland. I have included a soils map of this area along with the farmland classification and the brief descriptions for the soil map units found within the 13.5 acres.

If needed, additional information on the soils of Franklin County, KY is available on-line through USDA's Web Soil Survey.

If this office may be of additional assistance, please do not hesitate to contact my office in Maysville Ky. or contact the NRCS District Conservationist 1-502-633-3640.

Steve Jacobs
Resource Soil Scientist, NRCS, Maysville, KY.

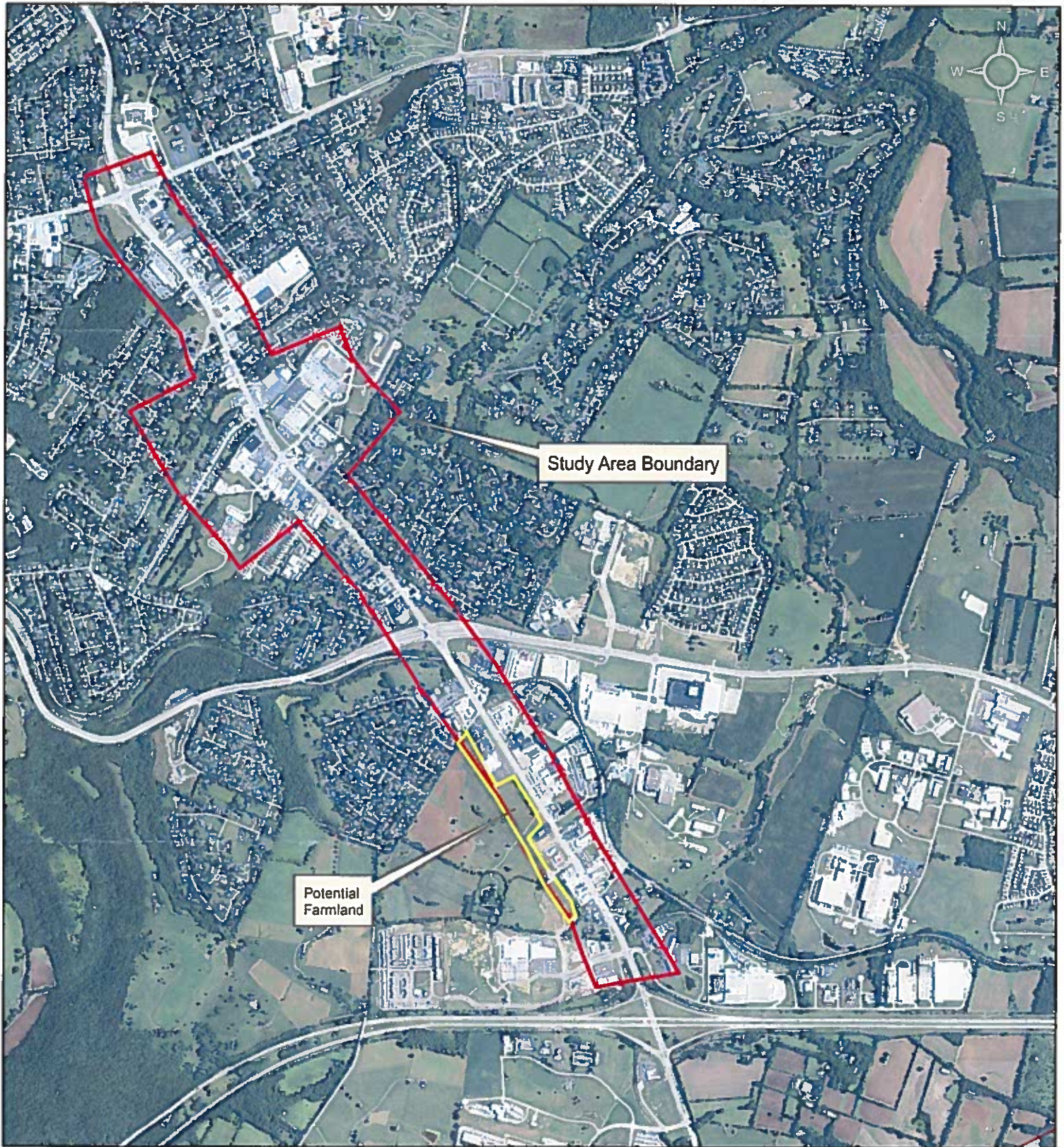
cc: Greta Steverson, NRCS District Conservationist, Shelbyville, KY

RECEIVED

JUN 19 2014

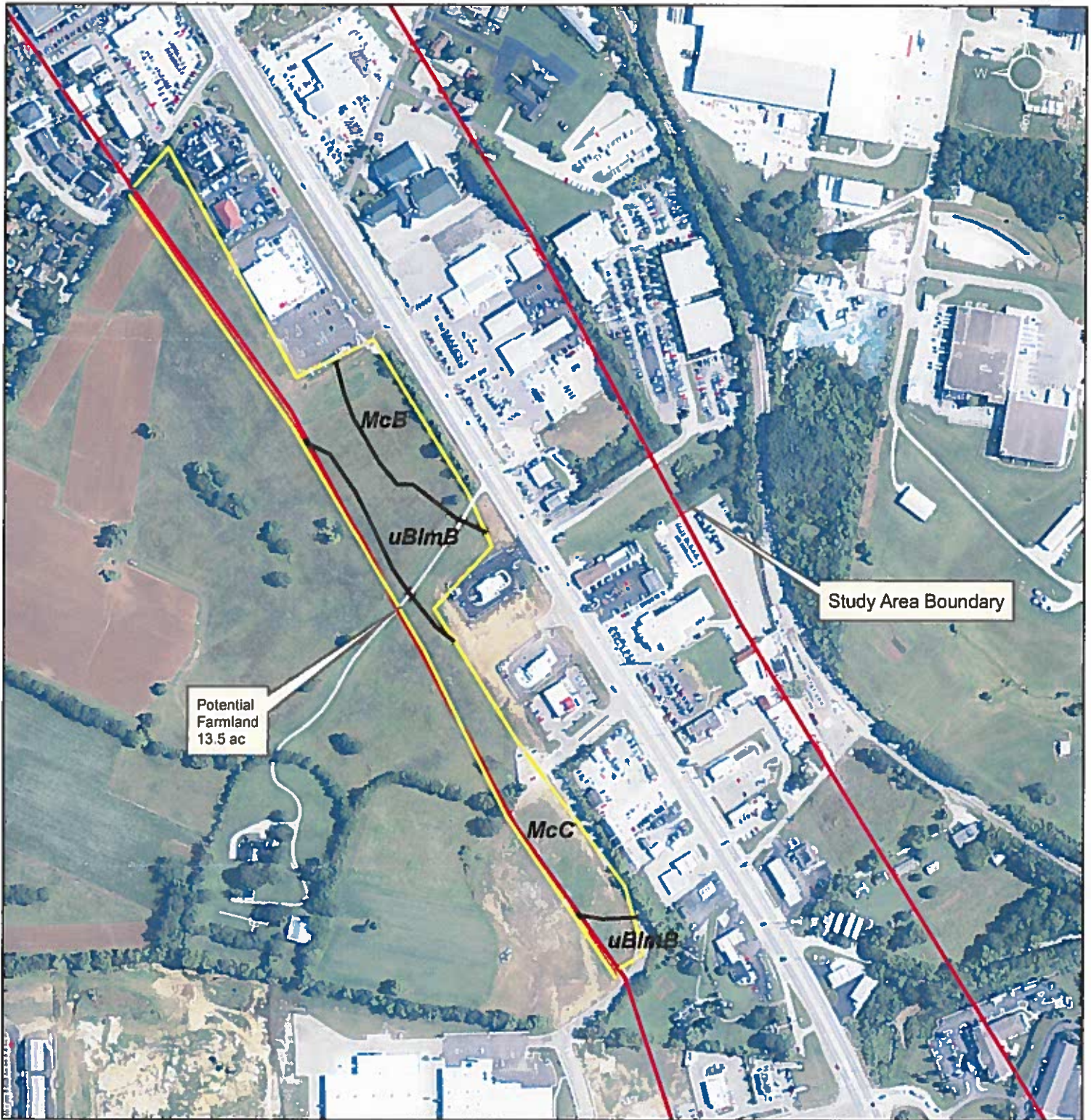
Div. of Planning

US 60 Traffic Study From US 460 to I-64, Franklin County, KY



NRCS 2012 aerial photography

US 60 Traffic Study From US 460 to I-64, Franklin County, KY



NRCS 2012 aerial photography

Area of Potential Farmland

Scale - 1:5150

McB - prime farmland - 2.4ac

uBlmB - prime farmland - 6.8ac

McC - statewide important farmland - 4.3ac

Farmland Classification

Farmland Classification— Summary by Map Unit — Anderson and Franklin Counties, Kentucky (KY601)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
McB	McAfee silt loam, 2 to 6 percent slopes	All areas are prime farmland	—	—
McC	McAfee silt loam, 6 to 12 percent slopes	Farmland of statewide importance	—	—
uBlmB	Bluegrass-Maury silt loams, 2 to 6 percent slopes	All areas are prime farmland	—	—
Totals for Area of Interest			266,473.9	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

Map Unit Description (Brief, Generated)

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions in this report, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

The Map Unit Description (Brief, Generated) report displays a generated description of the major soils that occur in a map unit. Descriptions of non-soil (miscellaneous areas) and minor map unit components are not included. This description is generated from the underlying soil attribute data.

Additional information about the map units described in this report is available in other Soil Data Mart reports, which give properties of the soils and the limitations, capabilities, and potentials for many uses. Also, the narratives that accompany the Soil Data Mart reports define some of the properties included in the map unit descriptions.

Report—Map Unit Description (Brief, Generated)

Anderson and Franklin Counties, Kentucky

Map Unit: McB—McAfee silt loam, 2 to 6 percent slopes

Component: McAfee (85%)

The McAfee component makes up 85 percent of the map unit. Slopes are 2 to 6 percent. This component is on ridges on karst uplands. The parent material consists of clayey residuum weathered from limestone. Depth to a root restrictive layer, bedrock, lithic, is 20 to 39 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is low. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 4 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria.

Component: Maury (5%)

Generated brief soil descriptions are created for major components. The Maury soil is a minor component.

Component: Bluegrass (5%)

Generated brief soil descriptions are created for major components. The Bluegrass soil is a minor component.

Component: Lowell (2%)

Generated brief soil descriptions are created for major components. The Lowell soil is a minor component.

Component: Faywood (2%)

Generated brief soil descriptions are created for major components. The Faywood soil is a minor component.

Component: Fairmount (1%)

Generated brief soil descriptions are created for major components. The Fairmount soil is a minor component.

Map Unit: McC—McAfee silt loam, 6 to 12 percent slopes

Component: McAfee (85%)

The McAfee component makes up 85 percent of the map unit. Slopes are 6 to 12 percent. This component is on ridges on uplands. The parent material consists of clayey residuum weathered from phosphatic limestone. Depth to a root restrictive layer, bedrock, lithic, is 20 to 40 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is low. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 4 percent. Nonirrigated land capability classification is 3e. This soil does not meet hydric criteria.

Component: Maury (8%)

Generated brief soil descriptions are created for major components. The Maury soil is a minor component.

Component: Faywood (7%)

Generated brief soil descriptions are created for major components. The Faywood soil is a minor component.

Map Unit: uBlmB—Bluegrass-Maury silt loams, 2 to 6 percent slopes

Component: Bluegrass (50%)

The Bluegrass component makes up 50 percent of the map unit. Slopes are 2 to 6 percent. This component is on ridges on uplands. The parent material consists of thin fine-silty noncalcareous loess over clayey residuum weathered from phosphatic limestone. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 1 percent.

Component: Maury (40%)

The Maury component makes up 40 percent of the map unit. Slopes are 2 to 6 percent. This component is on ridges on uplands. The parent material consists of thin fine-silty noncalcareous loess over clayey residuum weathered from phosphatic limestone. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria.

Component: Faywood (3%)

Generated brief soil descriptions are created for major components. The Faywood soil is a minor component.

Component: McAfee (3%)

Generated brief soil descriptions are created for major components. The McAfee soil is a minor component.

Component: Lowell (2%)

Generated brief soil descriptions are created for major components. The Lowell soil is a minor component.

Component: Fine, mixed, active, mesic oxyaquic paleudalfs (2%)

Generated brief soil descriptions are created for major components. The Fine, mixed, active, mesic oxyaquic paleudalfs soil is a minor component.

Data Source Information

Soil Survey Area: Anderson and Franklin Counties, Kentucky
Survey Area Data: Version 11, Dec 16, 2013



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Kentucky Ecological Services Field Office
330 West Broadway, Suite 265
Frankfort, Kentucky 40601
(502) 695-0468

June 16, 2014

RECEIVED

JUN 19 2014

Div. of Planning

Mr. John Moore
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622

Re: FWS 2014-B-0573; KYTC 5-275.00; US 60 Traffic Study from US 460 to I-64; located in Franklin County, Kentucky

Dear Mr. Moore:

Thank you for the opportunity to provide comments on the above-referenced project. The U.S. Fish and Wildlife Service (Service) has reviewed this proposed project and offers the following comments in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*). This is not a concurrence letter. Please read carefully, as further consultation with the Service may be required.

Endangered Species Act comments

In accordance to section 7 of the ESA, the Service must evaluate the potential for all the direct, indirect, and cumulative effects of a proposed project on federally listed species. This includes effects of any "interrelated actions" that are part of a larger action and depend on the larger action for their justification and "interdependent actions" that have no independent utility apart from the action under consideration. Please include information about all of the potential impacts associated with the proposed project, including those from interrelated or interdependent actions (*e.g.*; utilities, etc.) and future actions that are reasonably certain to occur as a result of the proposed project.

In order to assist you in determining if the proposed project has the potential to impact protected species we have searched our records for occurrences of listed species within the vicinity of the proposed project. Based upon the information provided to us and according to our databases, we believe that the following federally listed species have the potential to occur within the project vicinity:

Group	Species	Common name	Legal* Status	Known** Potential
Mammals	<i>Myotis grisescens</i>	gray bat	E	P
	<i>Myotis sodalis</i>	Indiana bat	E	P
	<i>Myotis septentrionalis</i>	Northern long-eared bat	P	P

Plants	<i>Arabis perstellata</i>	Braun's rockcress	E	P
	<i>Physaria globosa</i>	Short's bladderpod	P	P
	<i>Trifolium stoloniferum</i>	running buffalo clover	E	P

* Key to notations: E = Endangered, T = Threatened, P = Proposed, C = Candidate, CH = Critical Habitat

** K = species is known to occur in the study area, P = species has the potential to occur in the study area

We must advise you that collection records available to the Service may not be all-inclusive. Our database is a compilation of collection records made available by various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitats and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific locality.

Fish and Wildlife Coordination Act comments

In accordance with the provisions of the Fish and Wildlife Coordination Act, the Service has reviewed the project with regards to the effects the proposed actions may have on wetlands and/or other jurisdictional waters. We recommend that project plans be developed to avoid impacting wetland areas and/or streams, and reserve the right to review any required federal or state permits at the time of public notice issuance. The U.S. Army Corps of Engineers should be contacted to assist you in determining if wetlands or other jurisdictional waters are present or if a permit is required.

Thank you again for your request. Your concern for the protection of endangered and threatened species is greatly appreciated. If you have any questions regarding the information that we have provided, please contact Jessi Miller at (502) 695-0468 extension 104.

Sincerely,



Virgil Lee Andrews, Jr.
Field Supervisor



CABINET FOR ECONOMIC DEVELOPMENT

Steven L. Beshear
Governor

Old Capitol Annex
300 West Broadway
Frankfort, Kentucky 40601
ThinkKentucky.com

Larry M. Hayes
Secretary

July 3, 2014

RECEIVED

JUL - 7 2014

Div. of Planning

John Moore, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street 5th floor
Frankfort, Kentucky 40622

Subject: US 60 Traffic Study from US 460 to I-64
Franklin County
Item No. 5-275.000

In response to your request to the Kentucky Cabinet for Economic Development regarding this traffic study, we submit the following feedback providing comments below to specific points addressed in your request.

This traffic study directly impacts industrial sites and buildings in Frankfort's two industrial parks accessed via US 60 on both the north and south side of I-64. Traffic travelling south on US 60 to reach the industrial site south of I-64 will be impacted, as well as the industrial site on the north side of I-64 accessed via US 421 (see map insert).

Improvements made to this corridor will positively affect the economic growth in the area and within these industrial parks by decreasing traffic hazards, bottlenecks and accidents, as well as attracting future industry by providing good access. However, during construction and improvements there will be impact on the industrial traffic in and out of these industrial parks as well. Allowing adequate and efficient traffic flow with industrial related traffic will be necessary during time of construction and improvements. The Cabinet is not aware of environmental concerns or other issues regarding development or conservation plans.

Thank you for including the Kentucky Cabinet for Economic Development with your concerns of impact with this traffic study.

Sincerely,

A handwritten signature in blue ink that reads "Mandy Lambert".

Mandy Lambert
Commissioner, Business Development

