

**PROGRAMMING STUDY
CLARK-ESTILL-POWELL COUNTIES
POWER PLANT CONSTRUCTION
TRANSPORTATION IMPACT STUDY**



Prepared by the
KENTUCKY TRANSPORTATION CABINET
DIVISION OF PLANNING
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I. INTRODUCTION

A. Study Purpose

The purpose of this Programming Study was to (a) evaluate the roadway network anticipated to be most affected by the proposed construction of power generating plants at Trapp in southeast Clark County and northwest of Irvine in Estill County; (b) determine possible alternatives to improve safety and traffic flow that can be used for future programming documents; (c) provide data to be used when and if the project enters the design phase; (d) provide background information that can be utilized in the National Environmental Policy Act (NEPA) documentation for the project. Tasks undertaken as part of this effort included:

- Identifying project goals and issues
- Determining project termini and potential corridors
- Describing the conditions along the existing roadways
- Identifying preliminary environmental concerns
- Estimating the project costs
- Identifying priority segments for future programming activities
- Initiating contact with public officials, agencies, and the general public

One of the steps in this process was the collection of technical and resource agency input concerning the project. This was accomplished by:

- Compiling information from existing data and reports
- Establishing a project team to provide direction and review for the study
- Coordinating with resource agencies and local officials

B. Scheduled Projects

The 2005 Kentucky Six-Year Highway Plan (FY 2005-2010) includes a bridge replacement project on KY 89 at Ruckerville in Clark County, improvements to KY 89 north of Irvine, and a curve revision project on KY 82 in Estill County at the Salem Church (Milepoint 4.5).

"Because of the enormous impact of the \$500 million East Kentucky Power Cooperative power plant being constructed in the Trapp area, ...the Fiscal Court requests the Kentucky Transportation Cabinet (to) review the impact of the plant on the future transportation and public safety needs of Clark County."

Resolution of Clark County Fiscal Court
November 24, 2004.

II. PRELIMINARY PURPOSE AND NEED

Two specific goals were envisioned to be achieved by the completion of this project:

- Provide system connectivity between the Mountain Parkway and proposed power generating facilities at Trapp and Irvine;
- Improve safety by correcting horizontal and vertical curvature deficiencies and bridge weight restrictions, and by providing lane and shoulder widths that meet current standards.

In terms of meeting federal (Federal Highway Administration and Council on Environmental Quality) and Kentucky Transportation Cabinet guidance for development of a purpose and need statement for subsequent project development phases, if any, these two project goals reflect respectively the factors of system linkage, and safety/roadway deficiencies.

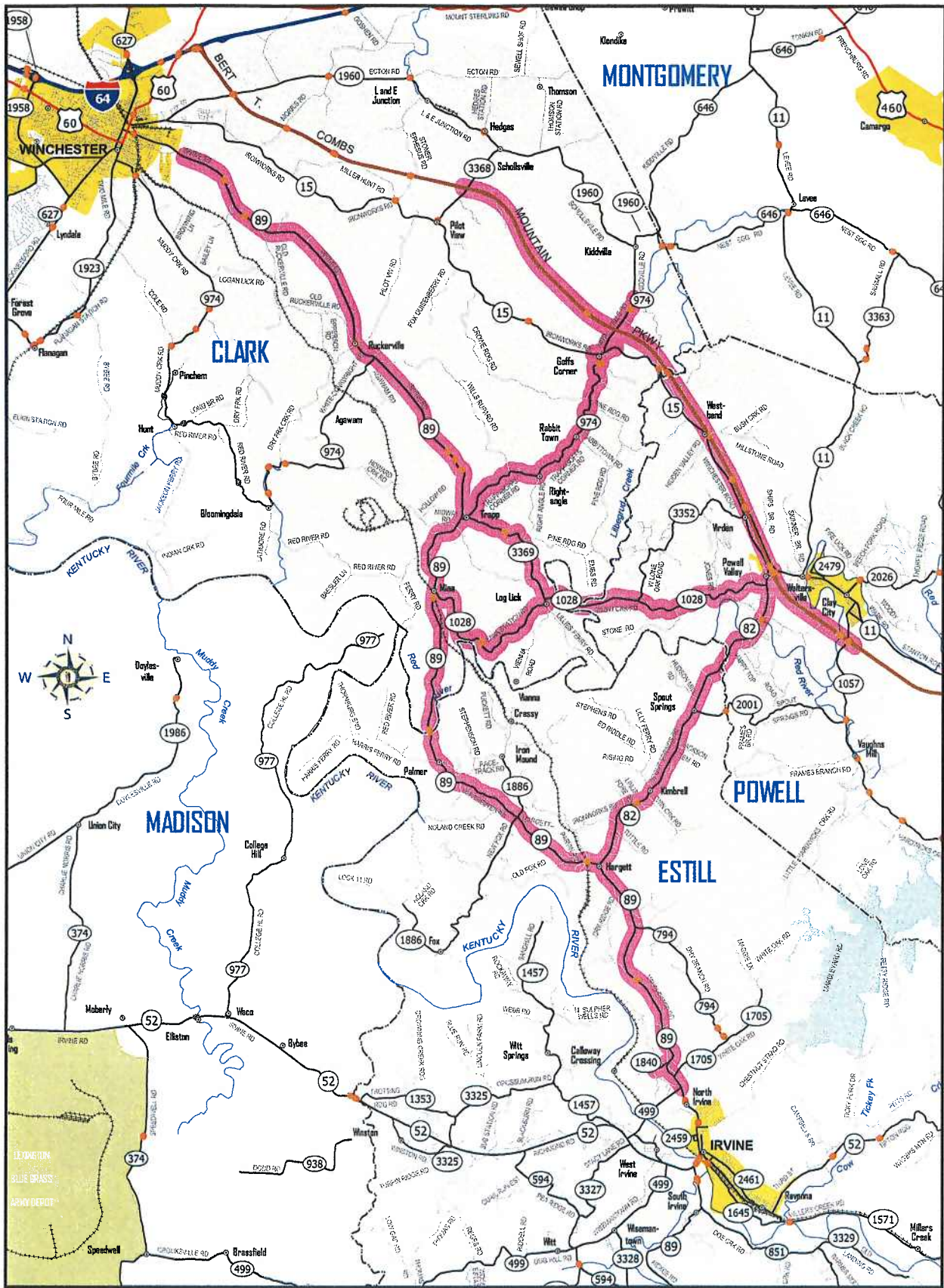
III. PROJECT LOCATION, EXISTING CONDITIONS, AND TRAFFIC

A. Project Location

After initial review by project staff and subsequent discussions with the Cabinet's project team and local elected officials in Clark, Estill, and Powell Counties, the roadway segments identified for analysis were:

- KY 82
 - Estill County: MP 0.00 to MP 5.03
 - Powell County: MP 0.00 to MP 2.06
- KY 89
 - Clark County: MP 0.000 to MP 14.43
 - Estill County: MP 14.58 to MP 22.52
- KY 974
 - Clark County: MP 15.04 to MP 20.26
- KY 1028
 - Clark County: MP 0.00 to MP 3.99
 - Powell County: MP 0.00 to MP 4.71
- KY 3369
 - Clark County: MP 0.00 to MP 2.57
- KY 9000 (Mountain Parkway)
 - Clark County MP 6.43 to MP 11.91
 - Powell County MP 11.91 to MP 18.62

These segments are shown in Exhibit 1.



LEGEND

	Interstate		Community
	Parkway		Study Area
	US Highway		Incorporated Area
	State Highway		County Boundary
	Local Road		River or Stream
	Bridge		Railroad
	Study Roads		

2 0 2 4 Miles

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Exhibit 1
Project Location
Trapp-Irvine Regional
Transportation Study:
Clark, Estill, Powell
Counties

B. Existing Highway Features

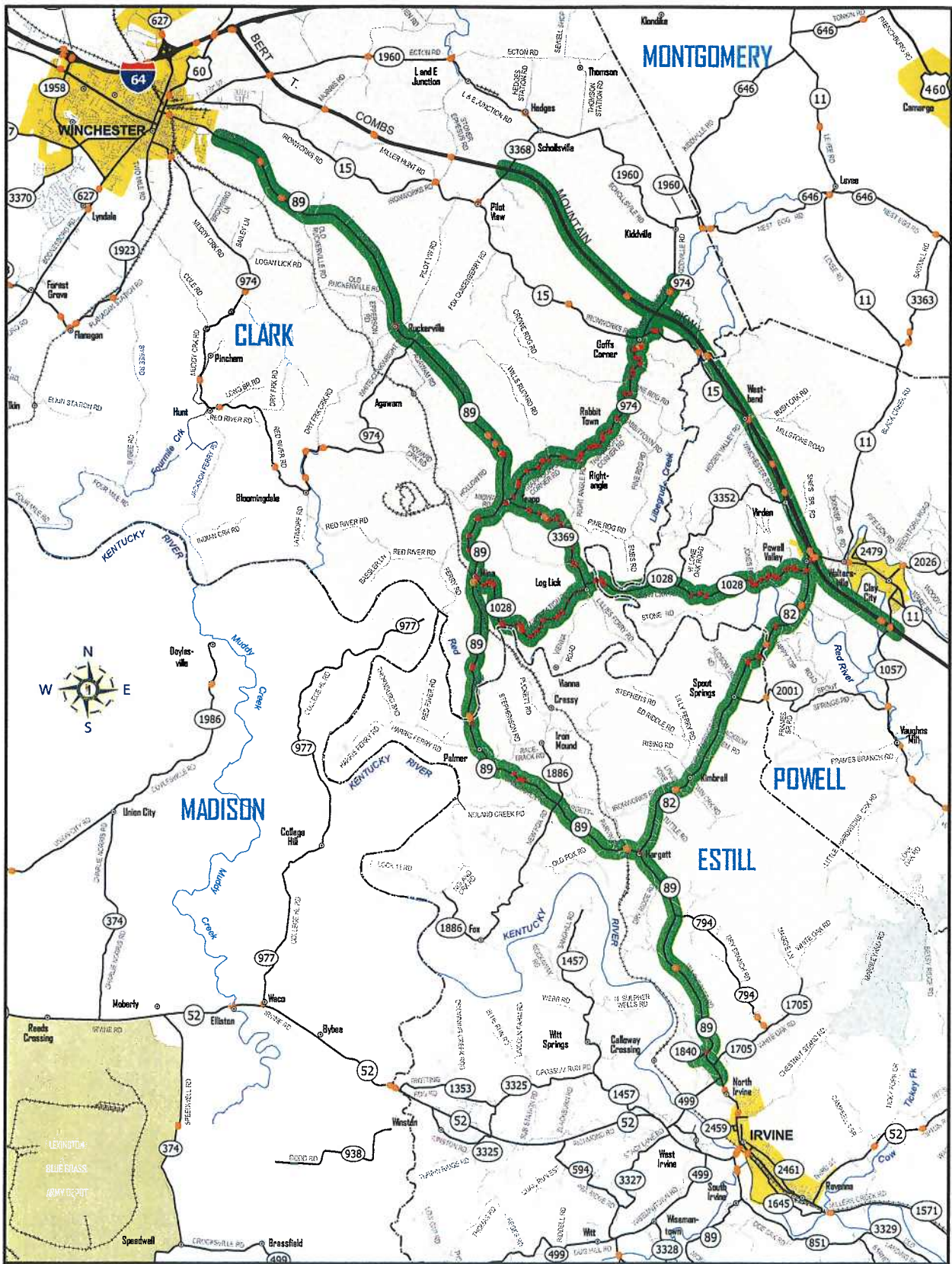
Data on the existing conditions along the roadway segments described above were taken from the Division of Planning's Highway Information System (HIS) database. The study area is located in generally rolling terrain. Passing sight distance varies from zero percent to one hundred percent with a weighted average of about forty percent. As shown in Table 1 and in Exhibit 2, there are one hundred fifteen horizontal curves along these roadway segments which are greater than 9.5 degrees. Further, there are at least seven vertical curves along these roadway segments with approach grades equal to or greater than 4.5 percent as shown in Table 2 and in Exhibit 3. (Note that vertical curve data is not available for all roadway segments included in the study.) Most of the roadway segments in the study area are undivided two-lane highways with lane widths ranging from 7 to 12; the Mountain Parkway segments within the study area have four 12 foot wide lanes. Other than on the Parkway, the shoulder width is generally three feet or less. Lane and shoulder width data are shown in Table 3. The major roadways in the study area (KY 82, KY 89, Mountain Parkway) are paved with a high flexible pavement type, while the other segments (KY 974, KY 1028, KY 3369) are paved with a mixed bituminous pavement type. Widths of existing rights-of-way currently held by the Kentucky Transportation Cabinet range from 40 to 100 feet off the Mountain Parkway and from 200 to 300 feet on the Mountain Parkway as shown in Table 4.

**TABLE 1
HORIZONTAL CURVES GREATER THAN 9.5 DEGREES**

Route	County	Begin MP	End MP	Degree of Curve
KY 82	Estill	0.000	0.017	10.9
KY 82	Estill	0.017	0.031	25.4
KY 82	Estill	4.462	4.547	13.8
KY 82	Estill	4.701	4.778	13.0
KY 82	Powell	0.356	0.433	14.6
KY 89	Clark	0.975	1.110	10.2
KY 89	Clark	1.635	1.677	13.8
KY 89	Clark	3.262	3.390	11.6
KY 89	Clark	3.444	3.574	10.0
KY 89	Clark	3.775	3.847	10.6
KY 89	Clark	4.139	4.242	10.2
KY 89	Clark	5.671	5.790	12.0
KY 89	Estill	20.706	20.774	11.0
KY 89	Estill	20.774	20.851	12.1
KY 89	Estill	20.933	20.996	10.5
KY 89	Estill	22.405	22.456	10.2
KY 974	Clark	15.070	15.133	21.8
KY 974	Clark	15.292	15.331	10.1
KY 974	Clark	15.493	15.554	10.9

Route	County	Begin MP	End MP	Degree of Curve
KY 974	Clark	15.554	15.591	21.7
KY 974	Clark	15.591	15.633	19.8
KY 974	Clark	15.833	15.855	14.8
KY 974	Clark	15.855	15.910	16.2
KY 974	Clark	16.108	16.151	26.1
KY 974	Clark	16.179	16.198	10.7
KY 974	Clark	16.249	16.351	10.1
KY 974	Clark	16.398	16.448	26.7
KY 974	Clark	16.724	16.769	14.0
KY 974	Clark	16.769	16.815	11.9
KY 974	Clark	17.033	17.121	19.3
KY 974	Clark	17.159	17.227	12.5
KY 974	Clark	17.377	17.398	17.3
KY 974	Clark	17.446	17.486	15.6
KY 974	Clark	17.510	17.560	28.2
KY 974	Clark	17.580	17.610	44.4
KY 974	Clark	17.640	17.658	28.0
KY 974	Clark	17.735	17.786	17.3
KY 974	Clark	17.816	17.880	23.8
KY 974	Clark	17.939	17.961	11.1
KY 974	Clark	17.993	18.056	13.1
KY 974	Clark	18.286	18.319	14.4
KY 974	Clark	18.614	18.647	10.6
KY 974	Clark	18.806	18.839	53.8
KY 974	Clark	18.909	18.959	31.2
KY 974	Clark	19.210	19.230	18.3
KY 974	Clark	19.298	19.334	19.7
KY 974	Clark	19.361	19.427	22.1
KY 974	Clark	19.557	19.626	22.3
KY 974	Clark	19.675	19.707	34.7
KY 974	Clark	19.740	19.794	24.2
KY 974	Clark	19.882	19.952	23.6
KY 974	Clark	20.053	20.114	41.7
KY 1028	Clark	0.025	0.105	11.0
KY 1028	Clark	0.217	0.252	19.7
KY 1028	Clark	0.299	0.322	22.9
KY 1028	Clark	0.379	0.536	13.4
KY 1028	Clark	1.183	1.299	9.6
KY 1028	Clark	1.518	1.534	39.9
KY 1028	Clark	1.596	1.669	21.4
KY 1028	Clark	1.669	1.741	15.1
KY 1028	Clark	1.741	1.8	22.9
KY 1028	Clark	1.937	1.96	23.0
KY 1028	Clark	2.024	2.063	43.8
KY 1028	Clark	2.124	2.160	17.5
KY 1028	Clark	2.190	2.217	15.5
KY 1028	Clark	2.297	2.330	27.0
KY 1028	Clark	2.407	2.444	22.7
KY 1028	Clark	2.444	2.471	11.4

Route	County	Begin MP	End MP	Degree of Curve
KY 1028	Clark	2.471	2.488	15.6
KY 1028	Clark	2.638	2.661	16.9
KY 1028	Clark	2.731	2.751	36.6
KY 1028	Clark	2.751	2.805	9.6
KY 1028	Clark	2.836	2.862	31.6
KY 1028	Clark	2.914	2.952	13.0
KY 1028	Clark	3.132	3.155	17.7
KY 1028	Clark	3.323	3.344	15.0
KY 1028	Clark	3.428	3.446	25.4
KY 1028	Clark	3.478	3.495	12.8
KY 1028	Clark	3.923	3.956	13.5
KY 1028	Powell	0.036	0.132	12.7
KY 1028	Powell	0.157	0.189	34.0
KY 1028	Powell	1.996	2.045	32.6
KY 1028	Powell	2.154	2.234	10.2
KY 1028	Powell	2.295	2.365	12.0
KY 1028	Powell	2.729	2.774	11.8
KY 1028	Powell	2.799	2.843	14.5
KY 1028	Powell	2.843	2.874	24.8
KY 1028	Powell	2.906	2.932	30.1
KY 1028	Powell	3.025	3.07	28.0
KY 1028	Powell	3.316	3.352	33.1
KY 1028	Powell	3.372	3.411	27.8
KY 1028	Powell	3.433	3.503	18.4
KY 1028	Powell	3.586	3.619	18.9
KY 1028	Powell	3.705	3.746	23.8
KY 1028	Powell	3.776	3.841	24.5
KY 1028	Powell	3.890	3.919	11.9
KY 1028	Powell	3.939	3.984	25.5
KY 1028	Powell	4.028	4.045	11.7
KY 1028	Powell	4.204	4.239	12.6
KY 1028	Powell	4.273	4.311	24.5
KY 1028	Powell	4.338	4.363	23.8
KY 1028	Powell	4.378	4.406	41.2
KY 1028	Powell	4.406	4.436	12.6
KY 1028	Powell	4.466	4.501	19.2
KY 1028	Powell	4.615	4.711	13.1
KY 3369	Clark	0.389	0.435	11.9
KY 3369	Clark	0.480	0.527	27.3
KY 3369	Clark	0.571	0.601	12.3
KY 3369	Clark	0.79	0.821	13.5
KY 3369	Clark	1.240	1.271	13.5
KY 3369	Clark	1.342	1.384	11.9
KY 3369	Clark	1.440	1.50	38.3
KY 3369	Clark	1.622	1.685	18.7
KY 3369	Clark	2.067	2.098	11.9
KY 3369	Clark	2.130	2.158	10.5



Source: KYTC Highway Information System

LEGEND

- Horizontal curves greater than 9.5 degrees
- Study Roads
- Study Area

2 0 2 4 Miles

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Exhibit 2

Horizontal curve greater than 9.5 degrees

Trapp-Irvine Regional Transportation Study:
Clark, Estill, Powell Counties

**TABLE 2
VERTICAL CURVES WITH GRADES GREATER THAN 4.5%**

Route	County	Begin MP	End MP	Percent of Grade (Range)
KY 82	Estill	4.350	4.660	4.5-6.4%
KY 82	Powell	0.500	0.800	4.5-6.4%
KY 82	Powell	1.660	1.780	4.5-6.4%
KY 82	Powell	1.780	1.890	4.5-6.4%
KY 89	Estill	19.450	19.880	4.5-6.4%
KY 89	Estill	20.820	21.400	4.5-6.4%
KY 89	Estill	21.980	22.520	4.5-6.4%

Note: Vertical curve data not available on all roadway segments

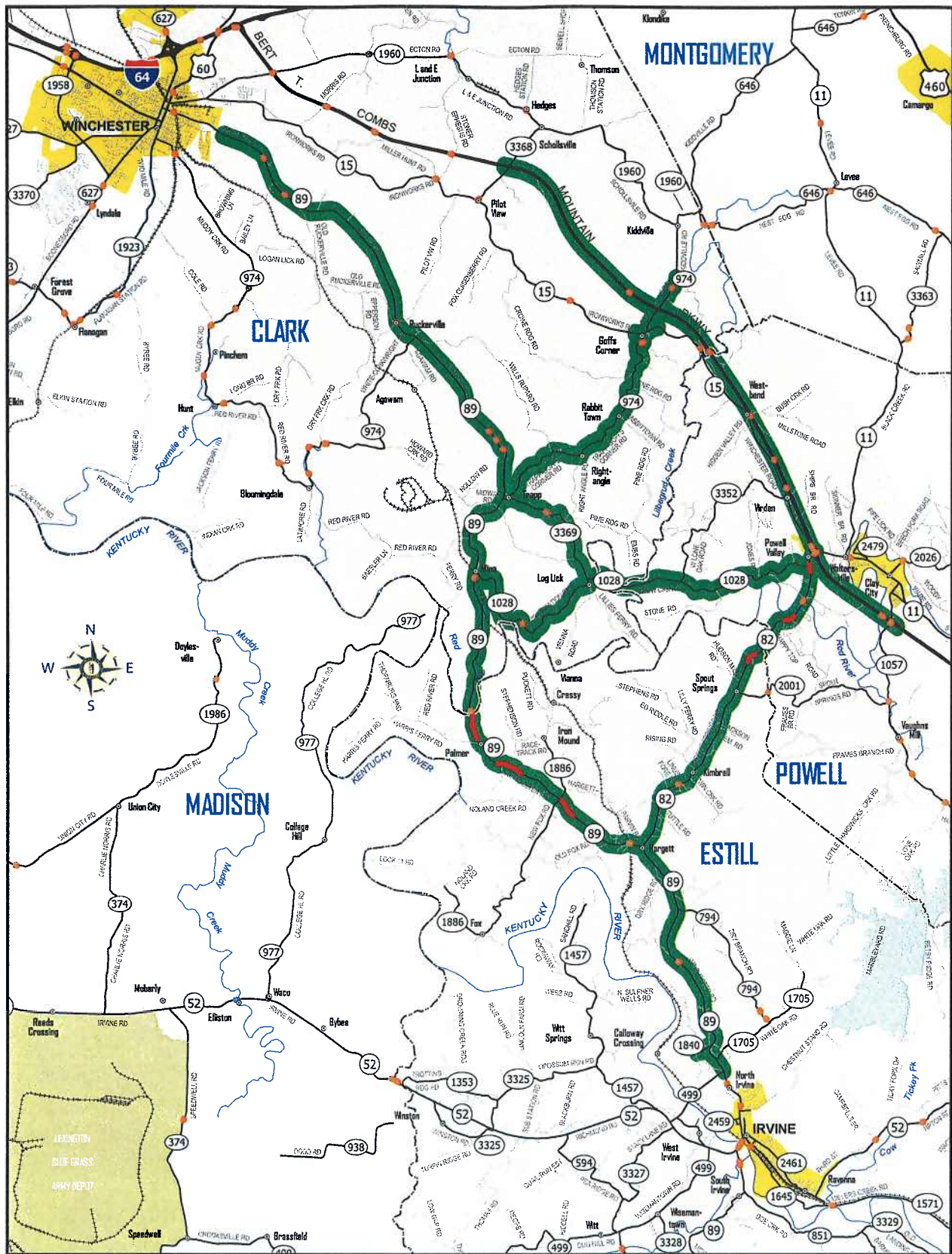
Posted speed limits and Roadway Adequacy Ratings along the study segments are shown in Table 5 while Table 6 lists, and Exhibit 4 shows, structures and their structural sufficiency ratings.

Long term there will be 30 coal trucks per day, 38 daily truck shipments of limestone, and additional shipments of fuel oil (at the proposed Trapp facility).

East Kentucky Power Cooperative

Three structures (Bridge Numbers B00017, B00035, and B00092) have structural sufficiency ratings less than fifty, meaning they are eligible for rehabilitation or replacement under the Federal Bridge Replacement Program. Functional classifications of area roadways as well as their classification for state maintenance purposes are shown in Table 7. Table 8 lists, and Exhibit 5 shows, the truck weight classification for study area roadway segments, as well as whether that segment is on the Extended Weight System and/or the Coal Haul Highway System. There are no "at-grade" rail-highway crossings along the study area roadway segments. However, a trunk line of the CSX Transportation System operates in the region and serves the site of each proposed power generating plant. This trunk line has a medium density of current utilization, with between twenty and fifty million gross ton-miles per mile of commodities shipped annually, and connects to numerous coal tipples in Perry and surrounding counties. More information about this rail line can be found in the Kentucky Transportation Cabinet's 2002 Kentucky Statewide Rail Plan available at this web site: <http://transportation.ky.gov/Multimodal/railsystems.htm>.

Except for the Mountain Parkway, none of the area highway segments are part of the Kentucky portion of the National Truck Network or the National Highway System. None of the study segment roadways are part of the National or Kentucky Scenic Byway System, the Forest Highway System, or the Bicycle Route System.



Source: KYTC Highway Information System

LEGEND

- Vertical curves greater than 4.5 %
- Study Roads
- Study Area

2 0 2 4 Miles

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Exhibit 3

Vertical curves greater than 4.5 %

Trapp-Irvine Regional Transportation Study:
Clark, Estill, Powell Counties

**TABLE 3
LANE AND SHOULDER WIDTHS**

Route	County	Begin MP	End MP	Lane Width	Shoulder Width
KY 82	Estill	0.000	5.029	9	2
KY 82	Powell	0.000	2.058	10	3
KY 89	Clark	0.000	15.955	9-10	2-6
KY 89	Estill	12.811	22.520	9	2
KY 974	Clark	15.036	21.474	8	1
KY 1028	Clark	0.000	3.991	7	1
KY 1028	Powell	0.000	4.771	8	2
KY 3369	Clark	0.000	2.574	9-12	1
KY 9000	Clark	6.433	11.913	12	8
KY 9000	Powell	11.913	18.625	12	10

**TABLE 4
AVERAGE RIGHTS-OF-WAY WIDTH**

Route	County	Begin MP	End MP	Avg R/W Width in Feet
KY 82	Estill	0.000	5.029	60
KY 82	Powell	0.000	2.058	60-100
KY 89	Clark	0.000	15.955	40-60
KY 89	Estill	12.811	22.520	75
KY 974	Clark	15.036	21.474	50
KY 1028	Clark	0.000	3.991	45
KY 1028	Powell	0.000	4.771	50
KY 3369	Clark	0.000	2.574	45
KY 9000	Clark	6.433	11.913	200
KY 9000	Powell	11.913	18.625	300

**TABLE 5
POSTED SPEED LIMITS AND ADEQUACY RATINGS**

Route	County	Begin MP	End MP	Posted Speed Limit	Adequacy Rating Percentile
KY 82	Estill	0.000	5.029	55	39
KY 82	Powell	0.000	1.800	55	30
KY 82	Powell	1.800	2.058	45	46
KY 89	Clark	0.000	14.885	55	75
KY 89	Estill	12.811	22.520	55	13
KY 974	Clark	15.036	21.474	55	N/A*
KY 1028	Clark	0.000	3.991	55	N/A*
KY 1028	Powell	0.000	4.771	55	N/A
KY 3369	Clark	0.000	2.574	55	N/A*
KY 9000	Clark	6.433	11.913	65	100
KY 9000	Powell	11.913	18.625	65	100

* Insufficient data available to calculate

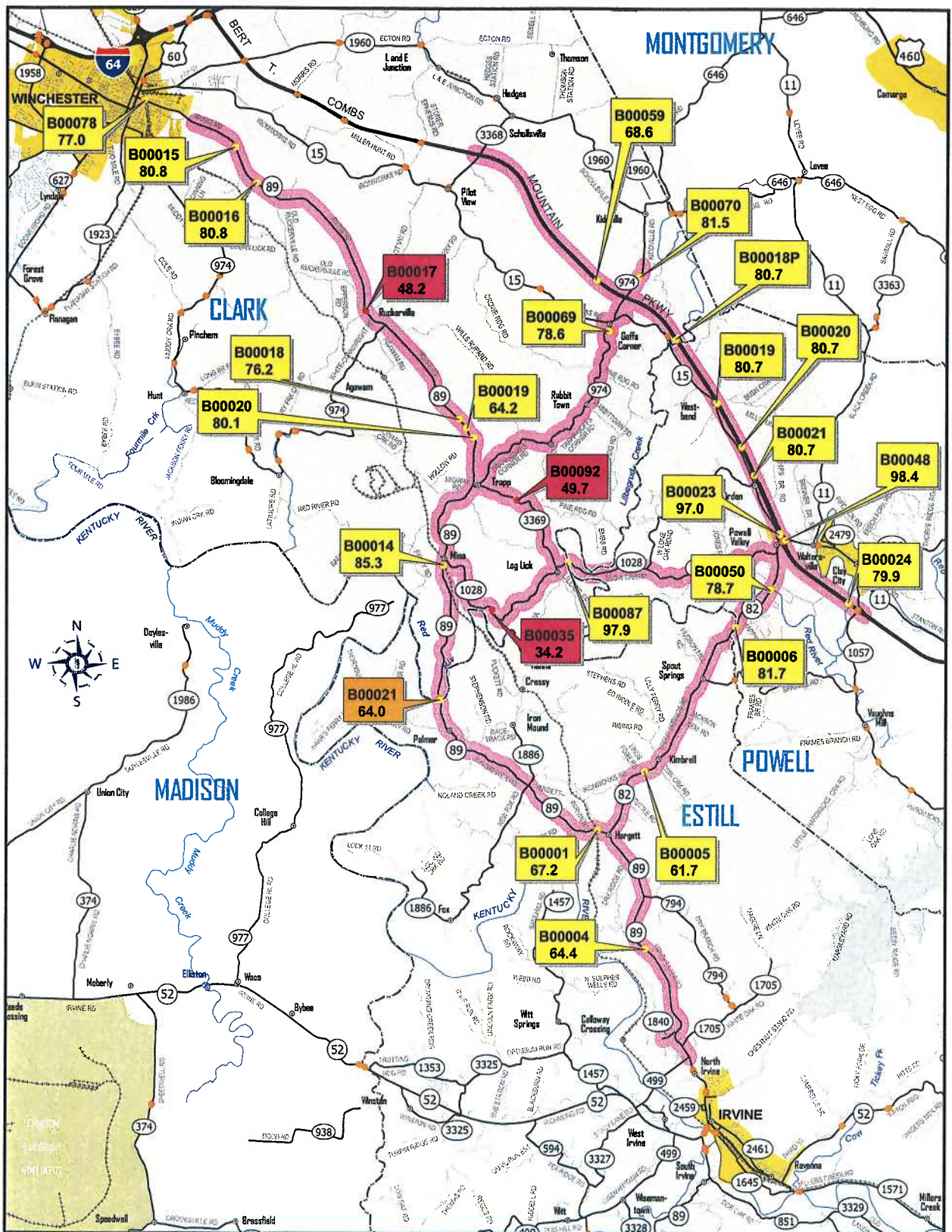
**TABLE 6
STRUCTURE DATA**

Route	County	MP	Bridge Number	Sufficiency Rating
KY 82	Estill	1.515	B00005	61.7
KY 82	Estill	5.025	B00006	81.7
KY 82	Powell	1.084	B00050	78.7
KY 89	Clark	0.000	B00021	64.0
KY 89	Clark	2.789	B00014	85.3
KY 89	Clark	5.737	B00020	80.1
KY 89	Clark	5.977	B00019	64.2
KY 89	Clark	6.205	B00018	76.2
KY 89	Clark	9.144	B00017	48.2
KY 89	Clark	12.821	B00016	80.8
KY 89	Clark	13.639	B00015	80.8
KY 89	Clark	15.770	B00078	77.0
KY 89	Estill	15.280	B00004	64.4
KY 89	Estill	18.142	B00001	67.2
KY 974	Clark	20.040	B00069	78.6
KY 974	Clark	21.254	B00070	81.5
KY 1028	Clark	1.700	B00035	34.2
KY 1028	Clark	3.991	B00087	97.9
KY 3369	Clark	1.737	B00092	49.7
KY 9000	Clark	9.883	B00059	68.6
KY 9000	Clark	9.884	B00059P	68.6
KY 9000	Powell	11.913	B00018	79.7
KY 9000	Powell	11.914	B00018P	80.7
KY 9000	Powell	13.433	B00019	80.7
KY 9000	Powell	14.421	B00020	80.7
KY 9000	Powell	15.017	B00021	80.7
KY 9000	Powell	16.246	B00023	97.0
KY 9000	Powell	16.275	B00022	81.8
KY 9000	Powell	18.223	B00024	79.9
KY 9000	Powell	18.224	B00024P	79.9

**TABLE 7
FUNCTIONAL AND STATE MAINTENANCE CLASSIFICATION OF ROADWAY SEGMENTS**

Route	County	Begin MP	End MP	Functional Classification*	SPRS Classification
KY 82	Estill	0.000	5.029	Major Collector	State Secondary
KY 82	Powell	0.000	2.058	Major Collector	State Secondary
KY 89	Clark	0.000	14.828	Major Collector	State Secondary
KY 89	Estill	12.811	22.520	Major Collector	State Secondary
KY 974	Clark	15.036	21.474	Minor Collector	Rural Secondary
KY 1028	Clark	0.000	3.617	Local	Rural Secondary
KY 1028	Clark	3.617	3.991	Minor Collector	Rural Secondary
KY 1028	Powell	0.000	4.771	Minor Collector	Rural Secondary
KY 3369	Clark	0.000	2.574	Minor Collector	Rural Secondary
KY 9000	Clark	6.433	11.913	Principal Arterial	State Primary
KY 9000	Powell	11.913	18.625	Principal Arterial	State Primary

* Rural, unless otherwise indicated



Source: KYTC Highway Information System

<p>LEGEND</p> <ul style="list-style-type: none">  Sufficiency rating 50 or greater  Sufficiency rating 50 or greater but load limit below standard  Sufficiency rating less than 50  Study Roads  Study Area 	<p>2 0 2 4 Miles</p>  <p style="text-align: center;">Kentucky UNBRIDLED SPIRIT</p>  <p style="text-align: center;">Division of Planning</p> 	<p style="text-align: center;">Exhibit 4</p> <p style="text-align: center;">Bridge Sufficiency Ratings</p> <p style="text-align: center;">Trapp-Irvine Regional Transportation Study: Clark, Estill, Powell Counties</p>
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**TABLE 8
TRUCK WEIGHT CLASSIFICATION, EXTENDED WEIGHT,
AND COAL HAUL HIGHWAY SYSTEM DATA**

Route	County	Begin MP	End MP	Truck Weight Classification	Extended Weight System	On Coal Haul Highway System
KY 82	Estill	0.000	5.029	AA	No	No
KY 82	Powell	0.000	2.058	AAA	No	No
KY 89	Clark	0.000	15.955	AAA	No	No
KY 89	Estill	12.811	22.520	AAA	No	No
KY 974	Clark	15.036	21.474	A	No	No
KY 1028	Clark	0.000	3.991	A	No	No
KY 1028	Powell	0.000	4.771	AAA	No	No
KY 1840	Estill	0.000	0.354	AAA	No	No
KY 3369	Clark	0.000	2.574	A	No	No
KY 9000	Clark	6.433	11.913	AAA	Yes	Yes
KY 9000	Powell	11.913	18.625	AAA	Yes	Yes

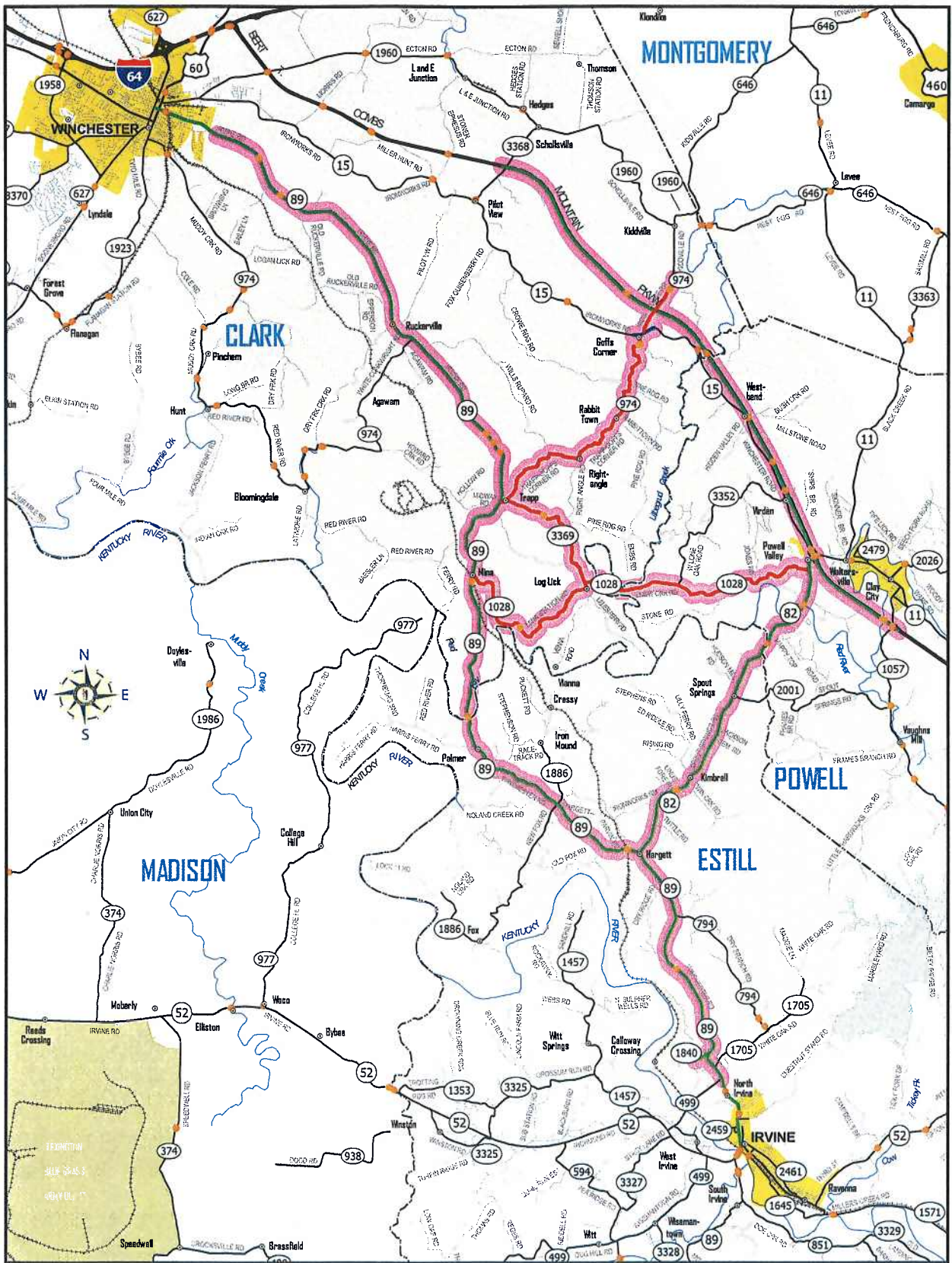
C. Highway Systems

As shown in Table 7, the functional classification of highway segments in the study area ranges from Principal Arterial to Local. The Mountain Parkway is classified as a Principal Arterial which is the highest functional classification possible for a highway. Principal Arterial routes serve traffic with substantial statewide origins and destinations. KY 82 and KY 89 are each functionally classified as Major Collector routes; this classification describes highway segments that principally serve shorter, inter-county trips. KY 974, KY 1028 between Powell Valley and Log Lick, and KY 3369 are classified as Minor Collector routes which serve lower volume inter-county trips. Finally, KY 1028 between Mina and Log Lick is classified as a Local route, meaning most traffic is of local purpose.

D. Vehicle Crash Analysis

A total of 486 vehicle crashes were recorded with valid reference points on the study highway segments during the six-year period between January 1, 1999 and December 31, 2004 as shown in Exhibit 6. One hundred eight-one (181) of the crashes produced injuries to at least one person, while thirteen crashes resulted in fatalities. Table 9 depicts an analysis of the study highway segments. As indicated therein, there are no segments with a critical rate factor (CRF) in excess of 1.0; however one section has a CRF of just below 1.0. ⁽¹⁾ Pinpointing spots within these sections indicate seven spots with a CRF in excess of 1.0.

1. The critical crash rate factor (CRF) is the quotient of the crash rate for a roadway spot or segment divided by the critical crash rate for roadway spots or sections based on the roadway type, number of lanes, and median type. The critical crash rate is the sum of the average crash rate for a given roadway type plus a factor which measures the exposure (vehicle miles of travel) to possible crashes. A critical crash rate factor greater than one is indicative of the statistical probability that crashes are not occurring randomly at the spot or in that segment.



Source: KYTC Highway Information System

LEGEND

Truck Weight Classification Road Segments:

- AAA (80,000 lbs gross weight)
- AA (62,000 lbs gross weight)
- A (40,000 lbs gross weight)
- Study Roads
- Study Area

2 0 2 4 Miles

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Exhibit 5
Truck Weight Classification

Trapp-Irvine Regional Transportation Study:
Clark, Estill, Powell Counties

**TABLE 9
CRASH DATA OVERVIEW**

Route	County	Begin MP	End MP	Total Number of Crashes	Critical Total Crash Rate Factor	Number of Injury Crashes	Number of Fatal Crashes
KY 82	Estill	0.000	1.980	9	0.222	1	0
KY 82	Estill	1.980	3.798	12	0.244	6	1
KY 82	Estill	3.798	5.029	15	0.422	7	0
KY 82	Powell	0.000	1.183	23	0.668	10	0
KY 82	Powell	1.183	1.856	22	0.809	7	1
KY 82	Powell	1.856	2.058	0	0.000	0	0
KY 89	Clark	0.000	2.921	14	0.499	5	0
KY 89	Clark	2.921	3.930	7	0.556	2	0
KY 89	Clark	3.930	4.270	5	0.821	1	0
KY 89	Clark	4.270	4.815	6	0.728	2	0
KY 89	Clark	4.815	5.115	3	0.340	0	0
KY 89	Clark	5.115	7.500	21	0.501	9	1
KY 89	Clark	7.500	7.658	1	0.171	0	0
KY 89	Clark	7.658	8.662	7	0.333	0	0
KY 89	Clark	8.662	8.770	1	0.171	0	0
KY 89	Clark	8.770	8.921	0	0.000	0	0
KY 89	Clark	8.921	11.400	28	0.468	12	1
KY 89	Clark	11.400	11.614	0	0.000	0	0
KY 89	Clark	11.614	12.370	6	0.264	1	0
KY 89	Clark	12.370	13.644	14	0.407	7	1
KY 89	Clark	13.644	14.828	17	0.515	6	0
KY 89	Estill	13.400	14.099	11	0.425	3	1
KY 89	Estill	14.099	17.903	43	0.371	14	0
KY 89	Estill	17.903	22.520	34	0.763	13	3
KY 974	Clark	15.036	18.930	10	0.840	4	0
KY 974	Clark	18.930	20.260	8	0.848	2	0
KY 1028	Clark	0.000	3.617	2	0.355	1	0
KY 1028	Clark	3.617	3.726	0	0.000	0	0
KY 1028	Clark	3.726	3.991	0	0.000	0	0
KY 1028	Powell	0.000	1.693	0	0.000	0	0
KY 1028	Powell	1.693	3.719	9	0.829	4	0
KY 1028	Powell	3.719	4.771	6	0.666	4	0
KY 3369	Clark	0.000	2.574	11	0.980	1	1
KY 9000	Clark	6.433	9.883	29	0.399	14	1
KY 9000	Clark	9.883	11.913	33	0.712	12	1
KY 9000	Powell	11.913	16.412	58	0.634	26	1
KY 9000	Powell	16.412	18.471	21	0.481	7	0
KY 9000	Powell	18.471	18.625	0	0.000	0	0

Source: CRASH data for six-year period between January 1, 1999 and December 31, 2004

Specific crash data summaries were prepared for the seven spots for which the CRF exceeded 1.0; this information is summarized in Tables 10 and 11. In general terms, it does not appear that there are any discernable commonalities at these seven spots except for the preponderance of single vehicle crashes.

**TABLE 10
CRASH DATA SPOTS**

County	Route	Beginning MP	Ending MP	Number of Crashes	Spot CRF
Powell	KY 1028	3.8	4.1	4	1.68
Clark	KY 89	9.149	9.449	9	1.40
Clark	KY 974	19.578	19.878	3	1.33
Powell	KY 1028	2.6	2.9	3	1.26
Clark	KY 3369	1.237	1.537	2	1.20
Powell	KY 82	0.5	0.8	10	1.18
Clark	KY 89	5.8	6.1	7	1.15

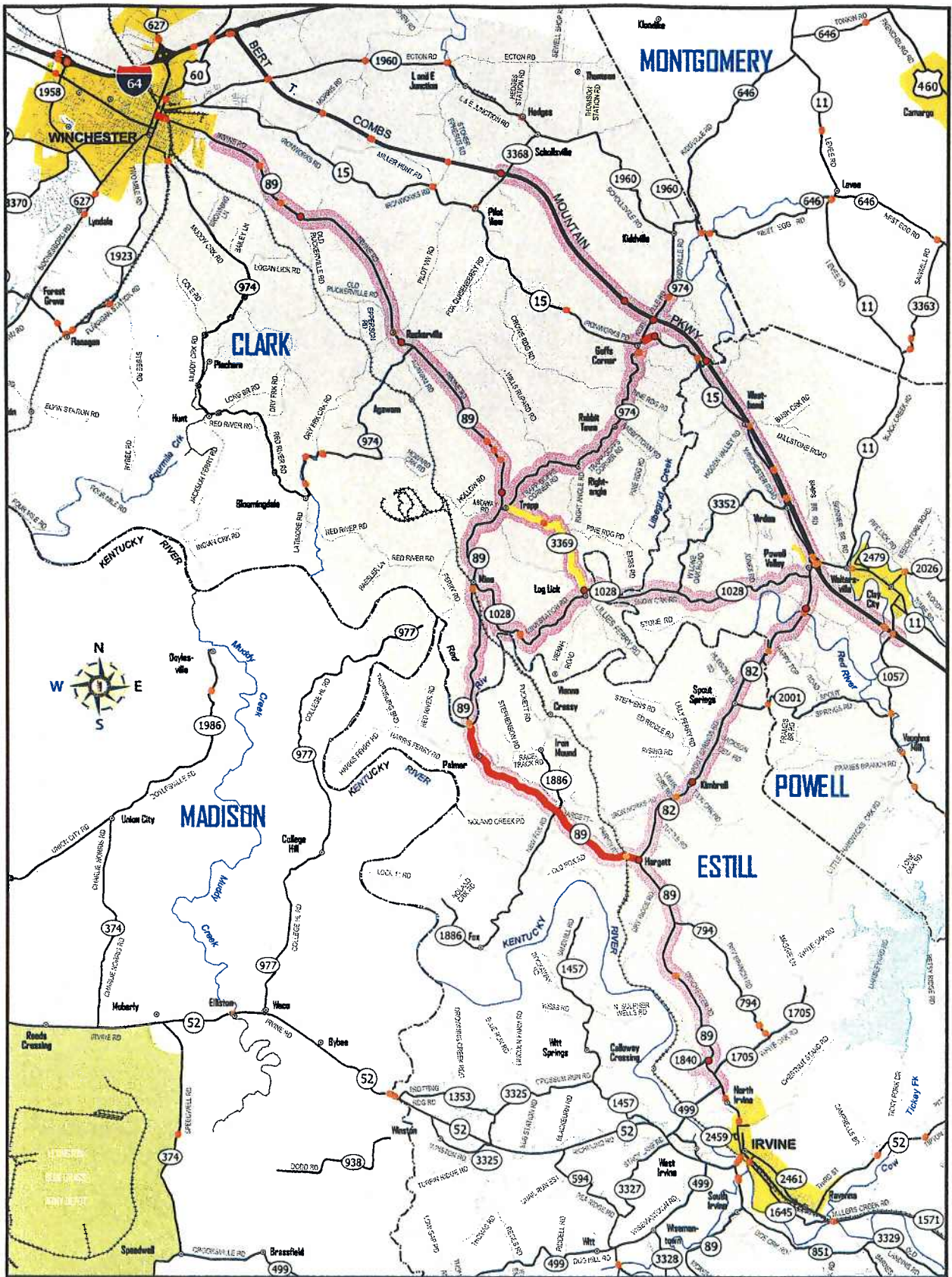
**TABLE 11
CRASH CONDITIONS**

County	Route	Begin MP	End MP	% Crashes w/ Dry Roadway	% Crashes in Daylight Conditions	Most Prevalent Roadway Characteristic	Most Frequent "Manner of Collision"
Powell	KY 1028	3.8	4.1	20%	80%	Curve and Grade (60%)	Ran Off Roadway (40%)
Clark	KY 89	9.1	9.4	53%	60%	No Dominant Pattern	Single Vehicle (53%)
Clark	KY 974	19.6	19.9	80%	No Dominant Pattern	Curve and Level (60%)	Single Vehicle (60%)
Powell	KY 1028	2.6	2.9	67%	67%	Curve and Grade (67%)	Single Vehicle (100%)
Clark	KY 3369	1.2	1.5	50%	50%	Curve and Level (100%)	Single Vehicle (100%)
Powell	KY 82	0.5	0.8	46%	69%	No Dominant Pattern	Single Vehicle (77%)
Clark	KY 89	5.8	6.1	57%	57%	No Dominant Pattern	Single Vehicle (57%)

E. Traffic and Level of Service

Current year average daily traffic data and level of service estimates are shown in Table 12 and on Exhibit 7, while estimates of future year (2030) average daily traffic⁽¹⁾ and level of service are depicted in Table 13 and on Exhibit 8. The current average daily traffic volume (ADT) varied from about 100 vehicles per day on the Clark County segment of KY 1028 to nearly 13,000 on the Mountain Parkway near the Clark-Powell County line. Except for a short section of KY 89 in Winchester that

1. Table 4B, 2003-2023 Functional Class Average Growth Rate Multipliers, Traffic Forecasting Report 2004, Division of Multimodal Programs, Kentucky Transportation Cabinet, December, 2004



Source: Kentucky State Police

LEGEND

- Fatal Crash
- Potentially High Vehicle Crash Segment (Critical Rate 0.9 - 0.99)
- High Vehicle Crash Segment (Critical Rate ≥ 1)
- Study Roads
- Study Area

2 0 2 4 Miles

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Exhibit 6

Vehicle Crash Information

Trapp-Irvine Regional Transportation Study:
Clark, Estill, Powell Counties

**TABLE 12
CURRENT YEAR AVERAGE DAILY TRAFFIC VOLUMES AND LEVELS OF SERVICE**

Route	County	Begin MP	End MP	Current ADT	Current Level of Service
KY 82	Estill	0.000	1.980	3000	C
KY 82	Estill	1.980	5.029	4200	C
KY 82	Powell	0.000	1.183	4200	C
KY 82	Powell	1.183	2.000	5400	C
KY 82	Powell	2.000	2.058	5400	A
KY 89	Clark	0.000	4.815	1300	B
KY 89	Clark	4.815	5.115	2600	C
KY 89	Clark	5.115	8.662	2600	B
KY 89	Clark	8.662	12.370	3900	C
KY 89	Clark	12.370	13.644	3900	B
KY 89	Clark	13.644	14.828	3900	C
KY 89	Clark	14.828	15.507	6500	C
KY 89	Clark	15.507	15.955	9400	D
KY 89	Estill	12.811	13.069	6600	C
KY 89	Estill	13.069	14.099	4900	C
KY 89	Estill	14.099	17.903	4900	C
KY 89	Estill	17.903	18.608	2500	B
KY 89	Estill	18.608	22.520	1300	B
KY 974	Clark	15.036	18.930	300	A
KY 974	Clark	18.930	20.260	700	A
KY 1028	Clark	0.000	3.991	100	A
KY 1028	Powell	0.000	1.693	300	A
KY 1028	Powell	1.693	3.719	500	A
KY 1028	Powell	3.719	4.771	800	A
KY 3369	Clark	0.000	2.574	400	A
KY 9000	Clark	6.433	11.913	12800	A
KY 9000	Powell	11.913	16.412	12800	A
KY 9000	Powell	16.412	18.471	11800	A
KY 9000	Powell	18.471	18.625	12300	A

Sources: Highway Information System (HIS) Database and Highway Capacity Manual 2000

currently operates at level of service "D", current year levels of service are "C" or higher; approximately seventy percent of the study area roadway segments currently operate at level of service "A" or "B". Estimated future year (2030) average daily traffic volumes range from about 160 vehicles to nearly 30,000 vehicles per day. These projected future year average daily traffic volumes would reduce the percentage of study area roadways operating at level of service "A" or "B" to about sixty percent; those operating at level of service "D" increase to more than eighteen percent.

The proposed power plant (at Irvine) will consume....approximately 120,000 tons of (non-reclaimed) coal per year...hailed in by truck or delivered by rail. Truck deliveries would average about 15 per day. In addition, limestone and lime will be transported to the site via truck or rail. It is expected that 20 trucks per day would be required.....

Review and Site Assessment Report of Estill County Energy Partners, LLC Prepared for The Kentucky State Board on Electric Generation and Transmission Siting

TABLE 13
FUTURE YEAR (2030) AVERAGE DAILY TRAFFIC VOLUMES AND LEVELS OF SERVICE

Route	County	Begin MP	End MP	Future ADT	Future Level of Service
KY 82	Estill	0.000	1.980	5100	C
KY 82	Estill	1.980	5.029	7500	D
KY 82	Powell	0.000	1.183	7500	D
KY 82	Powell	1.183	2.000	9800	D
KY 82	Powell	2.000	2.058	9800	A
KY 89	Clark	0.000	4.815	2300	B
KY 89	Clark	4.815	5.115	4400	C
KY 89	Clark	5.115	8.662	4400	C
KY 89	Clark	8.662	12.370	6700	C
KY 89	Clark	12.370	13.644	6700	C
KY 89	Clark	13.644	14.828	6700	C
KY 89	Clark	14.828	15.507	9900	D
KY 89	Clark	15.507	15.955	14100	D
KY 89	Estill	12.811	13.069	11200	D
KY 89	Estill	13.069	14.099	8300	D
KY 89	Estill	14.099	17.903	8700	D
KY 89	Estill	17.903	18.608	4400	C
KY 89	Estill	18.608	22.520	2300	B
KY 974	Clark	15.036	18.930	500	A
KY 974	Clark	18.930	20.260	900	A
KY 1028	Clark	0.000	3.991	200	A
KY 1028	Powell	0.000	1.693	600	A
KY 1028	Powell	1.693	3.719	1100	A
KY 1028	Powell	3.719	4.771	1600	B
KY 3369	Clark	0.000	2.574	900	A
KY 9000	Clark	6.433	11.913	29900	A
KY 9000	Powell	11.913	16.412	29900	A
KY 9000	Powell	16.412	18.471	27400	A
KY 9000	Powell	18.471	18.625	28700	A

IV. CABINET, PUBLIC, AND AGENCY INPUT

A. Project Team Meetings

1. An initial study project team meeting was conducted on May 3, 2005. The purpose of the meeting was to discuss the project and to assist in determining issues and concerns to be addressed in the study. A copy of the agenda is included in Appendix A. Issues and concerns discussed by the project team with some observations and conclusions are as follows:

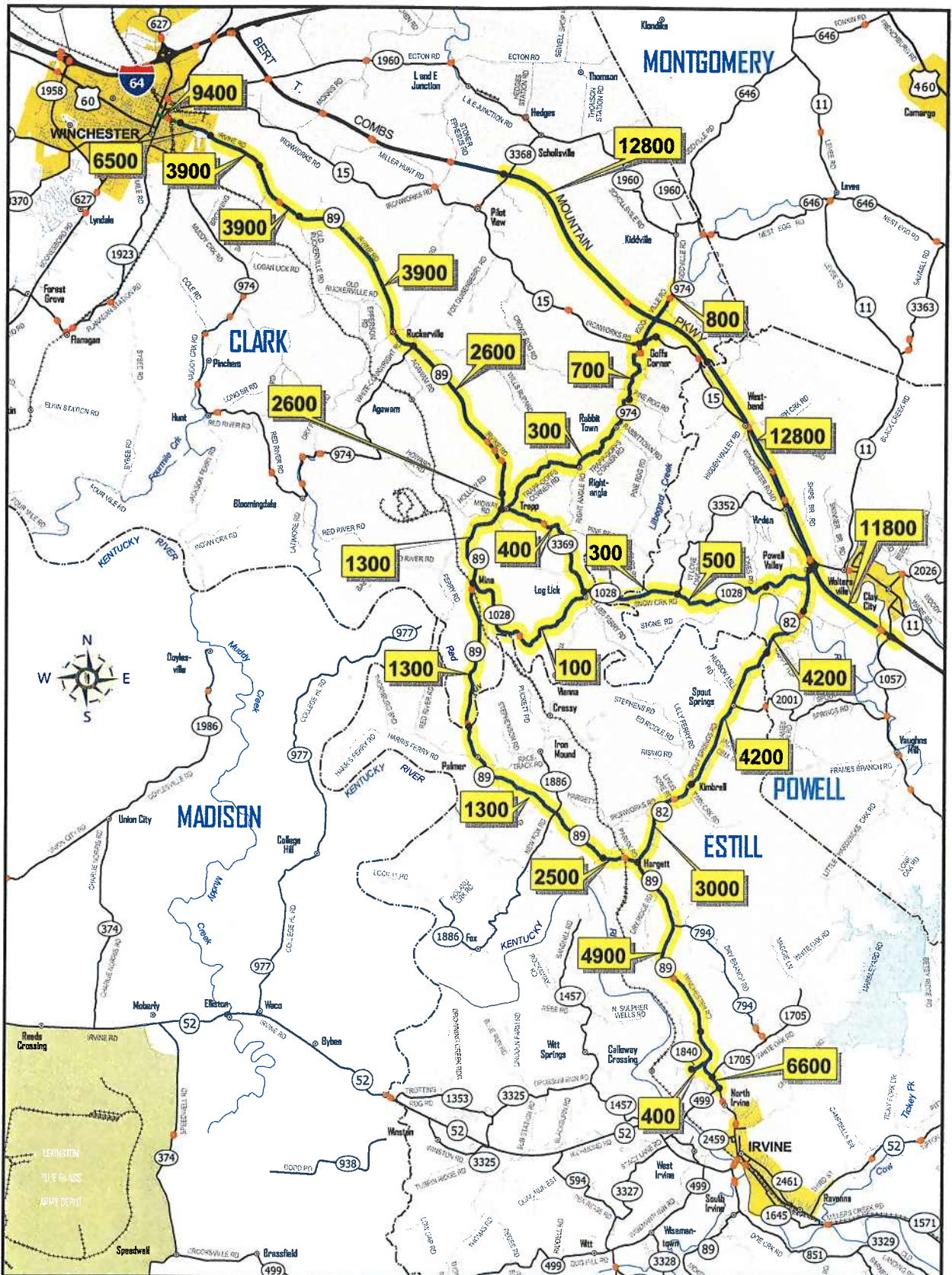
- The project area and the roadway segments as proposed by the Division of Planning appear to be all inclusive.
- Lane and shoulder width data (as discussed above)
- Traffic data (as discussed above)
- Though not shown on environmental mapping (as dictated by Cabinet policy), several archaeological sites were likely present in the study area
- Cost estimates prepared by the Division of Highway Design are not low but appear to be accurate
- A courtesy meeting with local elected officials in Powell County should be scheduled similar to meetings with local elected officials in Clark and Estill Counties.
- Public information meetings should be scheduled in Clark and Estill Counties. Though the project team did not believe that a third public meeting in Powell County was necessary, it was agreed that local elected officials in Powell County should be given that option.
- The status of the Design phase for a new interchange at KY 974 and the Mountain Parkway was briefly discussed for informational purposes.
- No ITS solutions were apparent to the project team
- Project Goals and Objectives were determined to be:
 - Provide corridor and system connectivity between the Mountain Parkway and the sites of proposed power generation facilities at Trapp and northwest of Irvine
 - Improve geometrics of critical area roadways to handle projected future traffic volumes associated with the delivery of materials to each plant
 - Improve safety by improving horizontal deficiencies, and lane and shoulder widths
- Probable Design Criteria for improvements to KY 974, KY 1028, and/or KY 3369 may necessitate a 45 mph design speed

2. A final study project team meeting was conducted on October 18, 2005. The purpose of the meeting was to discuss study recommendations for the project in order to complete this report. Based on those discussions, the recommended improvements and the recommended priority order for implementation are as listed in Section VIII below.

B. Local Officials and Group Meetings

Separate meetings with local elected officials were held in Estill, Powell, and Clark Counties. The Estill and Powell County meetings were each held on May 12, while the Clark County meeting was held on May 16. The agendas for each meeting were similar to that for the project team meeting, and are also included in Appendix A. Highlights of these three meetings were:

- Estill County: Indicated that KY 82 from Hargett to the Mountain Parkway and KY 89 from Hargett to North Irvine were part of a system of roadways that, along with KY 499 in northwest Irvine and KY 52 from Irvine to I-75 at Richmond, provided a regional connection from the Mountain Parkway to



Source: KYTC Highway Information System

LEGEND

- LOS C or Better
- LOS D
- LOS E
- Traffic Section Breaks
- 123 ADT (Average Daily Traffic)
- Study Roads
- Study Area

2 0 2 4 Miles

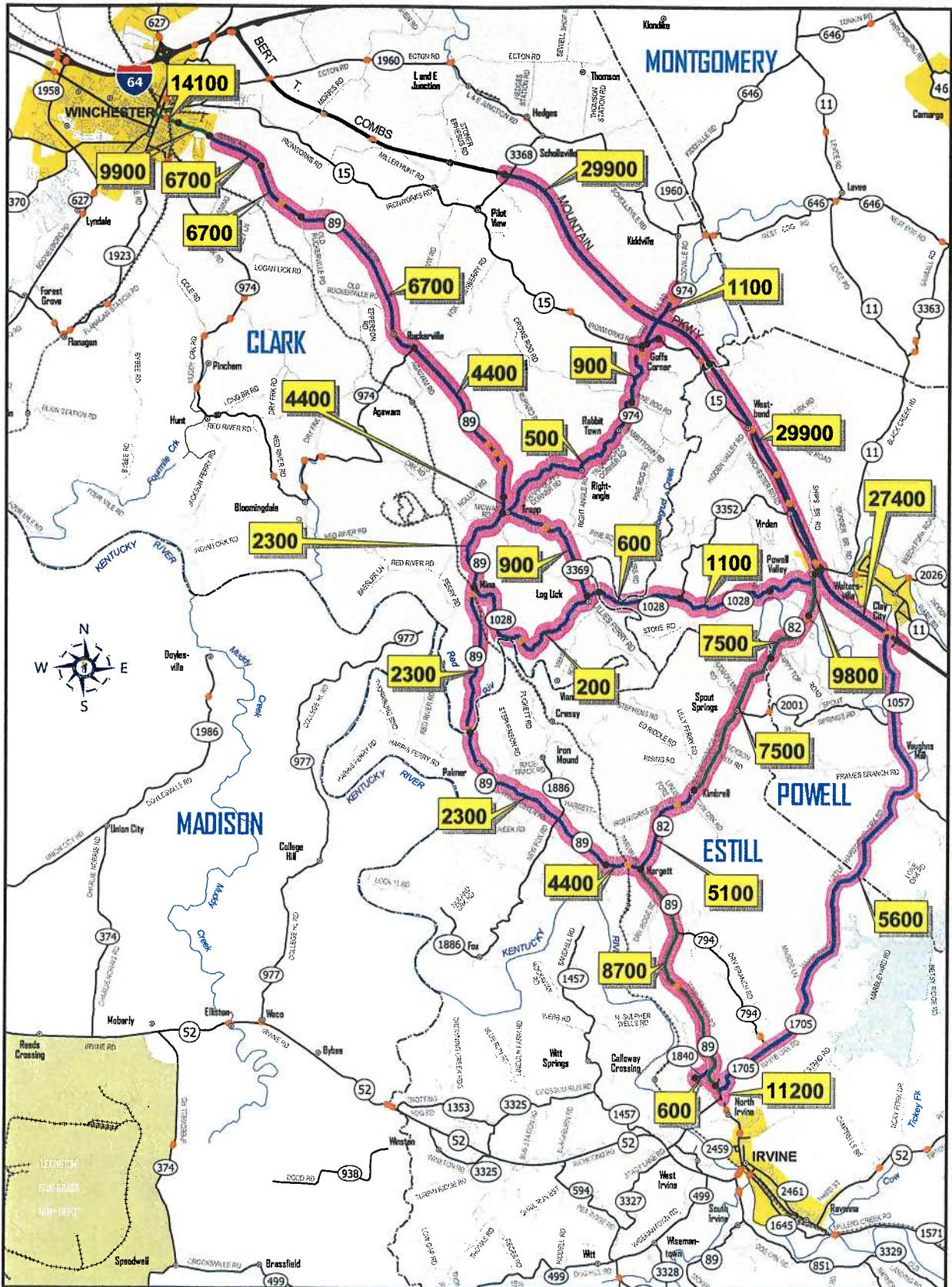
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Exhibit 7

Current Traffic & Level of Service

Trapp-Irvine Regional Transportation Study:
Clark, Estill, Powell Counties




Source: KYTC Highway Information System

LEGEND

- LOS C or Better
- LOS D
- LOS E
- Traffic Section Breaks
- 123 ADT (Average Daily Traffic)
- Study Roads
- Study Area

2 0 2 4 Miles

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TRANSPORTATION
CABINET

Division of Planning




Exhibit 8

2030 Traffic & Level of Service

Trapp-Irvine Regional
Transportation Study:
Clark, Estill, Powell
Counties

I-75. Current and anticipated systematic usage of this connector articulated by Judge-Executive Wallace Taylor, Irvine Mayor Tom Williams, Ravenna Mayor Charles Crowe, and other local officials included students traveling to and from Eastern Kentucky University and Berea College, truck traffic associated with solid waste and logging, school bus traffic, an emergency evacuation route for the Bluegrass Army Depot, as well as enhanced transportation service for medical and recreation facilities.

- Powell County: Judge-Executive Bobby Drake and First District Magistrate Bobby Ginter stressed the importance to Powell County of the proposed Mountain Parkway interchange at KY 974. Judge Drake and Squire Ginter were assured that the current study was being conducted based on the assumption that the KY 974 interchange project was proceeding to completion. Otherwise, the comments from the Powell County officials echoed the comments of those made in Estill County. While they appreciated our offer to do so, they felt that a public meeting in Powell County on the current study would not be necessary.
- Clark County: Judge-Executive John Myers, Third District Magistrate Gerald Rogers, and Road Supervisor Phillip Vaughn stressed the importance of short and long term improvements to KY 89 between Winchester and Trapp. A previous resolution unanimously adopted by the Clark County Fiscal Court had emphasized improvements to KY 89 as well as completion of the KY 974 interchange, reconstruction of the Mountain Parkway interchange at I-64, and completion of the Winchester Bypass. They welcomed the opportunity for the Cabinet to conduct an informational public meeting near Trapp as part of the current study.

C. Public Meetings

Public information meetings were held on June 23, 2005 and June 27, 2005. The first meeting was held at the Estill County High School in Irvine, Kentucky and the second at the Trapp Elementary School in Trapp, Kentucky. Both meetings were conducted from 5:00 p.m. to 7:00 p.m.; at each meeting several attendees were present at approximately 4:30 p.m. and were assisted by Cabinet and ADD personnel. There were nearly 50 citizens in attendance at Irvine (44 signed in) and 60 citizens in attendance at Trapp (all signed in). Handouts were provided to all attendees who signed in. A short presentation was given at 5:00 p.m. at each public meeting. The remainder of each meeting was conducted in an "open house" format. The attendees were given the opportunity to view exhibits depicting the study area roadway segments being analyzed, horizontal and vertical curvature, current and estimated future traffic volumes and levels of service, bridge sufficiency rating data, vehicle crash information, and truck weight classification and to discuss issues relating to these roadway segments with Cabinet and ADD staff. Attendees were asked to complete a survey/comment form. The meeting at Irvine continued until approximately 7:30

p.m. to accommodate late-arrivers and those still present after 7:00 p.m.; the meeting at Trapp concluded at 7:00 p.m. as the last remaining attendee had left at approximately 6:50 p.m.

The following summarizes the information provided on the 63 non-duplicative, completed survey forms that were either turned in at one of the public meetings or mailed in afterwards. The responses were virtually equally divided between those associated with the Irvine meeting (32) and those associated with the Trapp meeting (31). (Four participants completed a survey form at each meeting. The summary counts each of those respondent's answers only one time.)

- 43% of the respondents were from Winchester
- 40% of the respondents were from Irvine/Ravenna
- 5% of the respondents were from the Trapp area
- 5% of the respondents were from Clay City
- 5% of the respondents were from Stanton
- 2% of the respondents were from other locations

Sixty percent (38) of the respondents identified KY 82 from the Mt. Parkway interchange at Powell Valley to KY 89 at Hargett as a priority segment for improvement. 33% suggested improvements to KY 974 from the new Mt. Parkway interchange at Goffs Corner to KY 89 at Trapp, while only 10% suggested improvements to KY 1028/KY 3369 from the Mt. Parkway interchange at Powell Valley to KY 89 at Trapp. Nearly one-third (32%) suggested improvements to KY 89 from the Winchester Bypass to Trapp, while 22% recommended KY 89 from Trapp to Hargett. Less than 5% of the respondents suggested extending KY 1705 in Estill County to KY 1057 in Powell County, rebuilding the I-64/ Mt. Parkway interchange, a new route from Goffs Corner to Trapp, or rail improvements. (Note that percentages sum to more than 100% because some respondents listed more than one priority.)

The most frequently cited roadway deficiencies were sharp curves (81% of all respondents), followed by narrow shoulders (75%), narrow lanes (65%), few passing opportunities (63%), and large trucks (57%). Less frequent mention was made of poor visibility (40%), low travel speeds and steep grades (30% each), and high speeds (25%). The most often cited sensitive area of concern was personal property or homes (33%), with others citing farmland (21%), natural areas or habitats (11%), scenic areas, viewsheds, or recreational areas (6%), and business properties (5%).

Estill County Judge-Executive Wallace Taylor said improving KY 82 and KY 89 would allow each road to handle a higher volume of traffic more safely. He said the plan has both economic development and safety tied to it.

Citizen Voice and Times
Irvine, KY June 23, 2005

In summary, survey participation was excellent, was evenly balanced between the two meetings, and has provided valuable information for the study project team.

D. Resource Agency Coordination

Early agency coordination letters were sent to various resource agencies, interested organizations, local officials, and internal Cabinet offices to obtain input and comments regarding the potential impacts associated with this project. Copies of the request letter, mailing list, and the responses are included in Appendix B. Issues identified and concerns raised as a result of this process include:

- U. S. Department of Health and Human Services, Public Health Service, Centers for Disease Control and Prevention: Outlined issues that they want considered as a part of future project development phases, including air quality, water quality and quantity; wetlands and floodplains, hazardous materials and wastes, non-hazardous solid wastes and other materials, noise, occupational health and safety, land use and housing, and environmental justice.
- University of Kentucky, Kentucky Geological Survey: Articulated concerns associated with karst, shale, silt, and clay features, oil and gas wells, materials suitability for construction, fault potential, and earthquake ground motions.
- Kentucky Commerce Cabinet, Department of Fish and Wildlife Resources: Notes likely presence of federally and/or state designated threatened or endangered species and included a list; recommended procedural and mitigational efforts during subsequent project development phases.
- Kentucky Transportation Cabinet, Division of Materials: Noted presence of clay shales and problems likely to be associated therewith; noted potential environmental concerns associated with New Albany Shale; noted presence of numerous faults in the area but opined that no major problems associated with those faults were anticipated.
- Kentucky Transportation Cabinet, Division of Environmental Analysis: Noted likely presence of major archaeological resources in project study area; provided a list of known or suspected federal and/or state designated threatened or endangered species in the three county area.
- Kentucky Environmental and Public Protection Cabinet, Department for Natural Resources, Division of Forestry: Noted presence of highly erodible and shaly soils in southeastern Clark County and potential impact on Red River corridor and its main tributaries; further noted potential archaeological sites of historic significance, including a Native American settlement.
- Kentucky State Police: Expressed concern about the likely need for increased enforcement levels on both KY 82 and KY 89 during construction of the power generating facility at Trapp.
- Kentucky Environmental and Public Protection Cabinet, Department for Environmental Protection, Division of Air Quality: Noted general concerns about fugitive emissions, open burning, and air quality conformity.
- Kentucky Commerce Cabinet, Department of Tourism: Endorsed concept of improved roadways in the region in order to positively impact conventional economic development as well as expansion of tourism, but urged that the area's historical, cultural, and natural assets be considered.

- Kentucky Justice and Public Safety Cabinet, Department of Vehicle Enforcement: Expressed concern about truck traffic between the Mountain Parkway and KY 89 until improvements are made.
- Kentucky Transportation Cabinet, Division of Traffic: Urged that any ultimate design for new or upgraded facilities be partially controlled access, match the design speed to the anticipated posted speed, and that an access control fence be installed.
- Commerce Cabinet, Department of Parks: Expressed a general concern about environmental protection.
- Kentucky Transportation Cabinet, Department of Aviation: Informed study team about air navigation restrictions in regard to the Stanton Airport.
- Bridge Branch, United States Coast Guard: Determined that there are no waterways in the study area over which the Coast Guard exercises jurisdiction for bridge administration purposes.
- The following agencies responded to KYTC's solicitation for comments, but had none at this time:
 - Kentucky Education Cabinet
 - Cabinet for Health and Family Services
 - Environmental and Public Protection Cabinet, Department for Natural Resources, Commissioner's Office
 - Kentucky Department of Agriculture

E. Other Input

During the course of this planning study, several other independently initiated comments were received by The Kentucky Transportation Cabinet. Madison County Judge-Executive Kent Clark urged construction of an eastward extension of KY 499 to the Mountain Parkway, presumably in the KY 1705/White Oak Road, Little Hardwick's Creek Road, KY 1057 corridor. Also, State Representative Don Pasley urged improvements to KY 89 between Winchester and Trapp and reconstruction of KY 974 between KY 15 at Goffs corner and KY 89 at Trapp. These comments are shown in Appendix C.

V. ENVIRONMENTAL AND SOCIOECONOMIC OVERVIEW

A. Environmental Base Data

An extensive file inventory of known environmental features was prepared and sent to the Kentucky Transportation Cabinet's Division of Environmental Analysis for their review and comment. The response of that agency is summarized below:

- Clark, Estill, and Powell Counties are each currently in attainment for transportation related air pollutants. If potential alignments are identified in subsequent project development phases, then micro-scale analyses should be performed at intersections. Further, these alignments should be configured in a manner so as to avoid or minimize effects on noise sensitive receptors, such as residences and schools.

- Small communities are scattered throughout the study area. In selecting future alignments, effort should be made to avoid disrupting community cohesion. Executive Order 12898 regarding Environmental Justice dictates that disproportionately high and adverse effects on minority and low-income populations be avoided. Further, these alignments should, to the maximum extent possible, avoid any prime and/or unique farmland soil and minimize the splitting of farmlands.
- Alternative alignments developed should avoid underground storage tanks and hazardous materials sites.
- Noted that the future development of alternative alignments should identify habitats conducive to identified threatened and endangered species and identified procedures to be followed in that regard. Table 14 lists the known threatened and endangered species in the study region.
- All structures greater than 50 years old should be surveyed for their eligibility of listing on the National Register of Historic Places. The development of alternative alignments should avoid eligible structures if at all possible.
- The development of alternative alignments should avoid public parks, recreation areas, wildlife and waterfowl refuges and historic sites.

**TABLE 14
KNOWN THREATENED AND ENDANGERED SPECIES**

Known Species Listed As Threatened and Endangered			
Terrestrial Species	Clark	Estill	Powell
Gray Bat	X		
Indiana Bat		X	X
Virginia Big-Eared Bat			X
Running Buffalo Cover	X		
White-Haired Goldenrod			X
Aquatic Species			
Fanshell Mussel			X

B. Environmental Justice

As part of this study, a brief review of the 2000 Census data was conducted for the purpose of identifying environmental justice and community impact issues. The purpose of this review was to assist the Kentucky Transportation Cabinet in meeting the requirements of Federal Executive Order 12898, which states that "...each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations..." and hence to ensure equal environmental protection to all groups potentially impacted by potential transportation improvements. Although EO 12898 does not specifically address consideration of the elderly population, the U. S. Department of Transportation encourages the consideration of this demographic subset in Environmental Justice discussions.

This brief review concluded that the potential for disproportionately high and/or adverse affects on minority, low income, and/or elderly populations impacted by potential transportation improvements identified in this study is generally small. The study area encompasses three Census Tracts: Tract 20104 (particularly Block Groups 1, 2, and 3) in Clark County, Tract 980200 (particularly Block Groups 1, 2, 3, and 4) in Estill County, and Tract 970200 (particularly Block Groups 4 and 5) in Powell County. Table 15 summarizes the pertinent demographic factors of these Census Tracts and Block Groups in comparison to county, statewide, and nationwide figures. Data is shown for the lowest Census geographic unit for which data is readily available, and then rolled up to aggregate numbers for larger geographic units. Demographic measures for which the data in a Census Tract or Block Group significantly exceeds the corresponding figure for the relevant county as a whole are highlighted in red. As can be seen therein, some potential environmental justice consequences exist in Estill and Powell Counties with respect to minority population and in Clark and Powell Counties with respect to low income population.

**TABLE 15
SELECTED CENSUS DATA FOR STUDY REGION**

County	Census Tract	Census Block Group	% Minority Persons ⁽¹⁾	% Elderly Persons	% Low Income
Clark	All	All	6.40%	12.45%	10.49%
	20104	All	0.80%	14.95%	14.95%
	20104	1	0.87%	12.83%	(2)
	20104	2	1.03%	10.39%	
	20104	3	0.38%	9.95%	
Estill	All	All	0.93%	26.16%	26.16%
	980200	All	0.62%	27.67%	27.67%
	980200	1	0.35%	15.10%	
	980200	2	1.54%	19.71%	
	980200	3	0.67%	15.87%	
Powell	All	All	1.44%	23.19%	23.19%
	970200	All	2.38%	27.68%	27.68%
	970200	4	3.43%	9.83%	
	970200	5	1.28%	8.05%	
Kentucky			9.92%	12.43%	12.05%
United States			24.86%	12.46%	15.37%

1. For purposes of this table, "minority" is defined as non-white.; (2) Income data not readily available below the Census Tract level

VI. TRAVEL TIMES

As one of several measures to compare the effectiveness of various roadway improvement options, travel times from a common point on the Mountain Parkway to the location of each proposed power generating facility were estimated using average travel speeds from Highway Capacity Software; the common point chosen for analysis is the Powell Valley Exit (16) on the

Mountain Parkway. The average travel time to each proposed facility was then calculated. Table 16 presents this information in tabular format.

**TABLE 16
ESTIMATED TRAVEL TIMES**

Description of Proposed Route Improvements	Travel Time (minutes) to Irvine Plant	Travel Time (minutes) to Trapp Plant	Average Travel Time (minutes)
KY 974 from Goffs Corner to Trapp; KY 89 from Winchester Bypass to North Irvine	64.1	21.6	42.8
KY 1028 from Powell Valley to Log Lick; KY 3369 from Log Lick to Trapp; KY 89 from Winchester Bypass to North Irvine	62.8	20.2	41.5
KY 1028 from Powell Valley to Mina; KY 89 from Winchester Bypass to North Irvine	60.3	27.2	43.8
KY 82 from Powell Valley to Hargett; KY 89 from Winchester Bypass to North Irvine	34.7	33.9	34.3

Sources: Highway Information System (HIS) Database and Highway Capacity Manual 2000

VII. ESTIMATED IMPROVEMENT COSTS

Cost estimates for improvements to various roadway segments were generated as part of this planning study. These cost estimates have been segmented to allow for various combinations of roadway improvements to be considered. These segments are described below along with the cost estimate and a brief discussion of the basis for that segment's cost estimate. Table 17 provides a summary of this data.

- A. KY 89 from MP 4.8 in Clark County (KY 974 East at Trapp) to MP 14.5 in Clark County (Winchester Bypass): 9.7 miles; estimated cost to provide spot improvements to match segments previously improved: \$19.2 million.
- B. KY 89 from MP 2.9 in Clark County (KY 1028 East at Mina) to MP 4.8 in Clark County (KY 974 East at Trapp): 1.9 miles; \$12.3 million based on reconstructing roadway.
- C. KY 89 from MP 17.9 in Estill County (KY 82 at Hargett) to MP 2.9 in Clark County (KY 1028 East at Mina): 7.5 miles; \$48.9 million based on reconstructing roadway.

- D. KY 89 from MP 14.6 in Estill County (2000 feet north of Estill County High School) to MP 17.9 in Estill County (KY 82 at Hargett): 3.3 miles; \$21.6 million based on reconstructing roadway.
- E. KY 82 from MP 0.0 in Estill County (KY 89 at Hargett) to MP 2.1 in Powell County (KY 15): 7.1 miles; \$20.4 million based on reconstructing roadway.
- F. KY 1028 from MP 3.7 in Clark County (KY 3369 at Log Lick) to MP 4.7 in Powell County (KY 82 at Powell Valley): 5.2 miles; \$15.8 million based on constructing new roadway.
- G. KY 1028 from MP 0.0 in Clark County (KY 89 at Mina) to MP 3.7 in Clark County (KY 3369 at Log Lick); 3.7 miles; \$11.4 million based on constructing new roadway.
- H. KY 3369 from MP 0.0 in Clark County (KY 1028 at Log Lick) to MP 2.6 in Clark County (KY 974 at Trapp); 2.6 miles; \$8.1 million based on constructing new roadway.
- I. KY 974 from MP 15.0 in Clark County (KY 89 at Trapp) to MP 20.3 in Clark County (KY 15 at Goffs Corner): 5.3 miles; \$25.3 million based on reconstructing roadway on new alignment close to existing roadway.
- J. Structural reinforcement of KY 89 bridge over Red River at Clark-Estill County line: \$5 million.

VIII. RECOMMENDATIONS

A. Preferred Improvements

The goal of this study is to consider improvements to the regional highway network and to identify those recommended for improvement. Two primary factors were considered: (1) connectivity between the Mountain Parkway and proposed power generating facilities at Trapp and Irvine, and (2) improving safety by correcting horizontal and vertical curvature deficiencies and by providing lane and shoulder widths that meet current standards. Identified needs were balanced with a desire for fiscal prudence and rational selection from among duplicative improvement options. As a result, two corridors were recommended for improvement:

1. KY 89 between the junction with the Winchester Bypass (Clark County MP 14.5) and a point approximately 2000 feet north of Estill County High School (Estill County MP 14.6), a distance of approximately 22.4 miles. Priority segmentation of this improvement is discussed below. Composite Adequacy Rating Percentiles for KY 89 range from 13 (87% of statewide Rural Major Collector routes are better) in Estill County to 75 (25% of statewide Rural Major Collector routes are better) in the sections of KY 89 in Clark County. Narrow traveling lanes and shoulders

TABLE 17
COST ESTIMATES FOR SEGMENT IMPROVEMENTS

Route	Beginning MP	Ending MP	Length (miles)	Type of Improvement	Estimated Cost (millions)
KY 89	Clark Co. 4.8	Clark Co. 14.5	9.7	Spot Improvements	\$19.2
KY 89	Clark Co. 2.9	Clark Co. 4.8	1.9	Reconstruction	\$12.3
KY 89	Estill Co. 17.9	Clark Co. 2.9	7.5	Reconstruction	\$48.9
KY 89	Estill Co. 14.6	Estill Co. 17.9	3.3	Reconstruction	\$21.6
KY 82	Estill Co. 0.0	Powell Co. 2.1	7.1	Reconstruction	\$20.4
KY 1028	Clark Co. 3.7	Powell Co. 4.7	5.2	Construct New Roadway	\$15.8
KY 1028	Clark Co. 0.0	Clark Co. 3.7	3.7	Construct New Roadway	\$11.4
KY 3369	Clark Co. 0.0	Clark Co. 2.6	2.6	Construct New Roadway	\$8.1
KY 974	Clark Co. 15.0	Clark Co. 20.3	5.3	Reconstruction on New Alignment	\$25.3
KY 89	Estill Co. 22.5	Clark Co. 0.0	0.1	Bridge Rehabilitation or Replacement	\$5.0

are present for most of this route segment. Previous spot improvements south of Winchester create inconsistent roadway cross sections and may affect driver expectations. Horizontal, and to a lesser extent vertical, curvature deficiencies are present along this route. Traffic volumes along this roadway segment are among the highest in the study area. The most immediate need is the rehabilitation or replacement of the bridge over the Red River at the Clark-Estill County line.

2. KY 82 between the junction with KY 89 at Hargett (Estill County MP 0.0) and the junction with KY 15 at Powell Valley (Powell County MP 2.1), a distance of 7.1 miles. Priority segmentation of this improvement is discussed below. Composite Adequacy Rating Percentiles for KY 82 range from 16 for a short section in Powell County to 84 in Estill County. Narrow traveling lanes and shoulders are present for most of this route segment. Traffic volumes along this roadway segment are among the highest in the study area. Improvements to KY 82 would provide better average travel times between the Mountain Parkway and both plants than improvements to KY 1028/KY 3369 (or a new parallel route) or improvements to KY 974 (or a new parallel route). Cost estimates for improvements to KY 82 (\$20.4 million) are less than those for a new route parallel to KY 1028 (\$27.2 million), a new route parallel to KY 1028/KY 3369 (\$23.9 million), or improvements to KY 974 along a new alignment (\$25.3 million). Though not an explicit goal for this study, KY 82 nonetheless is part of a regional link between the Mountain Parkway and I-75 in Madison County and improvements thereto would enhance this additional aspect of the regional transportation system.

B. Priority Segments

The roadway segments listed above constitute nearly thirty miles of roadway improvements with a total estimated cost of \$125.0 million. This figure would be a significant public sector complement to the aggregate \$650 million private sector investment at the two proposed power generating facilities, and is in addition to the nearly \$25 million in improvements currently planned for KY 89 north of Irvine and at the Ruckerville bridge, for the KY 82 curve revision at Salem Church, and for the KY 974 interchange. Such a large public sector investment likely would not be made all at once and thus would need to be staged. Priority staging of these improvements is recommended to be as follows:

1. Bridge Rehabilitation of KY 89 Bridge at Clark-Estell County line: This structure currently has a weight restriction of 62,000 pounds for tri-axle trucks (the standard weight limit is 68,000 pounds). Rehabilitation of the existing structure would likely be preferred from an aesthetic perspective (though the structure is not a historic bridge); however it may be more cost effective to replace the existing structure with a new one. An approximate estimate for this project is \$5 million.
2. Spot improvements to KY 89 from MP 4.8 in Clark County (KY 974 East at Trapp) to MP 14.5 in Clark County (Winchester Bypass), a distance of 9.7 miles. Estimated cost to match segments previously improved: \$19.2 million.
3. Reconstruct KY 82 from MP 4.6 in Estill County (the end of the curve revision at Salem Church) to MP 2.1 in Powell County (KY 15), a distance of 2.5 miles. Data indicate this is the more deficient of two sections of KY 82. This segment of KY 82 combined with the segment identified as priority #4 below were recently ranked as the 6th highest priority unscheduled project in the seventeen county Bluegrass Area Development District region and the 8th highest priority unscheduled project in the Kentucky Transportation Cabinet's District 7. Estimated cost for this project is \$7.1 million.
4. Reconstruct KY 82 from MP 0.0 in Estill County (junction with KY 89) to MP 4.5 in Estill County (the beginning of the curve revision at Salem Church), a distance of 4.5 miles. This section will complete the improvements of KY 82 from KY 89 at Hargett to KY 15 at the Mountain Parkway. Estimated cost for this project is \$13.3 million.
5. Reconstruct KY 89 from MP 17.9 in Estill County (KY 82 at Hargett) to MP 22.5 (south end of bridge over Red River), a distance of 4.6 miles. Data indicate this is the most deficient section of KY 89 between Irvine and Winchester. Estimated cost: \$30.0 million.
6. Reconstruct KY 89 from MP 0.0 in Clark County (north end of the bridge over Red River) to MP 4.6 (entrance to Trapp plant), a distance of 4.6 miles. This section will complete the improvements on KY 89 from KY 82 at Hargett to the entrance to the Trapp plant. Estimated cost: \$28.8 million.

7. Reconstruct KY 89 from MP 17.9 in Estill County (KY 82 at Hargett) to MP 14.6 in Estill County (2000 feet north of Estill County High School), a distance of 3.3 miles. This section will complete the improvements to KY 89 from KY 82 at Hargett to the entry road to the Irvine plant. Estimated cost for this project is \$21.6 million.

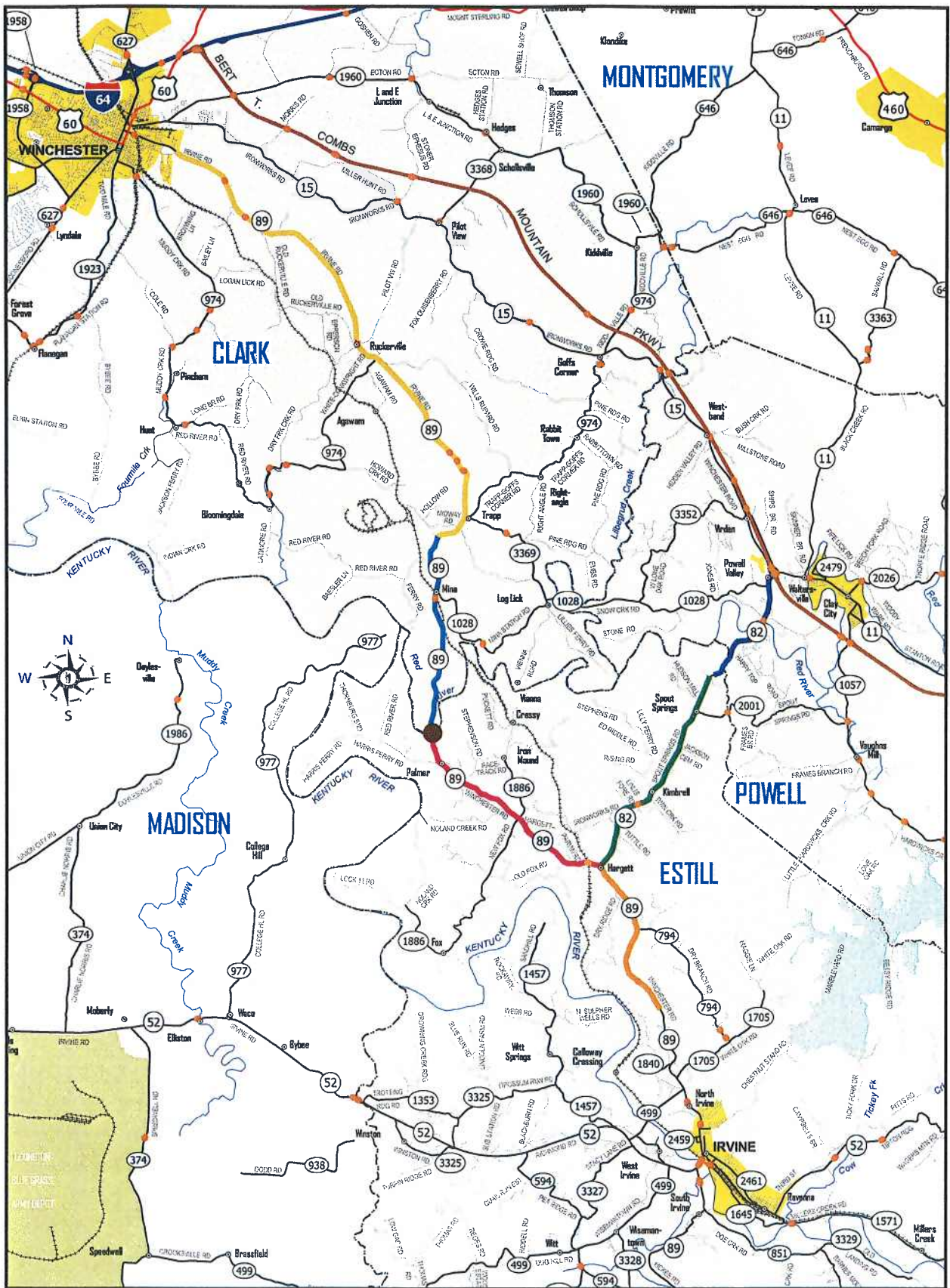
These recommendations are depicted graphically in Exhibit 9. Cumulative costs of these proposed improvements are shown in Table 18. Estimated phase costs for these recommended projects are shown in Table 19.

**TABLE 18
CUMULATIVE COSTS OF RECOMMENDED PROJECTS**

Recommended Improvement ID Number (Priority)	Route	Beginning MP	Ending MP	Type of Improvement	Cost Estimate for This Improvement Item (Millions)	Cumulative Cost Estimate for This and All Previous Improvement Items (Millions)
1	KY 89	Estill Co. 22.5	Clark Co. 0.0	Bridge Rehabilitation or Replacement	\$5.0	\$5.0
2	KY 89	Clark Co. 4.8	Clark Co. 14.5	Spot Improvements	\$19.2	\$24.2
3	KY 82	Estill Co. 4.6	Powell Co. 2.1	Reconstruction	\$7.1	\$31.3
4	KY 82	Estill Co. 0.0	Estill Co. 4.6	Reconstruction	\$13.3	\$44.6
5	KY 89	Estill Co. 17.9	Estill Co. 22.5	Reconstruction	\$30.0	\$74.6
6	KY 89	Clark Co. 0.0	Clark Co. 4.6	Reconstruction	\$28.8	\$103.4
7	KY 89	Estill Co. 14.6	Estill Co. 17.9	Reconstruction	\$21.6	\$125.0

**TABLE 19
PHASE COSTS OF RECOMMENDED PROJECTS**

Recommended Improvement ID Number (Priority)	Route	Beginning MP	Ending MP	Type of Improvement	Cost Estimate for Design Phase (Millions)	Cost Estimate for R/W Phase (Millions)	Cost Estimate for Utilities Phase (Millions)	Cost Estimate for Construction Phase (Millions)
1	KY 89	Estill Co. 22.5	Clark Co. 0.0	Bridge Rehabilitation or Replacement	\$ 0.5	\$ 0.2	\$ 0.3	\$ 4.0
2	KY 89	Clark Co. 4.8	Clark Co. 14.5	Spot Improvements	\$ 2.4	\$ 3.1	\$ 2.6	\$ 11.1
3	KY 82	Estill Co. 4.6	Powell Co. 2.1	Reconstruction	\$ 0.4	\$ 1.3	\$ 1.2	\$ 4.2
4	KY 82	Estill Co. 0.0	Estill Co. 4.6	Reconstruction	\$ 1.2	\$ 2.4	\$ 2.2	\$ 7.5
5	KY 89	Estill Co. 17.9	Estill Co. 22.5	Reconstruction	\$3.0	\$4.4	\$ 2.0	\$20.6
6	KY 89	Clark Co. 0.0	Clark Co. 4.6	Reconstruction	\$2.9	\$4.2	\$ 2.0	\$19.7
7	KY 89	Estill Co. 14.6	Estill Co. 17.9	Reconstruction	\$2.2	\$3.1	\$1.5	\$14.8



LEGEND

- KY 89 Bridge Rehab
- KY 89 Phase I Spot Improvements
- KY 82 Phase I
- KY 82 Phase II
- KY 89 Phase II
- KY 89 Phase III
- KY 89 Phase IV

Study Area

2 0 2 4 Miles

Kentucky
UNBRIDLED SPIRIT

Kentucky
TRANSPORTATION
CABINET

Division of Planning

Exhibit 9

Recommended Priorities

Trapp-Irvine Regional
Transportation Study:
Clark, Estill, Powell
Counties

IX. CONTACTS

The following persons may be contacted if additional information is needed concerning the project or the programming study process:

- Daryl Greer, Director, Division of Planning
- Jim Wilson, Team Leader, Strategic Planning Activity Center, Division of Planning
- Bruce Siria, Planning Study Project Manager, Strategic Planning Activity Center, Division of Planning

The following address and phone number may be used:

Phone: 502-564-7183

Address: Division of Planning
Kentucky Transportation Cabinet
Mail Code W5-05-01
Transportation Office Building
200 Mero Street
Frankfort, KY 40622

APPENDIX A
MEETING AGENDAS

**TRAPP-IRVINE REGIONAL TRANSPORTATION STUDY
PROJECT TEAM MEETING #1
AGENDA**

DATE: MAY 3, 2005
TIME: 9:00 A.M.
LOCATION: KYTC DISTRICT 7 OFFICE – LEXINGTON, KY

- 1. INTRODUCTIONS AND MEETING PURPOSE**
- 2. STUDY ADMINISTRATION**
 - (a) Project scope/study purpose
 - (b) Available data and reports
 - (c) Study schedule
- 3. PURPOSE AND NEED**
 - (a) Project issues
 - (b) Goals and objectives
 - (c) Benefits
- 4. STUDY AREA**
 - (a) Project area
 - (b) Highway segments under study
 - (c) Environmental footprint
 - (d) Possible alternative corridors
- 5. HIGHWAY INVENTORY DATA**
 - (a) Data already collected
 - (b) Additional data needed
- 6. TRAFFIC DATA**
 - (a) Existing and projected volumes
 - (b) Level of service
 - (c) Truck/rail coal and limestone delivery
 - (d) Additional data needed
- 7. CRASH DATA**
 - (a) Crash data analysis
 - (b) Additional data needed

- 8. ENVIRONMENTAL ISSUES AND DATA**
- (a) Environmental data collected to date**
 - (b) Additional data needed**
 - (c) Resource agency coordination needs**

- 9. PUBLIC INVOLVEMENT**
- (a) Local officials' meetings**
 - (b) EKPC Advisory committee**
 - (c) Other interest groups**
 - (d) Public meetings?**

10. OTHER DISCUSSION ITEMS

11. FIELD REVIEW OF PROJECT AREA?

**TRAPP-IRVINE REGIONAL TRANSPORTATION STUDY
ESTILL COUNTY LOCAL OFFICIALS MEETING
AGENDA**

DATE: MAY 12, 2005
TIME: 10:00 A.M.
LOCATION: ESTILL COUNTY COURTHOUSE – IRVINE, KY

1 INTRODUCTIONS AND MEETING PURPOSE

2. STUDY ADMINISTRATION

- (a) Project scope/study purpose
- (b) Available data and reports
- (c) Study schedule

3. PURPOSE AND NEED

- (a) Project issues
- (b) Goals and objectives
- (c) Benefits

4. STUDY AREA

- (a) Project area
- (b) Highway segments under study
- (c) Environmental footprint
- (d) Possible alternative corridors

5. HIGHWAY INVENTORY DATA

6. TRAFFIC DATA

- (a) Existing and projected volumes
- (b) Level of service
- (c) Truck/rail coal and limestone delivery

7. CRASH DATA

8. ENVIRONMENTAL ISSUES AND DATA

- (a) Environmental data collected to date
- (b) Additional data needed
- (c) Resource agency coordination needs

9. PUBLIC INVOLVEMENT

- (a) EKPC Advisory committee**
- (b) Other interest groups**
- (c) Public meetings?**

10. OTHER DISCUSSION ITEMS

**TRAPP-IRVINE REGIONAL TRANSPORTATION STUDY
POWELL COUNTY LOCAL OFFICIALS MEETING
AGENDA**

DATE: MAY 12, 2005
TIME: 1:00 P.M.
LOCATION: POWELL COUNTY COURTHOUSE – STANTON, KY

1. INTRODUCTIONS AND MEETING PURPOSE

2. STUDY ADMINISTRATION

- (a) Project scope/study purpose
- (b) Available data and reports
- (c) Study schedule

3. PURPOSE AND NEED

- (a) Project issues
- (b) Goals and objectives
- (c) Benefits

4. STUDY AREA

- (a) Project area
- (b) Highway segments under study
- (c) Environmental footprint
- (d) Possible alternative corridors

5. HIGHWAY INVENTORY DATA

6. TRAFFIC DATA

- (a) Existing and projected volumes
- (b) Level of service
- (c) Truck/rail coal and limestone delivery

7. CRASH DATA

8. ENVIRONMENTAL ISSUES AND DATA

- (a) Environmental data collected to date
- (b) Additional data needed
- (c) Resource agency coordination needs

9. PUBLIC INVOLVEMENT

- (a) EKPC Advisory committee**
- (b) Other interest groups**
- (c) Public meetings?**

10. OTHER DISCUSSION ITEMS

**TRAPP-IRVINE REGIONAL TRANSPORTATION STUDY
CLARK COUNTY LOCAL OFFICIALS MEETING
AGENDA**

DATE: MAY 16, 2005
TIME: 9:00 A.M.
LOCATION: CLARK COUNTY COURTHOUSE – WINCHESTER, KY

1. INTRODUCTIONS AND MEETING PURPOSE

2. STUDY ADMINISTRATION

- (a) Project scope/study purpose
- (b) Available data and reports
- (c) Study schedule

3. PURPOSE AND NEED

- (a) Project issues
- (b) Goals and objectives
- (c) Benefits

4. STUDY AREA

- (a) Project area
- (b) Highway segments under study
- (c) Environmental footprint
- (d) Possible alternative corridors

5. HIGHWAY INVENTORY DATA

6. TRAFFIC DATA

- (a) Existing and projected volumes
- (b) Level of service
- (c) Truck/rail coal and limestone delivery

7. CRASH DATA

8. ENVIRONMENTAL ISSUES AND DATA

- (a) Environmental data collected to date
- (b) Additional data needed
- (c) Resource agency coordination needs

9. PUBLIC INVOLVEMENT

- (a) EKPC Advisory committee**
- (b) Other interest groups**
- (c) Public meetings?**

10. OTHER DISCUSSION ITEMS

APPENDIX B
RESOURCE AGENCY LETTERS



TRANSPORTATION CABINET
Frankfort, Kentucky 40622
www.kentucky.gov

Ernie Fletcher
Governor

Bill Nighbert
Acting Secretary

Jim Adams
Deputy Secretary

Marc Williams
Commissioner of Highways

Dan Druen
Commissioner of
Administrative Services

Paul Stealy
Commissioner of Aviation

Roy Mundy
Commissioner of
Vehicle Regulation

May 27, 2005

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

Dear «Letter_Title» «Last_Name»:

Subject: Planning Study
Clark, Estill, and Powell Counties
Improved Access to Trapp and Irvine from Mountain Parkway

We are requesting your agency's input and comments on a planning study to determine the need for, and potential impacts of, possible highway projects. The Kentucky Transportation Cabinet has assembled a study team to evaluate possible highway improvements between the Bert T. Combs Mountain Parkway and the proposed power generating facilities at Trapp and Irvine, as well as other possible transportation system improvements in the general vicinity.

We ask that you identify specific issues or concerns of your agency that could affect the development of the project. This planning study will include a scoping process for the early identification of potential alternatives, environmental issues, and impacts related to the proposed project. We believe that early identification of issues or concerns can help us develop highway project alternatives to avoid or minimize negative impacts. We respectfully ask that you provide us with your comments within the next 30 days to ensure timely progress in this planning effort.

We have enclosed the following project information for your review and comment:

- Project Location Map
- Data on the Existing Area Highway System
- Geometric and Traffic Characteristics of Existing Highways
- Crash Analysis

«Letter_Title» «First_Name» «Last_Name»«Suffix»

Page 2

May 27, 2005

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Bruce Siria of the Division of Planning at 502/564-7183 or at bruce.siria@ky.gov. Please address all written correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 200 Mero Street, Station W5-05-01, Frankfort, Kentucky 40622.

Sincerely,



Annette Coffey, P.E.
Director
Division of Planning

AC/DJG/AHC

Enclosures

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Linda Wagner-Justice, District 10
Stuart Goodpaster, District 7
Bill Madden, District 10
Ananias Calvin, Highway Design
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DIRECTOR
NATURE CONSERVANCY - KENTUCKY CHAPTER
642 WEST MAIN STREET
LEXINGTON KY 40508

MS HELEN CLEARY
PRESIDENT
SCENIC KENTUCKY
P O BOX 2646
LOUISVILLE KY 40201

MR OSCAR GERALDS
SIERRA CLUB
259 WEST SHORT STREET
LEXINGTON KY 40507

MR HEINZ MUELLER ATTORNEY
US ENVIRONMENTAL PROTECTION AGENCY
REGION 4 OFFICE
13TH FLOOR ATLANTA FEDERAL CTR
61 FORSYTH ST SW
ATLANTA GA 30303

MR DAVID SAWYER
STATE CONSERVATIONIST
US DEPT OF AGRICULTURE NATURAL RESOURCES
CONSERVATION SERVICE
711 CORPORATE DRIVE SUITE 110
LEXINGTON KY 40503

MR KENNETH W HOLT
US DEPT OF HEALTH & HUMAN SERV CTR FOR
DISEASE CTRL EMERG & ENV HEALTH SVS DIV
MAIL STOP F-16
4770 BUFORD HIGHWAY NE
ATLANTA GA 30341-3724

MR LEE ANDREWS
FIELD SUPERVISOR
US DEPT OF THE INTERIOR FISH & WILDLIFE SVC
3761 GEORGETOWN ROAD
FRANKFORT KY 40601

MR ROGER WIEBUSCH
BRIDGE ADMINISTRATOR
UNITED STATES COAST GUARD BRIDGE BRANCH
1222 SPRUCE STREET
ST LOUIS MO 63103

THE HONORABLE JIM BUNNING
UNITED STATES SENATOR
UNITED STATES SENATE
316 HART SENATE OFFICE BUILDING
WASHINGTON DC 20510

THE HONORABLE MITCH MCCONNELL
UNITED STATES SENATOR
UNITED STATES SENATE
361-A RUSSELL SENATE OFFICE BUILDING
WASHINGTON DC 20510

MR THOMAS M HUNTER
EXECUTIVE DIRECTOR
APPALACHIAN REGIONAL COMMISSION
1666 CONNECTICUT AVE NW
WASHINGTON DC 20235

COLONEL WILLIAM HOWARD
EXECUTIVE DIRECTOR
KENTUCKY ASSOCIATION OF RIVERPORTS
HENDERSON COUNTY RIVERPORT
6200 RIVERPORT RD
HENDERSON KY 42420

COLONEL ROBERT E SLOCKBOWER
DISTRICT ENGINEER
US ARMY CORPS OF ENG LOUISVILLE DISTRICT
PO BOX 59
LOUISVILLE KY 40201

THE HONORABLE BEN CHANDLER
UNITED STATES REPRESENTATIVE - DISTRICT 6
US HOUSE OF REPRESENTATIVES
1117 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON DC 20515

MR JOHN MILCHICK JR
KENTUCKY STATE COORDINATOR
US DEPT OF HOUSING & URBAN DEVELOPMENT
KENTUCKY STATE OFFICE
601 WEST BROADWAY
LOUISVILLE KY 40202

MR KEVIN W LAWRENCE
PLANNING STAFF OFFICER
US DEPT OF AGRICULTURE FOREST SERVICE DANIEL
BOONE NAT'L FOREST
1700 BYPASS RD
WINCHESTER KY 40391

MR JAS SEKHON
EXECUTIVE DIRECTOR
BLUEGRASS AREA DEVELOPMENT DISTRICT
699 PERIMETER DRIVE
LEXINGTON KY 40517

THE HONORABLE TOM JENSEN
KENTUCKY STATE SENATOR
303 SOUTH MAIN STREET
LONDON KY 40741

THE HONORABLE R J PALMER II
KENTUCKY STATE SENATOR
1391 MCCLURE ROAD
WINCHESTER KY 40391

THE HONORABLE DON PASLEY
KENTUCKY HOUSE OF REPRESENTATIVES
5805 ECTON ROAD
WINCHESTER KY 40391

THE HONORABLE TED EDMONDS
KENTUCKY HOUSE OF REPRESENTATIVES
1257 BEATYVILLE ROAD
JACKSON KY 41339

THE HONORABLE ADRAIN K. ARNOLD
KENTUCKY HOUSE OF REPRESENTATIVES
3589 AARONS RUN ROAD
MT STERLING KY 40353

THE HONORABLE WALLACE TAYLOR
ESTILL COUNTY JUDGE-EXECUTIVE
130 MAIN STREET
IRVINE KY 40336

THE HONORABLE ROBERT DRAKE
POWELL COUNTY JUDGE-EXECUTIVE
PO BOX 506
STANTON KY 40380

THE HONORABLE JOHN MYERS
CLARK COUNTY JUDGE-EXECUTIVE
34 S MAIN STREET
WINCHESTER KY 40391

MR BRUCE DUNCAN
BLUEGRASS AREA DEVELOPMENT DISTRICT
699 PERIMETER DRIVE
LEXINGTON KY 40517

MR AMOS HUBBARD
DISTRICT 7
LEXINGTON

MS LINDA WAGNER JUSTICE
DISTRICT 10
JACKSON

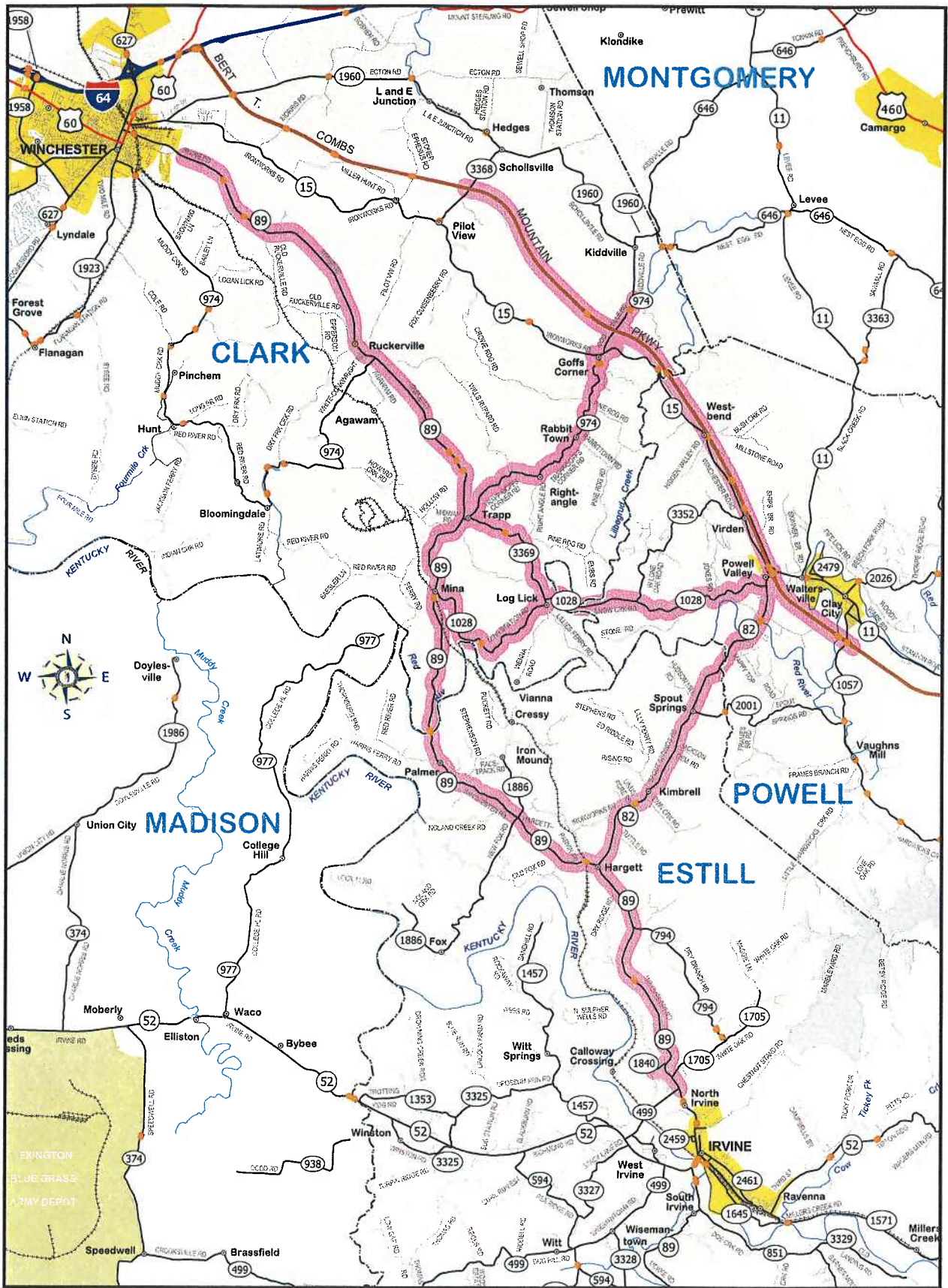
MR STUART GOODPASTER
DISTRICT 7
LEXINGTON

MR BILL MADDEN
DISTRICT 10
JACKSON

MR ANANIAS CALVIN
HIGHWAY DESIGN

MR BRAD ELDRIDGE
HIGHWAY DESIGN

MR TIM FOREMAN
ENVIRONMENTAL ANALYSIS



LEGEND

	Community
	Study Area
	Incorporated Area
	County Boundary
	River or Stream
	Railroad

2 0 2 4 Miles

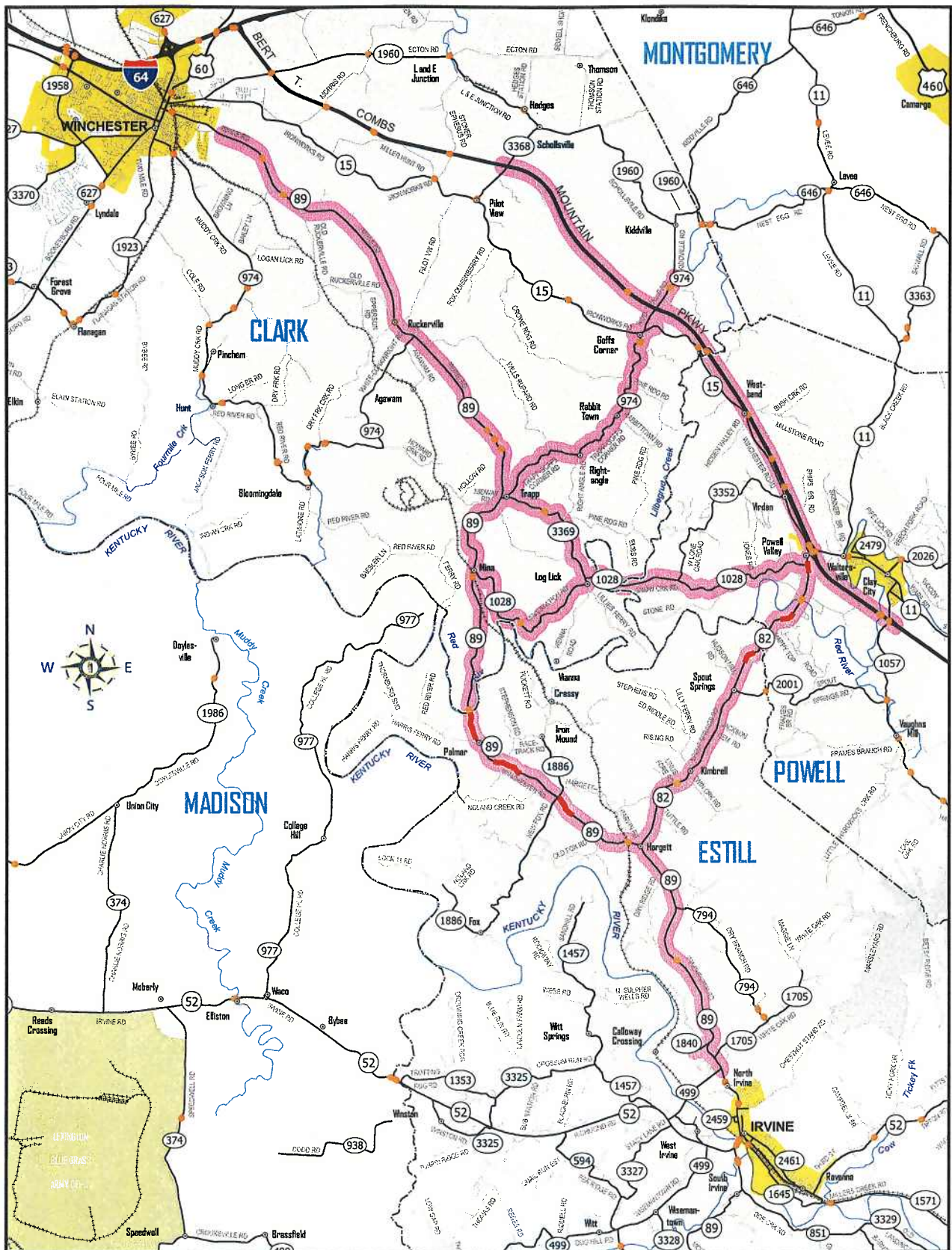
Kentucky
UNBRIDLED SPIRIT

Division of Planning

Exhibit 1

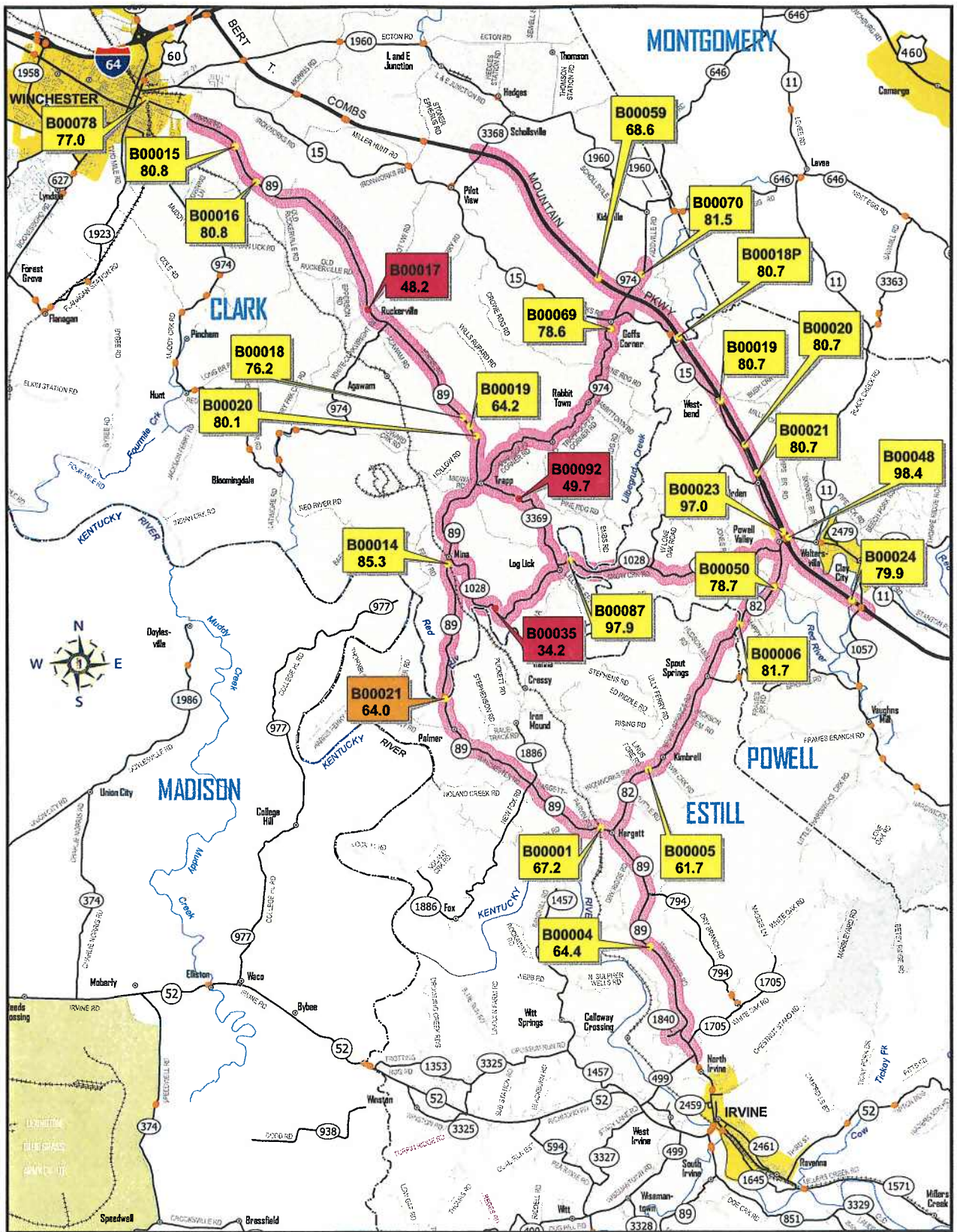
Project Location

Trapp-Irvine Regional
Transportation Study:
Clark, Estill, Powell
Counties



Source: KYTC Highway Information System

<p>LEGEND</p> <ul style="list-style-type: none"> — Vertical grades greater than 4.5 % Study Roads Study Area 	<p style="text-align: center;">2 0 2 4 Miles</p> <p style="text-align: center;"> </p> <p style="text-align: center;"> </p> <p style="text-align: center;">Division of Planning</p>	<p style="text-align: center;">Exhibit 3</p> <p style="text-align: center;">Vertical grades greater than 4.5 %</p> <p style="text-align: center;">Trapp-Irvine Regional Transportation Study: Clark, Estill, Powell Counties</p>
---	---	--



Source: KYTC Highway Information System

LEGEND

- B00000 99.9 Sufficiency rating 50 or greater
- B00000 99.9 Sufficiency rating 50 or greater but load limit below standard
- B00000 99.9 Sufficiency rating less than 50
- Study Roads
- Study Area

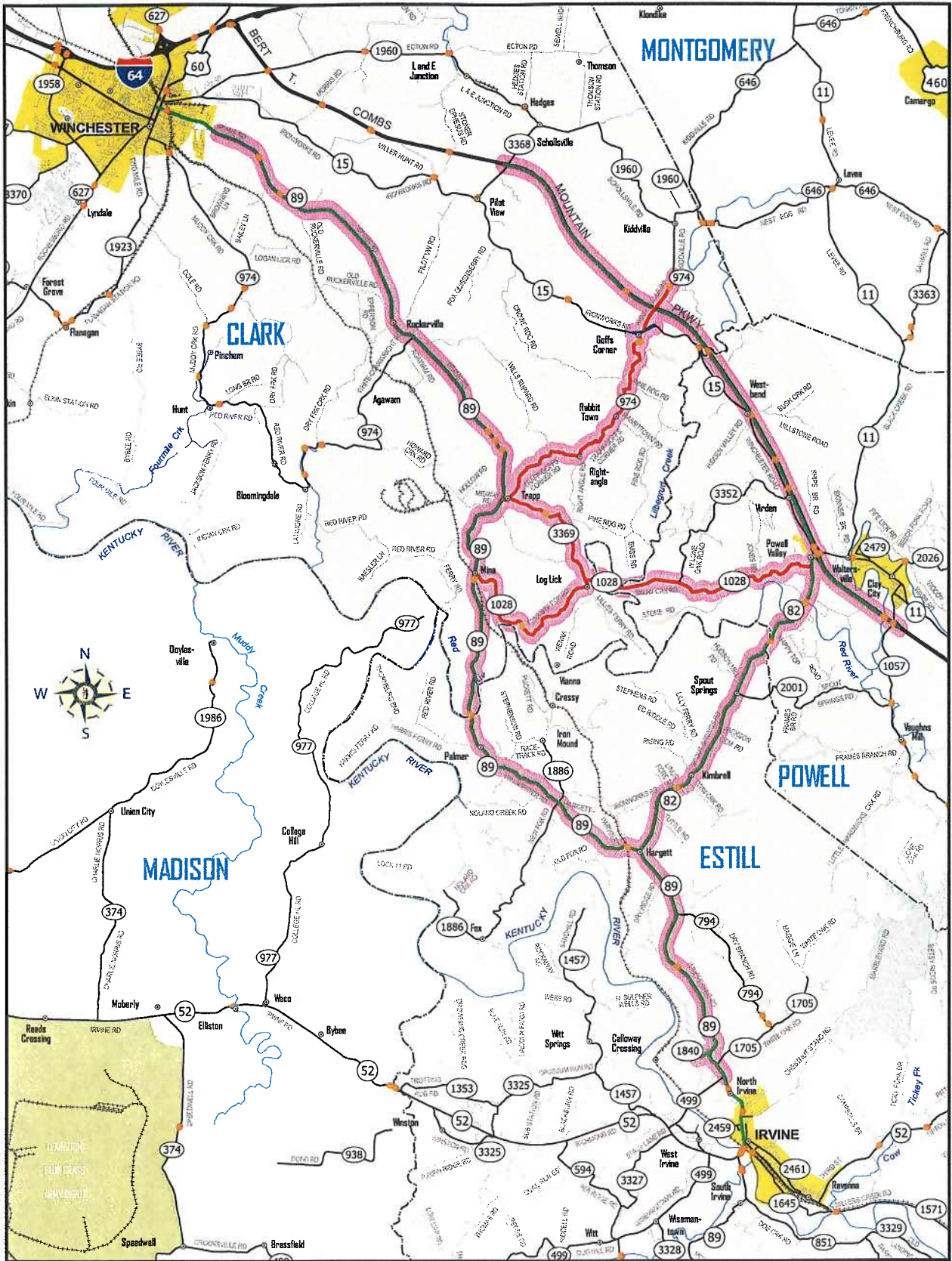
2 0 2 4 Miles

Kentucky
UNBRIDLED SPIRIT

Division of Planning

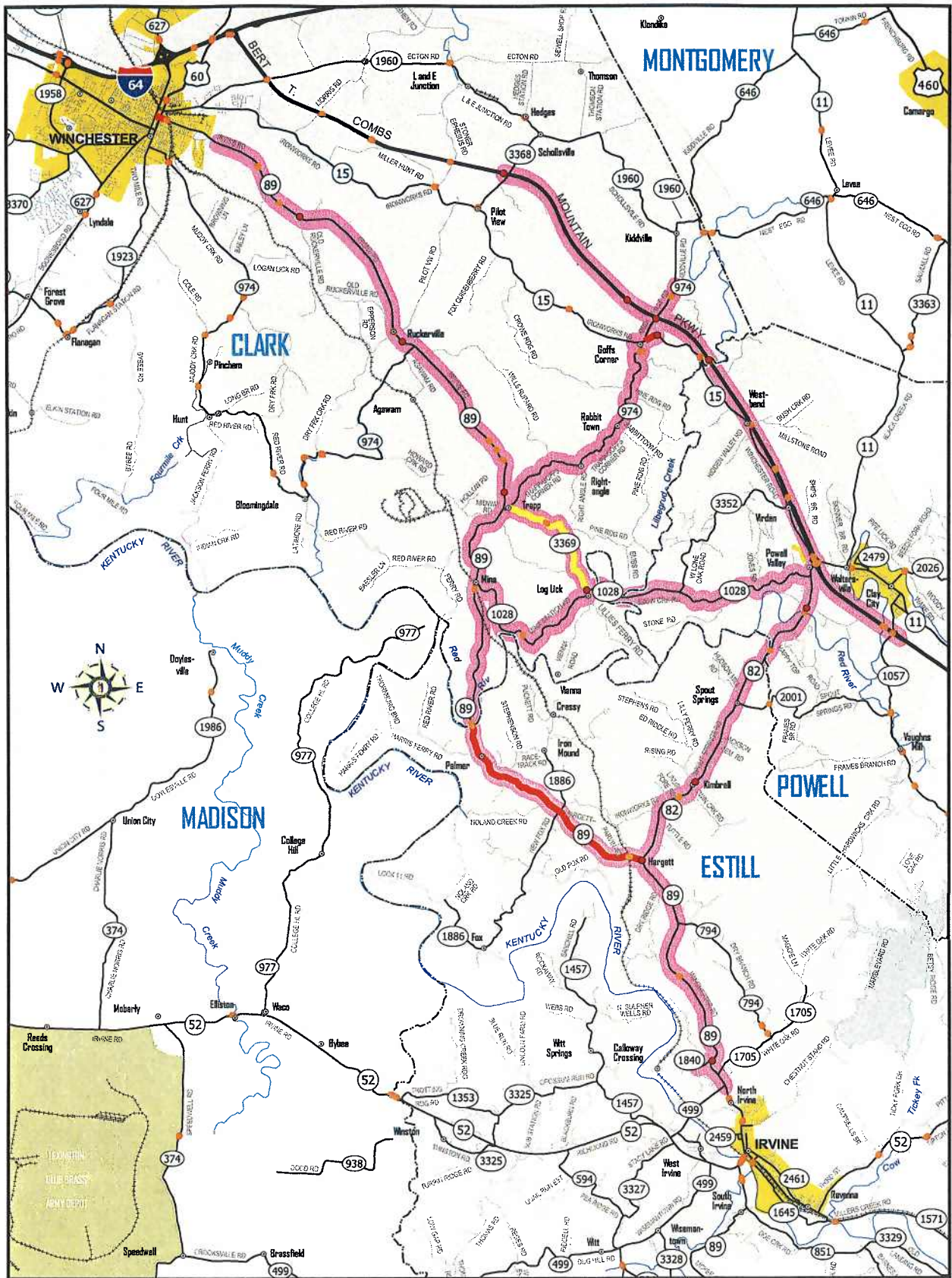
Exhibit 4
Bridge Sufficiency Ratings

Trapp-Irvine Regional Transportation Study:
Clark, Estill, Powell Counties



Source: KYTC Highway Information System

<p>LEGEND</p> <p>Truck Weight Classification Road Segments:</p> <ul style="list-style-type: none"> — AAA (80,000 lbs gross weight) — AA (62,000 lbs gross weight) — A (40,000 lbs gross weight) Study Roads Study Area 	<p>2 0 2 4 Miles</p> <p>Kentucky UNBRIDLED SPIRIT</p> <p>Division of Planning</p>	<p>Exhibit 5</p> <p>Truck Weight Classification</p> <p>Trapp-Irvine Regional Transportation Study: Clark, Estill, Powell Counties</p>
---	---	---



Source: Kentucky State Police

LEGEND

- Fatal Crash
- Potentially High Vehicle Crash Segment (Critical Rate 0.9 - 0.99)
- High Vehicle Crash Segment (Critical Rate >= 1)
- Study Roads
- Study Area

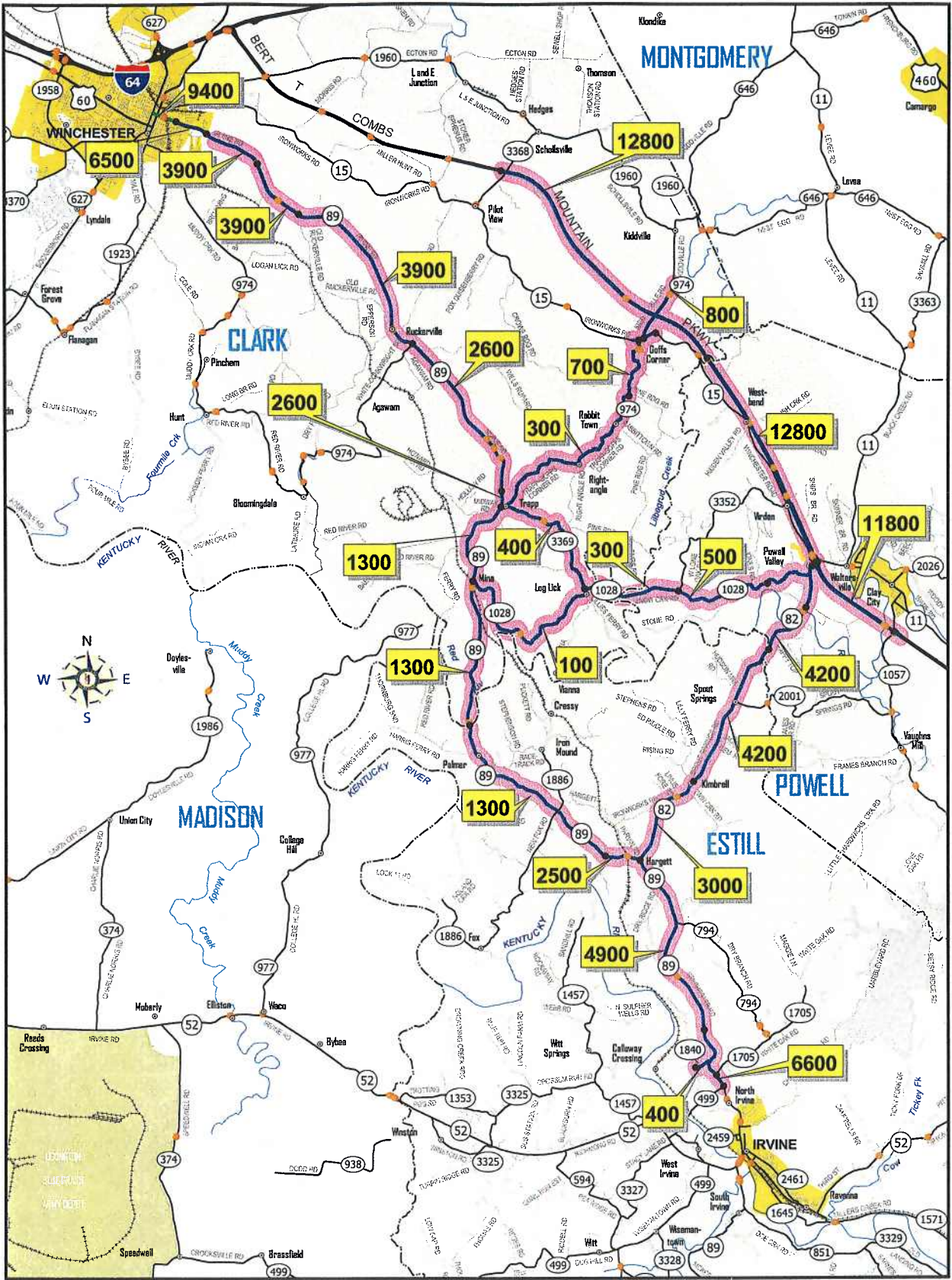
2 0 2 4 Miles

Kentucky
UNBRIDLED SPIRIT

Division of Planning

Exhibit 6
Vehicle Crash Information

Trapp-Irvine Regional
Transportation Study:
Clark, Estill, Powell
Counties



Source: KYTC Highway Information System

LEGEND

- LOS C or Better
- LOS D
- LOS E
- Traffic Section Breaks
- 123 ADT (Average Daily Traffic)
- Study Roads
- Study Area

2 0 2 4 Miles

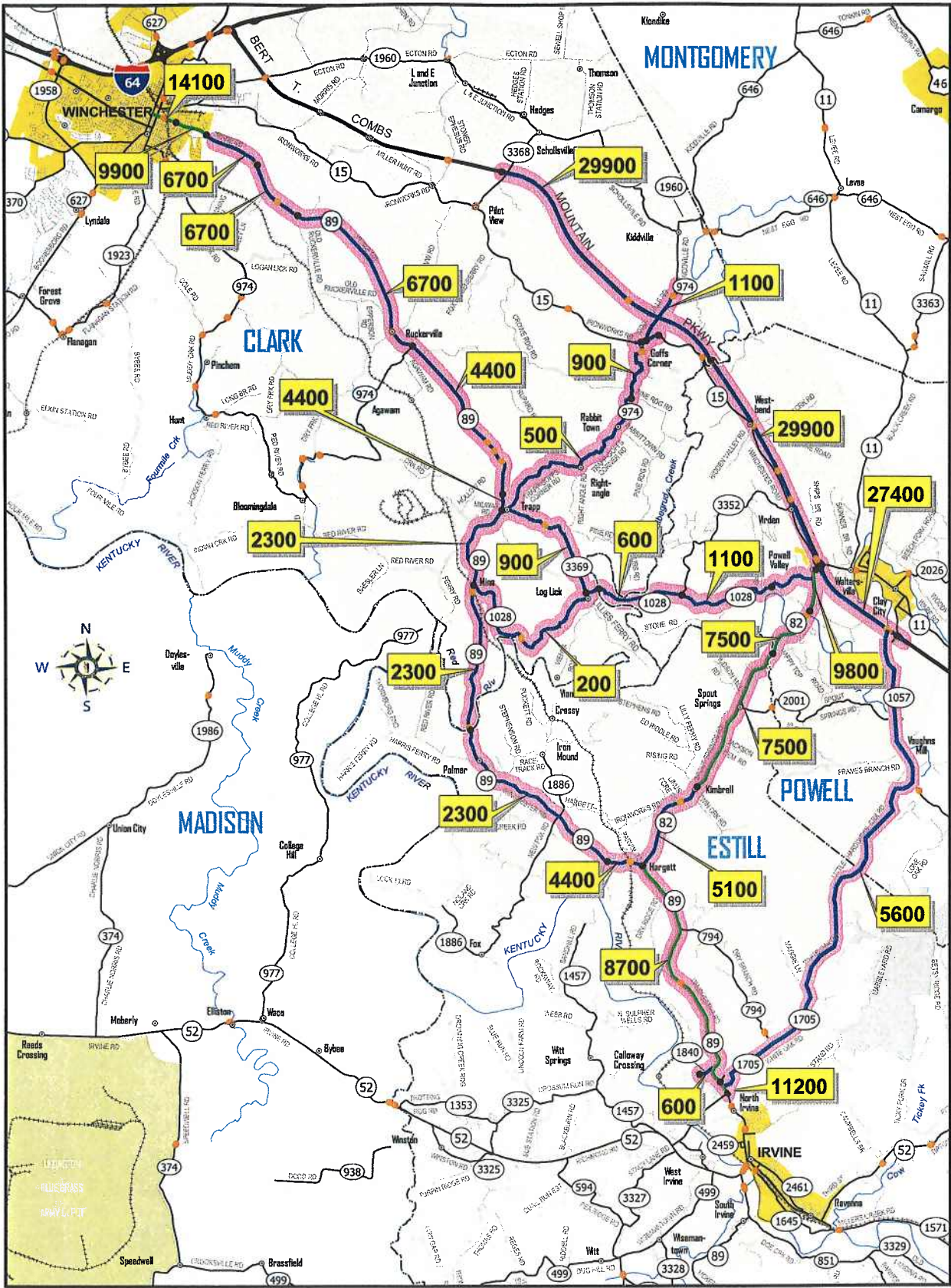
Kentucky
UNBRIDLED SPIRIT

Division of Planning

Exhibit 7

Current Traffic & Level of Service

Trapp-Irvine Regional Transportation Study:
Clark, Estill, Powell Counties





Source: KYTC Highway Information System

LEGEND

- LOS C or Better
- LOS D
- LOS E
- Traffic Section Breaks
- 123 ADT (Average Daily Traffic)
- Study Roads
- Study Area

2 0 2 4 Miles

Kentucky
UNBRIDLED SPIRIT

Division of Planning

Exhibit 8

2030 Traffic & Level of Service

Trapp-Irvine Regional
Transportation Study:
Clark, Estill, Powell
Counties

RICHE FARMER
COMMISSIONER



OFFICE TELEPHONE
(502) 564-5126
FAX: (502) 564-5016
TTY: (502) 564-2075

**COMMONWEALTH OF KENTUCKY
DEPARTMENT OF AGRICULTURE
OFFICE OF THE COMMISSIONER
CAPITOL ANNEX, SUITE 188
FRANKFORT, KY 40601**

May 31, 2005

Ms. Annette Coffey, P.E.
Director
Division of Planning
Kentucky Transportation Cabinet
W5-05-01
200 Mero Street
Frankfort, Kentucky 40622

RE: **Planning Study
Clark, Estill, and Powell Counties
Improved Access to Trapp and Irvine from Mountain Parkway**

Dear Ms. Coffey:

Please be advised that this agency has no specific concerns or issues concerning the above-noted project.

Yours truly,

A handwritten signature in cursive script that reads "Ann Stewart".

Ann Stewart
Staff Assistant

An Equal Opportunity Employer M/F/D

www.kyagr.com

Siria, Bruce (KYTC)

From: Houlihan, John (KYTC)
Sent: Wednesday, June 01, 2005 3:10 PM
To: Siria, Bruce (KYTC)
Subject: Planning Study Clark, Estill, and Powell Counties Improved Access to Trapp and Irvine from Mountains Parkway

Follow Up Flag: Follow up
Flag Status: Completed

Mr. Siria

I have reviewed this proposed project and found it to have no affect to air navigation. However if any construction equipment exceeds 200' above the ground a permit will have to be issued from this office. Also if any roadway lighting or structures exceed the 50:1 slope 10,000' off Stanton Airport with the airport elevation of 651' a permit will have to be issue. Please submit forms 90 day prior to construction. You can find all the form at the web site listed below. If you have any questions, let me know.

Thank you.

Kentucky Airport Zoning Commission
John Houlihan, Administrator
200 Mero Street
Frankfort KY 40622
502.564.9900 Ext. 3854
Fax 502.564.7953
www.transportation.ky.gov/aviation/zoning.htm

It's official; mark your calendar:
Kentucky Aviation Conference
September 21-23, 2005
Frankfort Holiday Inn

ERNIE FLETCHER
GOVERNOR



LAJUANA S. WILCHER
SECRETARY

COMMONWEALTH OF KENTUCKY
ENVIRONMENTAL AND PUBLIC PROTECTION CABINET
DEPARTMENT FOR NATURAL RESOURCES
FRANKFORT, KENTUCKY 40601
SUSAN C. BUSH
COMMISSIONER

June 6, 2005

DIV OF PLANNING
2005 JUN -7 P 1:54

Annette Coffey, P.E., Director
Division of Planning
Kentucky Transportation Cabinet
Station W5-05-01, 200 Mero Street
Frankfort, KY 40622

RE: Planning Study
Clark, Estill, and Powell Counties
Improved Access to Trapp
and Irvine from Mountain Parkway

Dear Ms. Coffey:

Thank you for the opportunity to review and comment on the above referenced proposed highway project.

Personnel from our department's field offices have not identified any specific issues or concerns regarding the proposed project at this time. However, given the dynamic nature of the stone industry and the development of the proposed highway, we will welcome the opportunity to further comment on the project in the future.

If my staff or I may be of any further assistance in this or any other matter, please do not hesitate to contact me at (502) 564-6940.

Sincerely,


Susan Bush, Commissioner
DNR

SB/jm/aw



DIV OF PLANNING

2005 JUN 14 A 8:03

**COMMERCE CABINET
DEPARTMENT OF PARKS**

Ernie Fletcher
Governor

Capital Plaza Tower, 11th Floor
500 Mero Street
Frankfort, Kentucky 40601-1974
Phone (502) 564-2172
Fax (502) 564-9015
www.parks.ky.gov

W. James Host
Secretary

George Ward
Commissioner

June 6, 2005

Ms. Annette Coffey, P.E., Director
Division of Planning
Kentucky Transportation Cabinet
W5-05-01
200 Mero Street
Frankfort, Kentucky 40622

Re: Planning Study
Clark, Estill and Powell Counties
Improved Access to Trapp and Irvine from Mountain Parkway

Dear Ms. Coffey:

The Department of Parks has reviewed your correspondence to me regarding the subject. The study will not directly impact any of our facilities. I would like to state in general that our Agency's mission is protecting the environment associated with our facilities and we are certainly concerned about environmental impacts for the entire Commonwealth.

I appreciate you seeking our Agency's comments on this project.

Sincerely,

George Ward
Commissioner

C: John Drake

DIV OF PLANNING



2005 JUN 10 P 2:12

TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.kentucky.gov

Ernie Fletcher
Governor

Bill Nighbert
Acting Secretary

Jim Adams
Deputy Secretary

Marc Williams
Commissioner of Highways

Dan Druen
Commissioner of
Administrative Services

Paul Steely
Commissioner of Aviation

Roy Mundy
Commissioner of
Vehicle Regulation

MEMORANDUM

TO: Annette Coffey
Director
Division of Planning

FROM: M. Chad LaRue *mcl*
Branch Manager
Permits

DATE: June 7, 2005

RE: Planning Study
Clark, Estill and Powell Counties
Improved Access to Trapp and Irvine from Mountain Parkway

The Permits Branch has reviewed the data provided for subject study site and wish to offer the following.

1. We urge the Cabinet to classify this project as partially controlled access facilities.
2. Assuming the project is partial control access, we encourage all possible access points be set on the plans in accordance with 603 KAR 5:120, even if they are not to be constructed at that time.
3. When buying R/W for this, assuming the access control is partial control, new deeds for all adjoining property owners need to be executed to identify the access control even if no new R/W is acquired.
4. In addition, we would like to make every effort possible to have the design speed to be the same as anticipated posted speed when the project is complete.
5. We would like to see access control fence installed with the project.
6. Please notify this office if the proposed roadway is to be placed on the National Highway System (NHS). This information is needed to assist this office in regulating the installation of any outdoor advertising device. If the proposed roadway is to be on the NHS, early notification of the final line and grade is needed. This enables us to monitor outdoor advertising devices prior to road construction being completed.

Thank you for the opportunity to verbalize our concerns.

MCL/elc



ERNIE FLETCHER
GOVERNOR

CABINET FOR HEALTH AND FAMILY SERVICES
OFFICE OF FISCAL SERVICES
275 EAST MAIN STREET, 4E-E
FRANKFORT, KENTUCKY 40621-0001
(502) 564-7530 (502) 564-6163 FAX

JAMES W. HOLSINGER, JR., M.D.
SECRETARY

June 7, 2005

Annette Coffey, P.E., Director
Division of Planning
Kentucky Transportation Cabinet
Station W5-05-01
200 Mero Street
Frankfort, Kentucky 40622

DIV OF PLANNING
2005 JUN - 8 P 2: 18

RE: Planning Study
Clark, Estill and Powell Counties
Improved Access to Trapp and Irvine from Mountain Parkway

Dear Ms. Coffey:

We have reviewed the planning study regarding proposed highway projects to improve access to proposed power generating facilities at Trapp and Irvine from the Mountain Parkway. We do not anticipate any significant impact on our offices or daily operations due to this proposal.

If you have further questions, please call me at 564-6631.

Sincerely,

Lisa B. Detherage
Lisa B. Detherage, Director
Division of Facilities Management

LD/rph

CC: James W. Holsinger, Jr., M.D., Secretary
Cabinet for Health and Family Services



JUSTICE AND PUBLIC SAFETY CABINET

Ernie Fletcher
Governor

Kentucky Vehicle Enforcement
Frankfort, Kentucky 40601

Lt. Gov. Stephen B. Pence
Secretary

Gregory G. Howard
Commissioner

MEMORANDUM

TO: Annette Coffey, P.E.
Director
Division of Planning
Transportation Cabinet

FROM: Gregory G. Howard *GH 6-16-05*
Commissioner
Department of Kentucky Vehicle Enforcement
Justice and Public Safety Cabinet

DATE: June 16, 2005

SUBJECT: Planning Study
Clark, Estill, and Powell Counties
Improved Access to Trapp and Irvine from Mountain Parkway

2005 JUN 17 P 1:59
DIVISION OF PLANNING

We can see no specific problems that would affect Kentucky Vehicle Enforcement except for one.

According to the map that was provided, most, if not all, of the roads between the Mountain Parkway and Trapp appear to be class A highway (44,000 lbs.). KRS states that not more than 80,000 lbs. may travel up to fifteen (15) miles from an interstate and parkway exit. Provided the distance is not exceeded, there shouldn't be a problem.

It could be a concern if some of the truck traffic utilizing these roads to and from the Parkway were to get off route. It could cause a traffic problem as far as wear and tear on the roadway as well as possible traffic collisions. Other than that particular aspect, we can see no other specific problems that might be caused by the aforementioned projects.

If we can be of any further assistance, please do not hesitate to contact us.



**KENTUCKY COMMERCE CABINET
DEPARTMENT OF TOURISM**

Ernie Fletcher
Governor

Capital Plaza Tower, 22nd Floor
500 Mero Street
Frankfort, Kentucky 40601
Phone (502) 564-4930
Fax (502) 564-5695
www.kentuckytourism.com

W. James Host
Secretary

Randall L. Fiveash
Commissioner

June 16, 2005

Annette Coffee, P.E.
Director
Division of Planning
Kentucky Transportation Cabinet
Station W5-05-01
200 Mero Street
Frankfort, Kentucky

**Subject: Planning Study: Clark, Estill and Powell Counties
Improve Access to Trapp and Irvine from Mountain Parkway**

Dear Ms. Coffee,

I have received and reviewed the information your office has provided in relation to the above referenced road improvement proposals.

Based upon this information it does not appear that any of the alternatives being considered will have a significant negative impact upon areas or structures deemed sensitive to the Kentucky Commerce Cabinet or the Kentucky Department of Tourism. Areas of concern would include cultural sites, historical sites, and wildlife areas. Safety and traffic volume is of particular interest as well.

The information provided indicates the study area contains undesirable driving conditions. The roadways being considered also have significant traffic count increases projected within the next 25 years. The map also indicates three bridges having very poor ratings and one not meeting load limit standards. These variables result in large segments of the roadways under review having high crash rates and somewhat smaller segments having potentially high crash rates. Roadways leading to Trapp and Mina from the Mountain Parkway have minimal gross weights.

Based upon the information provided it appears the improvement to the roadways included in the study area should be given strong consideration for improvement. The conditions outlined in the supporting materials are not conducive to economic development and growth in the area. This includes improved conventional economic development as well as expansion of the tourism industry.

I do feel it is important to consider impacts upon historical, cultural, and natural assets when proposed improvements are contemplated. I ask that the Kentucky Department of Fish and Wildlife, Kentucky Historical Society, and the Kentucky Heritage Council be contacted, if this has not already occurred, to insure properties of interest to these agencies are not impacted in a negative manner.

Your efforts to improve the Kentucky roadways are greatly appreciated. Providing safe and pleasant diving experiences, while protecting the area's assets, will assist in our efforts to grow the tourism industry within the Commonwealth.

If I may be of further assistance please do not hesitate to contact my office. I can be reached at 564-4930.

Sincerely,



Randall L. Fiveash
Commissioner



COMMONWEALTH OF KENTUCKY
ENVIRONMENTAL AND PUBLIC PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
DIVISION FOR AIR QUALITY
803 SCHENKEL LN
FRANKFORT, KY 40601-1403

DIV OF PLANNING
2005 JUN 21 A 10: 06

June 17, 2005

Annette Coffey, P.E., Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Station W5-05-01
Frankfort, Kentucky 40622

RE: Planning Study for Improved Access to Trapp
and Irvine from Mountain Parkway

Dear Ms. Coffey:

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://www.air.ky.gov/homepage_repository/e-Clearinghouse.htm

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 Fact Sheet located at http://www.air.ky.gov/homepage_repository/e-Clearinghouse.htm

Finally, the project listed in this document must meet the conformity requirements of the Clean Air Act as amended and the transportation planning provisions of Title 23 and Title 49 of United States Code. The Division also suggests an investigation into compliance with applicable local government regulations.

We appreciate the opportunity to provide input concerning this project.

Sincerely,

John S. Lyons
Director

JSL/jeg





KENTUCKY STATE POLICE

Ernie Fletcher
Governor

919 Versailles Road
Frankfort, Kentucky 40601
www.kentucky.gov

Mark L. Miller
Commissioner

June 24, 2005

Ms. Annette Coffey
P.E. Director
Division of Planning
Kentucky Transportation Cabinet
200 Metro Street, Station W5-05-01
Frankfort, Kentucky 40622

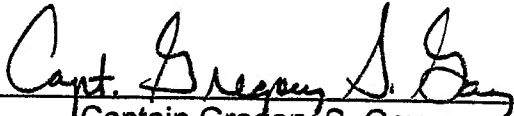
2005 JUN 27 A 10:25
DIV OF PLANNING

Dear Ms. Coffey:

Subject: Planning Study
Clark, Estill, and Powell Counties
Improved Access to Trapp and Irvine from the Mountain Parkway

Per your request for concerns of the improved access project to Trapp and Irvine from the Mountain Parkway. The primary concern for the Kentucky State Police will be the need for increased enforcement efforts by law enforcement during the project duration. Recently there have been meetings with the officials of Clark County concerning the enforcement of speeding and other violations on Kentucky 89 south of Winchester. Their primary concern is the enforcement efforts regarding truck traffic traveling on Kentucky 89 to the power plant facility at Trapp. Due to the nature of Kentucky 89, the roadway itself is not conducive to large trucks traveling the roadway on a large scale. With the anticipated increase in trucking traffic during the project, efforts to curb violations of the law will be more demanding and the safety of other motorists will be heightened. Additionally, these same concerns will be apparent on Kentucky 82 and Kentucky 89 in Estill and Powell Counties. It will take an increased and coordinated effort by the affected law enforcement agencies to insure the safety of the public.

Should you have any questions concerning this matter please contact me at 859-623-2404. Your assistance in this matter is appreciated.



Captain Gregory S. Gay
Commander, Post 7
Kentucky State Police

Cc: Deputy Commissioner Rick Stiltner

Siria, Bruce (KYTC)

From: Coffey, Annette (KYTC)
Sent: Wednesday, June 29, 2005 9:50 AM
To: Siria, Bruce (KYTC)
Subject: FW: Improved Access to Trapp and Irvin

From: Potter, Linda (EPPC DNR COM)
Sent: Friday, June 24, 2005 4:33 PM
To: Coffey, Annette (KYTC)
Subject: Improved Access to Trapp and Irvin

Annette,

I have sent the letter for the Commissioner's signature on Monday and will attach a copy for you in



Access to Trapp
and Irvin to A...

advance of its arrival. Thanks...Linda

Linda Potter
Department for Natural Resources
#2 Hudson Hollow
Frankfort, Kentucky 40601
linda.potter@ky.gov
502-564-6940 Phone
502-564-5698 Fax

June 21, 2005

Annette Coffey, P.E.
Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Station W5-05-01
Frankfort, Kentucky 40622

RE: Planning Study
Clark, Estill, and Powell Counties
Improved Access to Trapp and Irvine from the Mountain Parkway

Dear Ms. Coffey:

The Department for Natural Resources has examined the documentation for the above Planning Study and the Division of Forestry has the following concerns involving the improvements in Clark County.

- 1) Highly erodible and shaly soils exist in the southeastern end of the county. (Colyer-Trappist-Muse association, Otway-Fleming-Shrouds association, and Otway-Beasley association).
- 2) The project could potentially impact the fragile and unique Red River corridor as well as its main tributaries, which include the Lulbegrud, the Upper Howard, and Log Lick.
- 3) Eskippakithiki, the large Native American settlement at Indian Old Fields, is in the area.
- 4) The area contains numerous archeological sites, which may be of historical significance (e.g., old homes, stations, Native American high use areas, traces and trails).

Please contact Linda Potter in the Commissioner's Office at (502) 564-6940 if you need additional information.

Sincerely,

**Susan C. Bush
Commissioner
Kentucky Department for Natural Resources**



TRANSPORTATION CABINET

Frankfort, Kentucky 40622

www.kentucky.gov

Ernie Fletcher
Governor

Bill Nighbert
Acting Secretary

Jim Adams
Deputy Secretary

Marc Williams
Commissioner of Highways

Dan Druen
Commissioner of
Administrative Services

Paul Steely
Commissioner of Aviation

Roy Mundy
Commissioner of
Vehicle Regulation

MEMORANDUM

MEMO TO: Annette Coffey, P.E., Director
Division of Planning

VIA: Tim Foreman, Environmental Project Manager
Division of Environmental Analysis

FROM: Wayna L. Roach, Archaeologist *WR*
Division of Environmental Analysis

DATE: June 30, 2005

SUBJECT: Improved Access to Trapp and Irvine from Mountain Parkway
Intermediate Planning Study
Clark, Estill, and Powell Counties, Kentucky

The archaeological staff has reviewed the subject planning study. As a part of this review, the subject project received a general overview based on the Kentucky Archaeological Database. Due to the project size, a full inventory of the sites in the vicinity has not been attempted. Rather, planners should note that the area surrounding the intersection of KY 974 and the Mountain Parkway has extremely high potential for significant prehistoric and historic site; this location appears to have been the former location of one of the few known contact period Native American villages.

A large amount of the proposed project area has never been subjected to archaeological survey. However, those areas that have been subjected to survey have in general been found to contain relatively high numbers of archaeological sites. Please be advised that a full phase I archaeological survey will be required for the final alternate or alternates. If you have any other questions, please advise.

c. Central Files, Archaeology Files

Siria, Bruce (KYTC)

From: Harman, Charles L (Education Cabinet)
Sent: Tuesday, June 21, 2005 9:15 AM
To: Siria, Bruce (KYTC)
Cc: Coffey, Annette (KYTC)
Subject: Planning Study - Clark, Estill, and Powell Counties

Hi Bruce. Hope you are doing well.

The Education Cabinet has reviewed the subject Planning Study and has no issues or concerns at this time.

Mark Ryles will be responding for the Department of Education.

Charlie Harman

MEMORANDUM

P-03-05

TO: Annette Coffey, PE
Director
Division of Planning

FROM: William Broyles, PE
Geotechnical Engineering
Branch Manager
Division of Materials

BY: Michael Blevins, PG *MB*
Geotechnical Branch

DATE: July 5, 2005

SUBJECT: Clark, Estill and Powell Counties
Improve Access to Trapp and Irvine
From Mountain Parkway

2005 JUL -6 P 1:43
DIV OF PLANNING

The Geotechnical Branch has completed a review of the Geologic Quadrangle Maps encompassed by the project study area. Below are the branches comments and concerns within the study area.

The project study area is underlain by Quaternary Alluvium and bedrock of the Lower Breathitt Formation, Corbin Sandstone MBR. of the Lee Formation, Pennington Formation, Newman Limestone, Borden Formation, New Albany Shale and Boyle Dolomite, Bisher Dolomite, Crab Orchard and Brassfield Formations, Drakes Formation, Bull Fork Formation, Grant Lake Limestone and Fairview Formations, Kope and Clays Ferry Formations and Lexington Limestone Formation. These Formations contain the following types of bedrock; Coal, Sandstone, Shale, Siltstone and Limestone in various types of compositions. From the above listed Formations, the following are of a concern to the Geotechnical Branch: Pennington, Borden (New Providence MBR.), New Albany Shale and Crab Orchard Shale.

The Pennington, New Providence and Crab Orchard are clay shales which are highly unstable in cut slopes and when used as fill material in embankments. Cut and fill slopes in these formations will likely be required to be flatter than normal. These shales are usually highly erodible when exposed in cut sections. Erosion control methods will be required to prevent pipes etc. from clogging up. It's preferred not to use these shales in embankments as they are unstable and require flatter slopes and extra right-of-way. Vegetation is sometimes hard to establish due to the erodible nature of the shales.

Memorandum
Annette Coffey
July 5, 2005
Page-2-

The New Albany Shale is considered to be an environmental concern. The shale, when exposed to air and water, produces acidic runoff. Cut slopes are usually placed on a soil slope and under cut two – four feet and backfilled with same amount of clay soil to prevent the production of acidic runoff. When used in embankments, the material will be required to be encased with an impervious soil to prevent surface water infiltration and production of acidic runoff. These mitigation measures will likely be an added cost to the project.

Numerous faults are located within the study area. Although no major problems are anticipated with these faults, any corridor should cross perpendicular to the strike of the fault.

No commercial coal seams or mining is anticipated to be encountered, but should be investigated further once a corridor or alternate is chosen.

If there are any questions, please advise.

DIV OF PLANNING



2005 JUL -7 A 9:17

ERNIE FLETCHER
GOVERNOR

COMMERCE CABINET
DEPARTMENT OF FISH & WILDLIFE RESOURCES
#1 GAME FARM ROAD
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-3400 FAX (502) 564-0506
(800) 858-1549
www.kentucky.gov

W. JAMES HOST
SECRETARY, COMMERCE CABINET

C. TOM BENNETT
COMMISSIONER

July 5, 2005

Annette Coffey, P. E.
Director
Kentucky Transportation Cabinet
Division of Planning
Station W5-05-01
200 Mero Street
Frankfort, Kentucky 40622

RE: Threatened/endangered species, critical habitat review, and potential environmental impacts associated with the proposed construction of new access to Trapp and Irvine from the Mountain Parkway.

Dear Ms. Coffey:

The Kentucky Department of Fish and Wildlife Resources (KDFWR) has received your request for the above-referenced information. The Kentucky Fish and Wildlife Information System (KFWIS) indicates that federal and state threatened and endangered species are known to occur within the corridor study area (see attached lists). Please be aware that our database system is a dynamic one that only represents our current knowledge of the various species distributions.

Based on this information, KDFWR makes the following recommendations:

- The Indiana bat utilizes a wide array of habitats, including riparian forests, upland forest, and fencerows for both summer foraging and roosting habitat. Indiana bats typically roost under exfoliating bark, in cavities of dead and live trees, and in snags (i.e., dead trees or dead portions of live trees). Trees in excess of 16 inches diameter at breast height (DBH) are considered optimal for maternity colony roosts, but trees in excess of 9 inches DBH appear to provide suitable maternity roosting habitat. Male Indiana bats have been observed roosting in trees as small as 3 inches DBH. Removal of suitable Indiana bat roost trees due to construction of the proposed project should be completed between October 15 and March 31 in order to avoid impacting summer roosting Indiana bats. However, if any Indiana bat hibernacula are identified on the project area or are known to occur within 10 miles of the project area, we recommend the applicant only remove trees between November 15 and March 31 in order to avoid impacting Indiana bat "swarming" behavior.
- In areas where gray bats and Virginia big-eared bats are known to occur, cave entrances, rock shelters, and mine portals that exist within the project area should be surveyed for potential use by gray bats and Virginia big-eared bats. Because gray bats are cave residents year-round and maternity colonies are generally found in close proximity to rivers, streams, and lakes, any caves within the project area could offer potentially valuable habitat to resident gray bats.
- To minimize impacts to mussels and bat foraging areas strict erosion control measures should be developed and implemented prior to construction to minimize siltation into waterways located within the project area. Such erosion control measures may include, but are not limited to silt

fences, staked straw bales, brush barriers, sediment basins, and diversion ditches. Erosion control measures will need to be installed prior to construction and should be inspected and repaired regularly as needed. Bridges scheduled for replacement within the study area should be designed to incorporate a closed drainage system.

For more information on how to proceed with the threatened/endangered species surveys please contact the US Fish and Wildlife Service Kentucky Field Office at (502) 695-0468 or this office at (502) 564-7109 Extension 366.

It appears that the proposed project has the potential to impact wetland habitats. KDFWR recommends that you look at the appropriate US Department of Interior National Wetland Inventory Map (NWI) and the appropriate county soil surveys to determine where the proposed project may impact wetlands. Additionally, field verification may be needed to determine the extent and quality of wetland habitats within the project area. Any planning should include measures designed to eliminate and/or reduce impacts to wetland habitats. If impacts cannot be avoided, mitigation should be properly designed and proposed to offset the losses. KDFWR will recommend, at a minimum, a 2:1 mitigation ratio for any permanent loss or degradation of wetland habitats.

KDFWR recommends that you contact the appropriate US Army Corps of Engineers office and the Kentucky Division of Water prior to any work within the waterways or wetland habitats of Kentucky. Additionally, KDFWR recommends the following for the portions of the project that crosses intermittent or perennial streams:

- Channel changes located within the project area should incorporate natural stream channel design.
- Development/excavation during low flow period to minimize disturbances.
- Proper placement of erosion control structures below highly disturbed areas to minimize entry of silt to the stream.
- Replanting of disturbed areas after construction, including stream banks and Right-of-Ways, with native vegetation for soil stabilization and enhancement of fish and wildlife populations.
- Return all disturbed instream habitat to its original condition upon completion of construction in the area.
- Preservation of any tree canopy overhanging the stream.
- Return all right-of-ways to original elevation.

I hope this information proves helpful to you. If you have any questions or require additional information, please call me at (502) 564-7109 Extension 366.

Sincerely,



Doug Dawson
Wildlife Biologist III

Attachments

Cc: Environmental Section File

Federal/State Threatened and Endangered Species that may be impacted by the proposed project.

<u>Scientific Name</u>	<u>Common Name</u>	<u>Federal Status</u>	<u>KSNPC Status</u>
<i>Ursus americanus</i>	AMERICAN BLACK BEAR	PS	S
<i>Lampetra appendix</i>	AMERICAN BROOK LAMPREY	N	T
<i>Nycticorax nycticorax</i>	BLACK-CROWNED NIGHT-HERON	N	T
<i>Eumeces anthracinus</i>	COAL SKINK	N	T
<i>Gallinula chloropus</i>	COMMON MOORHEN	PS	T
<i>Elaphe guttata guttata</i>	CORN SNAKE	N	S
<i>Cryptobranchus alleganiensis alleganiensis</i>	EASTERN HELLBENDER	N	S
<i>Spilogale putorius</i>	EASTERN SPOTTED SKUNK	N	S
<i>Alasmidonta marginata</i>	ELKTOE	N	T
<i>Cyprogenia stegaria</i>	FANSHELL	LE	E
<i>Myotis grisescens</i>	GRAY MYOTIS	LE	E
<i>Myotis sodalis</i>	INDIANA BAT	LE	E
<i>Villosa lienosa</i>	LITTLE SPECTACLECASE	N	S
<i>Ichthyomyzon fossor</i>	NORTHERN BROOK LAMPREY	N	T
<i>Corynorhinus rafinesquii</i>	RAFINESQUE'S BIG-EARED BAT	N	S
<i>Epioblasma triquetra</i>	SNUFFBOX	N	S
<i>Corynorhinus townsendii virginianus</i>	VIRGINIA BIG-EARED BAT	LE	E

US Fish & Wildlife Service Status:

N = None
 C = Candidate
 LT = Listed as Threatened
 LE = Listed as Endangered

KY State Nature Preserves Commission Status

N = None
 E = Endangered
 T = Threatened
 S = Special Concern
 H = Historic
 X = Extirpated



DIVISION OF PLANNING UNIVERSITY OF KENTUCKY

2005 JUL 11 A 11: 33

Kentucky Geological Survey
Research
228 Mining & Mineral Resources Bldg.
Lexington, KY 40506-0107
Phone: (859) 257-5500
Fax: (859) 257-1147
www.uky.edu/kgs

July 7, 2005

Annette Coffey, P.E.
Director
Division of Planning
Kentucky Transportation Cabinet
200 Metro Street
Station W5-05-01
Frankfort, Kentucky 40622

Dear Ms. Coffey:

This letter is to summarize any geologic concerns for the planning study:
Clark, Estill, and Powell Counties.
Improved access to Trapp and Irvine, Ky., from Mountain Parkway.

Physiographic Region

This planning study is in the Outer Bluegrass and the Knobs physiographic regions, which are underlain by limestone, shale, gravel, sand, silt, and clay.

Karst Potential

This planning study probably would encounter karst features such as sinkholes and caves.

Landslide Potential

This planning study would encounter shale and clay that are highly susceptible to slumping when they become wet. This condition is particularly prevalent on steep slopes.

Unconsolidated Sediments

This planning study would encounter unconsolidated sediments such as silt and clay in drainage areas.

Resource Conflicts

This planning study might encounter oil and gas wells.



Materials Suitability

This planning study would encounter rock units that would be suitable as construction stone. The black shales encountered in this planning study have pyritic zones in either veinlets or spherules, which when exposed to the surface elements are prone to oxidation and expansion and can cause failure in structures and roads.

Fault Potential

This planning study would encounter faulted areas.

Earthquake Ground Motions

The planning study has a probable peak ground acceleration (PGA) due to earthquake ground motion of 0.09g. There would be a very low potential for liquefaction or slope failure in the unconsolidated sediments at or near streams caused by earthquake bedrock ground motion.

Sincerely,

A handwritten signature in black ink that reads "Richard A. Smath". The signature is written in a cursive, slightly slanted style.

Richard A. Smath
Geologist

cc: Mike Blevins



Centers for Disease Control
and Prevention (CDC)
Atlanta GA 30341-3724

June 30, 2005

Annette Coffey, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
125 Holmes Street
Frankfort, Kentucky 40622

2005 JUL 11 A 11:29
DIV OF PLANNING

Dear Ms. Coffey:

This is in response to your letter of May 27, 2005 requesting our agency's input and comments on a planning study to determine the need for, and the potential impacts from possible improvements between the Bert T. Combs Mountain Parkway and the proposed power generating facilities at Trapp and Irvine, as well as other possible transportation system improvements in the general vicinity. We are responding on behalf of the Department of Health and Human Services (DHHS), U.S. Public Health Service.

While we have no project specific comments to offer at this time, we do recommend that the topics listed below be considered during the NEPA process along with other necessary topics, and addressed if appropriate. Mitigation plans which are protective of the environment and public health should be described in the DEIS wherever warranted.

AREAS OF POTENTIAL PUBLIC HEALTH CONCERN:

I. Air Quality

- dust control measures during project construction, and potential releases of air toxins
- potential process air emissions after project completion
- compliance with air quality standards

II. Water Quality/Quantity

- special consideration to private and public potable water supply, including ground and surface water resources
- compliance with water quality and waste water treatment standards
- ground and surface water contamination (e.g. runoff and erosion control)
- body contact recreation

III. Wetlands and Flood Plains

- potential contamination of underlying aquifers
- construction within flood plains which may endanger human health
- contamination of the food chain

IV. Hazardous Materials/Wastes

- identification and characterization of hazardous/contaminated sites
- safety plans/procedures, including use of pesticides/herbicides; worker training
- spill prevention, containment, and countermeasures plan

V. Non-Hazardous Solid Waste/Other Materials

- any unusual effects associated with solid waste disposal should be considered

VI. Noise

- identify projected elevated noise levels and sensitive receptors (i.e. residential, schools, hospitals) and appropriate mitigation plans during and after construction

VII. Occupational Health and Safety

- compliance with appropriate criteria and guidelines to ensure worker safety and health

VIII. Land Use and Housing

- special consideration and appropriate mitigation for necessary relocation and other potential adverse impacts to residential areas, community cohesion, community services
- demographic special considerations (e.g. hospitals, nursing homes, day care centers, schools)
- consideration of beneficial and adverse long-term land use impacts, including the potential influx of people into the area as a result of a project and associated impacts
- potential impacts upon vector control should be considered

IX. Environmental Justice

- federal requirements emphasize the issue of environmental justice to ensure equitable environmental protection regardless of race, ethnicity, economic status or community, so that no segment of the population bears a disproportionate share of the consequences of environmental pollution attributable to a proposed project. (Executive Order 12898)

While this is not intended to be an exhaustive list of possible impact topics, it provides a guide for typical areas of potential public health concern which may be applicable to this project. Any health related topic which may be associated with the proposed project should receive consideration when developing the draft and final EISs. Please furnish us with one copy of the draft document when it becomes available for review.

Sincerely yours,



Paul Joe, DO, MPH
Medical Officer
National Center for Environmental Health (F16)
Centers for Disease Control & Prevention



Pursuant to the Coast Guard Authorization Act of 1982, it has been determined this is not a waterway over which the Coast Guard exercises jurisdiction for bridge administration purposes. A Coast Guard bridge permit is not required.

Edie Mansiegh
Governor

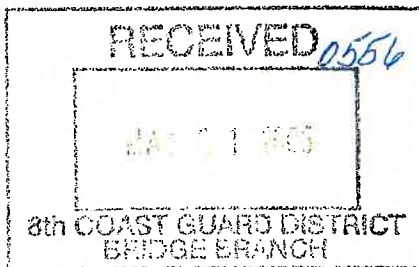
TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.kentucky.gov

8/12/05
(Date)

ROGER K WIEBUSCH
Bridge Administrator
Eighth Coast Guard District (obr)

May 27, 2005



Mr. Roger Wiebusch
Bridge Administrator
United States Coast Guard, Bridge Branch
1222 Spruce Street
St. Louis MO 63103

Bill Nighbert
Acting Secretary

Jim Adams
Deputy Secretary

Marc Williams
Commissioner of Highways

Dan Druen
Commissioner of
Administrative Services

Paul Steely
Commissioner of Aviation

Roy Mundy
Commissioner of
Vehicle Regulation

Dear Mr. Wiebusch:

Subject: Planning Study
Clark, Estill, and Powell Counties
Improved Access to Trapp and Irvine from Mountain Parkway

We are requesting your agency's input and comments on a planning study to determine the need for, and potential impacts of, possible highway projects. The Kentucky Transportation Cabinet has assembled a study team to evaluate possible highway improvements between the Bert T. Combs Mountain Parkway and the proposed power generating facilities at Trapp and Irvine, as well as other possible transportation system improvements in the general vicinity.

We ask that you identify specific issues or concerns of your agency that could affect the development of the project. This planning study will include a scoping process for the early identification of potential alternatives, environmental issues, and impacts related to the proposed project. We believe that early identification of issues or concerns can help us develop highway project alternatives to avoid or minimize negative impacts. We respectfully ask that you provide us with your comments within the next 30 days to ensure timely progress in this planning effort.

We have enclosed the following project information for your review and comment:

- Project Location Map
- Data on the Existing Area Highway System
- Geometric and Traffic Characteristics of Existing Highways
- Crash Analysis

Mr. Roger Wiebusch

Page 2

May 27, 2005

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Bruce Siria of the Division of Planning at 502/564-7183 or at bruce.siria@ky.gov. Please address all written correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 200 Mero Street, Station W5-05-01, Frankfort, Kentucky 40622.

Sincerely,



Annette Coffey, P.E.
Director
Division of Planning

AC/DJG/AHC

Enclosures

c/enc: Bruce Duncan, BGADD
Amos Hubbard, District 7
Linda Wagner-Justice, District 10
Stuart Goodpaster, District 7
Bill Madden, District 10
Ananias Calvin, Highway Design
Brad Eldridge, Highway Design
Tim Foreman, Environmental Analysis

Note: The following three sheets were provided by the Division of Environmental Analysis in response to the May 27, 2005 letter soliciting their input.





U.S. Fish & Wildlife Service
Kentucky Ecological Services Field Office

U.S. Fish & Wildlife Service
3761 Georgetown Rd.
Frankfort, KY 40601
Phone: 502-695-0468
Fax: 502-695-1024

Endangered, Threatened, & Candidate
Species in CLARK County, KY

Group	Species	Common name	Legal* Status	Known** Potential	Special Comments
Mammals	<i>Myotis grisescens</i>	gray bat	E	K	
	<i>Myotis sodalis</i>	Indiana bat	E	P	
Plants	<i>Physaria lesquerella</i>	globe bladderpod	C	K	
	<i>Trifolium stoloniferum</i>	running buffalo clover	E	K	

NOTES:

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

** Key to notations: K = Known occurrence record within the county, P = Potential for the species to occur within the county based upon historic range, proximity to known occurrence records, biological, and physiographic characteristics.



U.S. Fish & Wildlife Service
Kentucky Ecological Services Field Office

U.S. Fish & Wildlife Service
3761 Georgetown Rd.
Frankfort, KY 40601
Phone: 502-695-0468
Fax: 502-695-1024

Endangered, Threatened, & Candidate
Species in ESTILL County, KY

Group	Species	Common name	Legal* Status	Known** Potential	Special Comments
Mammals	<i>Myotis sodalis</i>	Indiana bat	E	K	
	<i>Corynorhinus townsendii virginianus</i>	Virginia big-eared bat	E	K	
	<i>Myotis grisescens</i>	gray bat	E	P	
Plants	<i>Trifolium stoloniferum</i>	running buffalo clover	E	P	

NOTES:

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

**Key to notations: K = Known occurrence record within the county, P = Potential for the species to occur within the county based upon historic range, proximity to known occurrence records, biological, and physiographic characteristics.



U.S. Fish & Wildlife Service
Kentucky Ecological Services Field Office

U.S. Fish & Wildlife Service
3761 Georgetown Rd.
Frankfort, KY 40601
Phone: 502-695-0468
Fax: 502-695-1024

Endangered, Threatened, & Candidate
Species in POWELL County, KY

Group	Species	Common name	Legal* Status	Known** Potential	Special Comments
Mammals	<i>Myotis sodalis</i>	Indiana bat	E	K	
	<i>Corynorhinus townsendii virginianus</i>	Virginia big-eared bat	E	K	
	<i>Myotis grisescens</i>	gray bat	E	P	
Mussels	<i>Cyprogenia stegaria</i>	fanshell	E	K	
Plants	<i>Physaria lesquerella</i>	globe bladderpod	C	K	
	<i>Solidago albopilosa</i>	white-haired goldenrod	E	K	
	<i>Trifolium stoloniferum</i>	running buffalo clover	E	P	

NOTES:

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

**Key to notations: K = Known occurrence record within the county, P = Potential for the species to occur within the county based upon historic range, proximity to known occurrence records, biological, and physiographic characteristics.

APPENDIX C
OTHER PROJECT INPUT



KENT CLARK - MADISON COUNTY JUDGE/EXECUTIVE

COURTHOUSE - 101 WEST MAIN STREET
RICHMOND, KENTUCKY 40475

April 26, 2005

Secretary Bill Nighbert
Department of Transportation
200 Mero Street
Frankfort, KY 40622

Dear Secretary Nighbert:

I would like to extend my support of a proposed connector route from the 499 Bypass in Irvine, Kentucky to the Mountain Parkway in Powell County. Such a route would result in many positives for the citizens of our community and all those surrounding our community. Of top most importance is the increase of safety as a route for citizens of both Estill and Madison Counties, as this particular route would be the emergency evacuation route in an instance of the release of deadly gases from the Bluegrass Army Depot which is located between both Richmond and Irvine.

In addition to the top priority of safety for our community, would be the long term economic impact such a route would provide for our county. This route would provide better access resulting in increased traffic flow for our existing businesses and industry. The route would provide quicker access to Marcum and Wallace Memorial Hospital, which provides full-scale medical services to over nine surrounding communities.

Our community is fortunate to be located near the educational opportunities which are provided by Eastern Kentucky University and Berea College. However, a connector road would provide safer and better access while pursuing this opportunity. Assisting our community members as well as surrounding communities with an increased opportunity to obtain a higher education results in many positives to any community.

During the past ten years research evaluated by our local industrial authority always results in the fact that we draw both medical patients and employees into our community from the Eastern part of the state. With forty-five percent (45%) of our workforce commuting into our county to work this is a prime example of the need to provide safer access resulting in a large economic impact on our community.

Thank you for your time and if I can provide further assistance, please feel free to contact me at 859-624-4700.

Sincerely,

Kent Clark
Madison County Judge Executive

Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES

DON PASLEY
State Representative
5805 Ecton Road
Winchester, Kentucky 40391
(859) 842-3337



RECEIVED
E. HIGHWAY ENGINEER
STATE CAPITOL ANNEX
Room 313A
2005 JUL 7 A 8:34
Frankfort, Kentucky 40601
(502) 564-8100, Ext. 630

73RD LEGISLATIVE DISTRICT

July 6, 2005

Mr. Sam Beverage
State Highway Engineer
Transportation Cabinet
200 Mero Street
Frankfort KY 40601

Dear Mr. Beverage:

This is to follow up on our conversation yesterday regarding the \$500 million J. K. Smith Power Plant to be built in eastern Clark County on Kentucky 89. The location of the plant will create a situation where we will need improvements to Kentucky 89 during the construction phase because of the heavy truck traffic. Because 30 percent of this plant's coal will be supplied by truck over the long term, we will need a new service road from the Mountain Parkway (KY 9000) over to Kentucky 89. Over the short term, it will be important to make KY 89 as safe as possible during the two-year construction phase.

Because of the long-term needs of truck traffic to the power plant, which includes 225,000 tons of limestone per year as a part of the fluidized bed process and the hundreds of thousands of tons of coal, it is imperative for safety and economic development that a new service road connecting the Mountain Parkway (KY 9000) to Kentucky 89 be developed. Growing up in eastern Clark County and knowing the area very well, I am of the opinion that the community would be best served with 1) improvements to Kentucky 89 for the short term and 2) long-term needs including economic improvements and safety concerns be addressed by a new roadway from the proposed interchange at Kentucky 974 to Kentucky 89 near the J. K. Smith Power Plant.

Your consideration of this request is greatly appreciated. If I can answer any questions you may have, please feel free to call on me.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Pasley", written over a horizontal line.

Don Pasley
State Representative

DP/sgj