I-66 CORRIDOR PLANNING STUDY
Warren, Edmonson, and Barren County, Kentucky
Appendix G
Level 1 Screening Report

Corridor 1

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it proceeds northwesterly on a new location, crossing US 31W near Dripping Spring, before climbing the escarpment near KY 101. The corridor then continues in a westerly direction to parallel KY 1320, crossing KY 185 near Anna, and proceeding just north of Richardsville. It then generally parallels KY 2631 west of Richardsville, crossing the Barren River at the 7 mile marker, and connecting with the Natcher Parkway near Hadley. The total length of this corridor is 35.5 miles, with 29.6 miles of new location.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 1takes the most northerly route of all corridors which would improve access to Edmonson County, as well as access to Mammoth Cave. Additionally, the overall length of the corridor is relatively short at 35.5 miles total length. This route also has support from local and state officials.

However, because of its more northerly track being considerably further from Bowling Green than other routes, this route provides poor improvement to local traffic congestion. This route takes the corridor in close proximity to Richardsville and Anna which would be adversely impacted. At 29.6 miles, Corridor 1 has a comparatively long distance of new terrain construction. High potential impacts to critical habitat for TE Species is also a disadvantage of this corridor as well as difficult terrain for construction and the poor connectivity to Bowling Green. This corridor also crosses the Barren River where it is designated as an Outstanding State Resource Water.

RECOMMENDATIONS

Not considered for further evaluation.

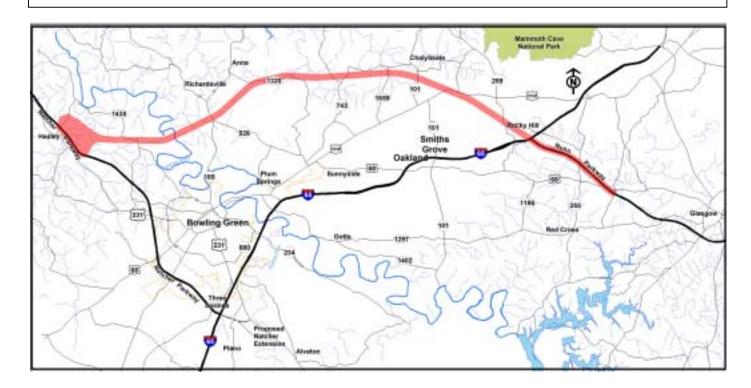
Corridor 1

	Yes		No
What is the potential for this corridor to result in a non-permittable action? Comments/Explanation			X
SCREENING FOR PROJECT GOALS			
	Yes		No
1. Does this corridor support I-66 across southern Kentucky?	X		
2. Does this corridor provide an improved interstate facility between parkways?	X		
3. Does this corridor provide an improved access in southern Kentucky?	X		
4. Does this corridor provide an efficient means of transporting people and goods?	X		
5. Does this corridor satisfy the local and regional objectives?			
a. As a part of the Outer Beltline			X
b. Potential for Diversion of Local Trafficc. Improve Traffic Safety			X
c. Improve Traffic Safety d. Reduce Travel Time and User Costs			X
	v		X
e. Better Access to Edmonson County f. Other Ways to Mammoth Cave National Park	X X		
Comments/Explanation Too far from Bowling Green to positively affect local traffic.	Λ		
Too lai from Bowning Orecii to positively affect local traffic.			
SCREENING FOR MAJOR ENVIRONMENTAL ISS	SUES		
	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?			X
If so, please identify resource			
2. Potential to affect Waters of the U.S. or wetlands?			X
3. Potential for Environmental Justice Issues (minorities and/or low income)?		X	
4. Potential to affect known areas of contamination?			X
5. Potential to affect forests (including core forest habitat)?		X	
6. Potential to affect the range or habitat of Federally listed TE species	X		
7. Potential to affect protected Natural and Scenic Rivers?		X	
8. Potential to affect prime or unique farmland?		X	
9. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		X	
10. Potential to affect air quality standards?11. Potential to relocate residential or commercial establishments?			X
			X
12. Potential to affect neighborhoods and communities?13. Potential to affect karst features (caves, sinkholes, springs, etc.)?		X	
Comments/Explanation Proximity to critical habitat for TE Species.		X	
Comments/Explanation Proximity to critical habitat for TE species.			
SCREENING FOR MAJOR ENGINEERING AND TRAFF	IC ISSUES	}	
	Good	Fair	Poor
1. Constructability			X
2. Connectivity			X
3. Total Length		35.5 mi.	
4. New Terrain Length		29.6 mi.	
5. I-65 Widening Distance		<u>0.0 mi.</u>	
6. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		35	
Comments/Explanation Difficult terrain, less accessible.			
SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
CHEMING I ON I OBBIG IN BREVIEW MODICE	Yes		N
1. Does this corridor have a significant opposition by an environmental resource agency?	res		No
 Does this corridor have a significant opposition from public opinion? 			X
3. Does this corridor have a significant opposition from public opinion?	X		X
Comments/Explanation Support from a state legislator and Edmonson Co.	Λ		
Support from a state registator and Lumonson Co.			

Corridor 2

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it proceeds northwesterly on a new location, crossing US 31W near Dripping Spring, before climbing the escarpment near KY 101. The corridor then continues in a westerly direction to parallel KY 1320, before taking a turn toward the southwest near San Hill. The corridor crosses KY 185 near its intersection with KY 526, crossing the Barren River at the 19 mile marker and KY 1435 near the Barren River Fire Station #2, before connecting with the Natcher Parkway near Hadley. The total length of this corridor is 35.4 miles, with 29.5 miles of new location.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 2 follows the northerly route of Corridor 1 through Edmonson County providing the best improvement to access of Edmonson County, as well as to Mammoth Cave. The overall length of the corridor is relatively short at 35.4 miles total length. This route also has support from local and state officials. In addition, the southerly diversion of the west end of this corridor will take it closer to Bowling Green and have a much better potential to reduce local traffic congestion than Corridor 1, while at the same time reducing impacts to Richardsville and Anna.

While this route is closer to Bowling Green than Corridor 1 and will perform better for local traffic, this route is still too far removed to have a significant impact on local traffic congestion. At 29.5 miles, Corridor 2 has a comparatively long distance of new terrain construction. High potential impacts to critical habitat for TE Species is also a disadvantage of this corridor as well as difficult terrain for construction.

RECOMMENDATIONS

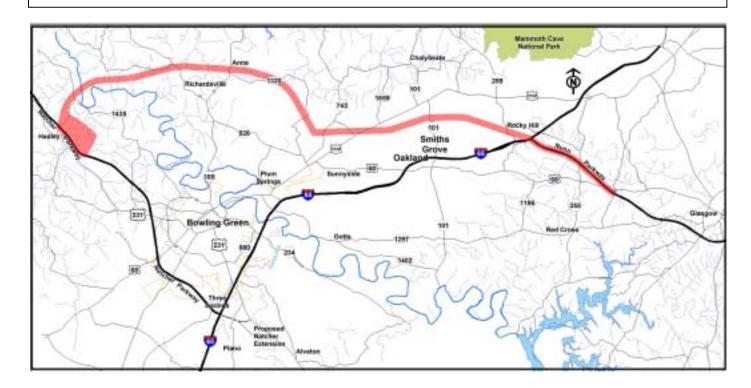
Retain for further evaluation.

SCREENING FOR FATAL FLAWS			
2. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation	Yes		No x
SCREENING FOR PROJECT GOALS			
	Yes		No
6. Does this corridor support I-66 across southern Kentucky?	X		
7. Does this corridor provide an improved interstate facility between parkways?	X		
8. Does this corridor provide an improved access in southern Kentucky?	X		
9. Does this corridor provide an efficient means of transporting people and goods?	X		
10. Does this corridor satisfy the local and regional objectives?			
a. As a part of the Outer Beltline			X
b. Potential for Diversion of Local Traffic			X
c. Improve Traffic Safety			X
d. Reduce Travel Time and User Costs			X
e. Better Access to Edmonson County	X		
f. Other Ways to Mammoth Cave National Park	X		
Comments/Explanation Does not reduce local traffic congestion.			
SCREENING FOR MAJOR ENVIRONMENTAL IS	SSUES		
	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	υ		X
If so, please identify resource			
14. Potential to affect Waters of the U.S. or wetlands?		X	
15. Potential for Environmental Justice Issues (minorities and/or low income)?			X
16. Potential to affect known areas of contamination?			X
17. Potential to affect forests (including core forest habitat)?		X	
18. Potential to affect the range or habitat of Federally listed TE species	X		
19. Potential to affect protected Natural and Scenic Rivers?			X
20. Potential to affect prime or unique farmland?			X
21. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		X	
22. Potential to affect air quality standards?			X
23. Potential to relocate residential or commercial establishments?			X
24. Potential to affect neighborhoods and communities?			X
25. Potential to affect karst features (caves, sinkholes, springs, etc.)?		X	
Comments/Explanation Proximity to critical habitat for TE Species.			
SCREENING FOR MAJOR ENGINEERING AND TRAF	FIC ISSUES	3	
SCREENING FOR MISOR ENGINEERING MID IRM			ъ.
7 Constructed iller	Good	Fair	Poor
7. Constructability 8. Connectivity			X
•		25 1 mi	X
9. Total Length10. New Terrain Length		35.4 mi.	
11. I-65 Widening Distance		29.5 mi. 0.0 mi.	
12. Number of Intersecting Roads		<u>0.0 IIII.</u>	
a. US and Major State Routes		7	
b. Other State Routes and Local Roads		35	
Comments/Explanation Difficult terrain.		33	
•			
SCREENING FOR PUBLIC AND REVIEW AGENCY	Y INPUT		
	Yes		No
4. Does this corridor have a significant opposition by an environmental resource agency?			X
1. Boes this confider have a significant opposition of an environmental resource agency.			X
5. Does this corridor have a significant opposition from public opinion?			
	X		

Corridor 3

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it proceeds west northwesterly on a new location, crossing KY 101 north of Smiths Grove and US 31W near Tuckertown. The corridor then continues in a northwesterly direction to parallel KY 1320, crossing KY 185 near Anna, and proceeding just north of Richardsville. It then generally parallels KY 2631 west of Richardsville, crossing the Barren River at the 7 mile marker, and connecting with the Natcher Parkway near Hadley. The total length of this corridor is 41.1 miles, with 35.2 miles of new location.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 3 takes a route north of existing I-65 which is supported by local and state officials and improves access to Edmonson County.

Corridor 3 takes the most northerly track in the vicinity of Bowling Green, providing poor improvement to local traffic congestion and poor performance for the local project goals. This route takes the corridor in close proximity to Richardsville and Anna which would be adversely impacted. At 35.2 miles, Corridor 3 has the longest distance of new terrain construction. High potential impacts to critical habitat for TE Species is also a disadvantage of this corridor as well as difficult terrain for construction and the poor connectivity to Bowling Green. This corridor also crosses the Barren River where it is designated as an Outstanding State Resource Water, has high potential impacts to Section 106/4(f) along US 31 W, and high potential impacts to Prime/Unique farmland.

RECOMMENDATIONS

Not considered for further evaluation.

Corridor 3

	Yes	S	No
3. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation			X
SCREENING FOR PROJECT GOALS			
	Yes	S	No
11. Does this corridor support I-66 across southern Kentucky?	X		
12. Does this corridor provide an improved interstate facility between parkways?	X		
13. Does this corridor provide an improved access in southern Kentucky?	X		
14. Does this corridor provide an efficient means of transporting people and goods?			X
15. Does this corridor satisfy the local and regional objectives?a. As a part of the Outer Beltline			v
a. As a part of the Outer Beltlineb. Potential for Diversion of Local Traffic			X
c. Improve Traffic Safety			X
d. Reduce Travel Time and User Costs			X X
e. Better Access to Edmonson County	X		А
f. Other Ways to Mammoth Cave National Park	X		
Comments/Explanation Too far from Bowling Green to positively affect local traff			
SCREENING FOR MAJOR ENVIRONMENTAL ISS	SUES		
	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	X		
If so, please identify resource Section 106 and 4 (f) along US 31 W.			
26. Potential to affect Waters of the U.S. or wetlands?			X
27. Potential for Environmental Justice Issues (minorities and/or low income)?			X
28. Potential to affect known areas of contamination?			X
29. Potential to affect forests (including core forest habitat)?			X
30. Potential to affect the range or habitat of Federally listed TE species	X		
31. Potential to affect protected Natural and Scenic Rivers?			X
32. Potential to affect prime or unique farmland?	X		
33. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			X
34. Potential to affect air quality standards?35. Potential to relocate residential or commercial establishments?			X
36. Potential to affect neighborhoods and communities?			X
37. Potential to affect karst features (caves, sinkholes, springs, etc.)?	X	X	
Comments/Explanation Proximity to critical habitat for TE Species.	Α		
Comments/Explanation Froximity to critical habitat for TE species.			
SCREENING FOR MAJOR ENGINEERING AND TRAFF	IC ISSUE	S	
	Good	Fair	Poor
13. Constructability		X	
14. Connectivity			X
15. Total Length		41.1 mi.	
16. New Terrain Length		35.2 mi.	
17. I-65 Widening Distance		<u>0.0 mi.</u>	
18. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		34	
Comments/Explanation Difficult terrain, less accessible.			
SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
			NT.
7. Does this corridor have a significant opposition by an environmental resource agency?	Yes	5	No
7. Does this corridor have a significant opposition by an environmental resource agency?8. Does this corridor have a significant opposition from public opinion?			X
9. Does this corridor have a significant opposition from public opinion?	X		X
Comments/Explanation Support from a state legislator and Edmonson Co.	A		
2			

Corridor 4

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it proceeds west northwesterly on a new location, crossing KY 101 north of Smiths Grove and US 31W near Tuckertown. Unlike Corridors 1, 2 and 3, this corridor remains in the sinkhole plain and does not climb the escarpment. The corridor then continues in a westerly direction to parallel KY 526 and crosses KY 185 near its intersection with KY 526. It then proceeds west southwest to cross the Barren River at the 19 mile marker and KY 1435 near the Barren River Fire Station #2, before connecting with the Natcher Parkway near Hadley. The total length of this corridor is 34.1 miles, with 28.2 miles of new location.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 4 takes a route north of existing I-65 which is supported by local and state officials and improves access to Edmonson County. It has the shortest total length at 34.1 miles and provides better connectivity to Bowling Green by its closer proximity to existing development than the corridors taking the far north route around Bowling Green. The corridor also satisfies all local and regional objectives.

At 28.2 miles, Corridor 4 has a relatively long distance of new terrain construction. High potential impacts to critical habitat for TE Species is also a disadvantage of this corridor as well as potential impacts to karst features. This corridor also has high potential impacts to Section 106/4(f) along US 31 W, and high potential impacts to Prime/Unique farmland.

RECOMMENDATIONS

Retain for further consideration.

Corridor 4

	Yes	3	No
4. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation			X
SCREENING FOR PROJECT GOALS			
16 D 11 11 17 10	Yes	3	No
16. Does this corridor support I-66 across southern Kentucky?	X		
17. Does this corridor provide an improved interstate facility between parkways?18. Does this corridor provide an improved access in southern Kentucky?	X		
19. Does this corridor provide an improved access in southern Kentucky? 19. Does this corridor provide an efficient means of transporting people and goods?	X X		
20. Does this corridor satisfy the local and regional objectives?	A		
a. As a part of the Outer Beltline	X		
b. Potential for Diversion of Local Traffic	X		
c. Improve Traffic Safety	X		
d. Reduce Travel Time and User Costs	X		
e. Better Access to Edmonson County	X		
f. Other Ways to Mammoth Cave National Park	X		
Comments/Explanation			
SCREENING FOR MAJOR ENVIRONMENTAL IS	SSUES		
	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	X		
If so, please identify resource Section 106 and 4 (f) along US 31 W			
38. Potential to affect Waters of the U.S. or wetlands?		X	
39. Potential for Environmental Justice Issues (minorities and/or low income)?			X
40. Potential to affect known areas of contamination?			X
41. Potential to affect forests (including core forest habitat)?		X	
42. Potential to affect the range or habitat of Federally listed TE species	X		
43. Potential to affect protected Natural and Scenic Rivers?			X
44. Potential to affect prime or unique farmland?	X		
45. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			X
46. Potential to affect air quality standards?47. Potential to relocate residential or commercial establishments?			X X
48. Potential to affect neighborhoods and communities?		X	А
49. Potential to affect karst features (caves, sinkholes, springs, etc.)?	X	Λ	
Comments/Explanation Proximity to critical habitat for TE Species	A		
·		9	
SCREENING FOR MAJOR ENGINEERING AND TRAF			D
19. Constructability	Good	Fair	Poor
20. Connectivity		X X	
21. Total Length		34.1 mi.	
22. New Terrain Length		28.2 mi.	
23. I-65 Widening Distance		0.0 mi.	
24. Number of Intersecting Roads		<u> </u>	
a. US and Major State Routes		7	
b. Other State Routes and Local Roads		27	
Comments/Explanation			
SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
	Yes	;	No
10. Does this corridor have a significant opposition by an environmental resource agency?			X
11. Does this corridor have a significant opposition from public opinion?			X
12. Does this corridor have a support from local and state elected officials? Comments/Explanation Support from state legislator	X		
Comments/ExplanationSupport from state legislator			

Corridor 5

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it proceeds west northwesterly on a new location, crossing KY 101 north of Smiths Grove and US 31W near Tuckertown. Unlike Corridors 1, 2 and 3, this corridor remains in the sinkhole plain and does not climb the escarpment. The corridor then continues in a westerly direction, before turning southwest to intersect KY 526, near its intersection with KY 957. It then proceeds west southwesterly to cross KY 185 near its crossing of the Barren River and continues to its own crossing of the Barren River at the 26 mile marker. The corridor continues to the west to connect with the Natcher Parkway south of Hadley near the KY 2665 bridge over the Natcher and follows the Natcher Parkway to the vicinity of Hadley. The total length of this corridor is 34.9 miles, with 24.3 miles of new location.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 5 takes a route north of existing I-65 which is supported by local and state officials and improves access to Edmonson County. It has a short total length of 34.9 miles and provides better connectivity to Bowling Green by its closest proximity to existing development on the north side of Bowling Green. The corridor also satisfies all local and regional objectives, and has the least difficult terrain for construction.

High potential impacts to critical habitat for TE Species is a disadvantage of this corridor as well as potential impacts to karst features. This corridor also has high potential impacts to Section 106/4(f) along US 31 W and KY 1435. High potential impacts to Prime/Unique farmland is also a disadvantage.

RECOMMENDATIONS

Retain for further consideration.

	Yes	;	No
5. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation			X
SCREENING FOR PROJECT GOALS			
	Yes	•	No
21. Does this corridor support I-66 across southern Kentucky?	X		
22. Does this corridor provide an improved interstate facility between parkways?23. Does this corridor provide an improved access in southern Kentucky?	X		
24. Does this corridor provide an efficient means of transporting people and goods?	X X		
25. Does this corridor satisfy the local and regional objectives?	A		
a. As a part of the Outer Beltline	X		
b. Potential for Diversion of Local Traffic	X		
c. Improve Traffic Safety	X		
d. Reduce Travel Time and User Costs	X		
e. Better Access to Edmonson County	X		
f. Other Ways to Mammoth Cave National Park	X		
Comments/Explanation			
SCREENING FOR MAJOR ENVIRONMENTAL IS			
	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	X		
If so, please identify resource Section 106 and 4 (f) along US 31 W and KY 1435			
50. Potential to affect Waters of the U.S. or wetlands?		X	
51. Potential for Environmental Justice Issues (minorities and/or low income)?52. Potential to affect known areas of contamination?			X
53. Potential to affect known areas of contamination? 53. Potential to affect forests (including core forest habitat)?		X	v
53. Potential to affect the range or habitat of Federally listed TE species	X		X
55. Potential to affect protected Natural and Scenic Rivers?	Α		X
56. Potential to affect prime or unique farmland?	X		
57. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			X
58. Potential to affect air quality standards?			X
59. Potential to relocate residential or commercial establishments?			X
60. Potential to affect neighborhoods and communities?			X
61. Potential to affect karst features (caves, sinkholes, springs, etc.)?	X		
Comments/Explanation Section 106/4 (f) and TE Species			
SCREENING FOR MAJOR ENGINEERING AND TRAFF	FIC ISSUE	S	
	Good	Fair	Poor
25. Constructability	X		
26. Connectivity	X		
27. Total Length		34.9 mi.	
28. New Terrain Length		24.3 mi.	
29. I-65 Widening Distance		<u>0.0 mi.</u>	
30. Number of Intersecting Roads a. US and Major State Routes		8	
a. US and Major State Routesb. Other State Routes and Local Roads		22	
Comments/Explanation Least difficult terrain for construction		22	
SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
	Yes	,	No
13. Does this corridor have a significant opposition by an environmental resource agency?			X
14. Does this corridor have a significant opposition from public opinion?			X
15. Does this corridor have a support from local and state elected officials? Comments/Explanation Support from state legislator	X		

Corridor 6

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it utilizes I-65 for approximately 3 miles before proceeding northwesterly on a new location, crossing KY 101 north of Smiths Grove and US 31W near Tuckertown. The corridor then continues in a northwesterly direction to parallel KY 1320, crossing KY 185 near Anna, and proceeding just north of Richardsville. It then generally parallels KY 2631 west of Richardsville, crossing the Barren River at the 7 mile marker, and connecting with the Natcher Parkway near Hadley. The total length of this corridor is 41.9 miles, with 33.3 miles of new location and 2.7 miles of I-65 widening.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 6 takes a route north of existing I-65 which is supported by local and state officials and improves access to Edmonson County. The route also avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped.

Corridor 6 takes the most northerly track in the vicinity of Bowling Green, providing poor improvement to local traffic congestion and poor performance for the local project goals. This route takes the corridor in close proximity to Richardsville and Anna which would be adversely impacted. At 33.3 miles, Corridor 6 has a long distance of new terrain construction. High potential impacts to critical habitat for TE Species is also a disadvantage of this corridor as well as difficult terrain for construction and the poor connectivity to Bowling Green. This corridor also crosses the Barren River where it is designated as an Outstanding State Resource Water, has high potential impacts to Section 106/4(f) along US 31 W, and high potential impacts to Prime/Unique farmland. The poor system to system interchange spacing on the short segment of I-65 is also a significant drawback for this corridor.

RECOMMENDATIONS

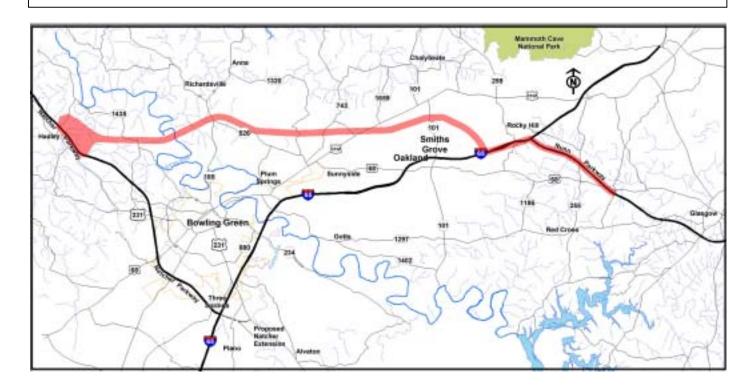
Not considered for further evaluation

	Yes		No
6. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation			X
SCREENING FOR PROJECT GOALS			
	Yes		No
26. Does this corridor support I-66 across southern Kentucky?	X		
27. Does this corridor provide an improved interstate facility between parkways?	X		
28. Does this corridor provide an improved access in southern Kentucky?	X		
29. Does this corridor provide an efficient means of transporting people and goods?			X
30. Does this corridor satisfy the local and regional objectives?a. As a part of the Outer Beltline			v
b. Potential for Diversion of Local Traffic			X X
c. Improve Traffic Safety			X
d. Reduce Travel Time and User Costs			X
e. Better Access to Edmonson County	X		
f. Other Ways to Mammoth Cave National Park	X		
Comments/Explanation Too far from Bowling Green to positively affect local traffic	c		
SCREENING FOR MAJOR ENVIRONMENTAL ISS	IIFC		
SCREENING FOR MAJOR ENVIRONMENTAL ISS	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	X	Medium	Low
If so, please identify resource Section 106 and 4 (f) along US 31 W			
62. Potential to affect Waters of the U.S. or wetlands?			X
63. Potential for Environmental Justice Issues (minorities and/or low income)?		X	
64. Potential to affect known areas of contamination?			X
65. Potential to affect forests (including core forest habitat)?			X
66. Potential to affect the range or habitat of Federally listed TE species	X		
67. Potential to affect protected Natural and Scenic Rivers?			X
68. Potential to affect prime or unique farmland?	X		
69. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			X
70. Potential to affect air quality standards? 71. Potential to relocate residential or commercial establishments?			X
71. Potential to relocate residential of commercial establishments? 72. Potential to affect neighborhoods and communities?		X	X
73. Potential to affect karst features (caves, sinkholes, springs, etc.)?	X	Λ	
Comments/Explanation Section 106/4 (f) and TE Species	Α		
•	o teetire	1	
SCREENING FOR MAJOR ENGINEERING AND TRAFFI			D
31. Constructability	Good	Fair	Poor
32. Connectivity			X X
33. Total Length		41.9 mi.	Λ
34. New Terrain Length		33.3 mi.	
35. I-65 Widening Distance		2.7 mi.	
36. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		36	
Comments/Explanation Close proximity of interchange spacing			
SCREENING FOR PUBLIC AND REVIEW AGENCY I	NPUT		
	Yes		No
16. Does this corridor have a significant opposition by an environmental resource agency?			X
17. Does this corridor have a significant opposition from public opinion?			X
18. Does this corridor have a support from local and state elected officials? Comments/Explanation Support from state legislator	X		
Support from state registator			

Corridor 7

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it utilizes I-65 for approximately 3 miles before proceeding northwesterly on a new location, crossing KY 101 north of Smiths Grove and US 31W near Tuckertown. Unlike Corridors 1, 2 and 3, this corridor remains in the sinkhole plain and does not climb the escarpment. The corridor then continues in a westerly direction to parallel KY 526 and crosses KY 185 near its intersection with KY 526. It then proceeds west southwest to cross the Barren River at the 19 mile marker and KY 1435 near the Barren River Fire Station #2, before connecting with the Natcher Parkway near Hadley. The total length of this corridor is 34.9 miles, with 26.3 miles of new location and 2.7 miles of I-65 widening.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 7 takes a route north of existing I-65 which is supported by local and state officials and improves access to Edmonson County and Mammoth Cave. It has the short total length of 34.9 miles and provides better connectivity to Bowling Green by its closer proximity to existing development than the corridors taking the far north route around Bowling Green. The corridor also satisfies all local and regional objectives, and avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped.

At 28.2 miles, Corridor 7 has a relatively long distance of new terrain construction. High potential impacts to critical habitat for TE Species is also a disadvantage of this corridor as well as potential impacts to karst features. This corridor also has high potential impacts to Section 106/4(f) along US 31 W, and high potential impacts to Prime/Unique farmland. The poor system to system interchange spacing on the short segment of I-65 is also a significant drawback for this corridor.

RECOMMENDATIONS

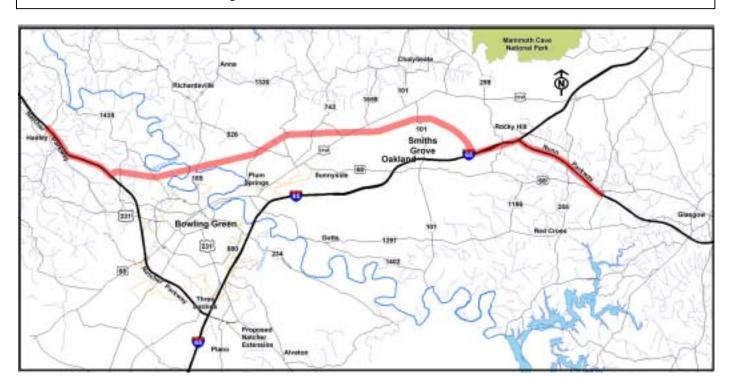
Not considered for further evaluation

	Yes	3	No
7. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation			X
SCREENING FOR PROJECT GOALS			
SCREENING FOR I ROJECT GOALS	Yes	,	No
31. Does this corridor support I-66 across southern Kentucky?	X	•	NO
32. Does this corridor provide an improved interstate facility between parkways?	X		
33. Does this corridor provide an improved access in southern Kentucky?	X		
34. Does this corridor provide an efficient means of transporting people and goods?	X		
35. Does this corridor satisfy the local and regional objectives?			
a. As a part of the Outer Beltline	X		
b. Potential for Diversion of Local Traffic	X		
c. Improve Traffic Safety			X
d. Reduce Travel Time and User Costs	X		
e. Better Access to Edmonson County	X		
f. Other Ways to Mammoth Cave National Park	X		
Comments/Explanation			
SCREENING FOR MAJOR ENVIRONMENTAL IS	SUES		
	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource Section 106 and 4 (f) along US 31 W			
74. Potential to affect Waters of the U.S. or wetlands?			X
75. Potential for Environmental Justice Issues (minorities and/or low income)?			X
76. Potential to affect known areas of contamination?			X
77. Potential to affect forests (including core forest habitat)?		X	
78. Potential to affect the range or habitat of Federally listed TE species	X		
79. Potential to affect protected Natural and Scenic Rivers?			X
80. Potential to affect prime or unique farmland?	X		
81. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			X
82. Potential to affect air quality standards?83. Potential to relocate residential or commercial establishments?			X
84. Potential to affect neighborhoods and communities?		X	X
85. Potential to affect karst features (caves, sinkholes, springs, etc.)?	X	Λ	
Comments/Explanation Section 106/4 (f) and TE Species	A		
		~	
SCREENING FOR MAJOR ENGINEERING AND TRAFI			
	Good	Fair	Poor
37. Constructability			X
38. Connectivity		X	
39. Total Length		34.9 mi.	
40. New Terrain Length		26.3 mi.	
41. I-65 Widening Distance42. Number of Intersecting Roads		<u>2.7 mi.</u>	
a. US and Major State Routes		7	
b. Other State Routes and Local Roads		31	
Comments/Explanation Close proximity of interchange spacing		31	
SCREENING FOR PUBLIC AND REVIEW AGENCY	INDIT		
SCREENING FOR I UDLIC AND REVIEW AGENCI			NT -
19. Does this corridor have a significant opposition by an environmental resource agency?	Yes	5	No
20. Does this corridor have a significant opposition by an environmental resource agency?			X
21. Does this corridor have a significant opposition from public opinion? 21. Does this corridor have a support from local and state elected officials?	X		X
Comments/Explanation Support from state legislator	Λ		
r a mar and a market and a mark			

Corridor 8

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it utilizes I-65 for approximately 3 miles before proceeding northwesterly on a new location, crossing KY 101 north of Smiths Grove and US 31W near Tuckertown. Unlike Corridors 1, 2 and 3, this corridor remains in the sinkhole plain and does not climb the escarpment. The corridor then continues in a westerly direction, before turning southwest to intersect KY 526, near its intersection with KY 957. It then proceeds west southwesterly to cross KY 185 near its crossing of the Barren River and continues to its own crossing of the Barren River at the 26 mile marker. The corridor continues to the west to connect with the Natcher Parkway south of Hadley near the KY 2665 bridge over the Natcher and follows the Natcher Parkway to the vicinity of Hadley. The total length of this corridor is 35.6 miles, with 22.3 miles of new location and 2.7 miles of I-65 widening.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 8 takes a route north of existing I-65 which is supported by local and state officials and improves access to Edmonson County and Mammoth Cave. It has a short total length of 35.6 miles and provides better connectivity to Bowling Green by its closest proximity to existing development on the north side of Bowling Green. The corridor also satisfies all local and regional objectives, and avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped. The corridor also has the least difficult terrain for construction.

High potential impacts to critical habitat for TE Species is a disadvantage of this corridor as well as potential impacts to karst features. This corridor also has high potential impacts to Section 106/4(f) along US 31 W and KY 1435. High potential impacts to Prime/Unique farmland is also a disadvantage. The poor system to system interchange spacing on the short segment of I-65 is also a significant drawback for this corridor.

RECOMMENDATIONS

SCREENING FOR FATAL FLAWS			
8. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation	Yes		No x
SCREENING FOR PROJECT GOALS			
	Yes		No
36. Does this corridor support I-66 across southern Kentucky?	X		
37. Does this corridor provide an improved interstate facility between parkways?	X		
38. Does this corridor provide an improved access in southern Kentucky?	X		
39. Does this corridor provide an efficient means of transporting people and goods?	X		
40. Does this corridor satisfy the local and regional objectives?			
a. As a part of the Outer Beltline	X		
b. Potential for Diversion of Local Traffic	X		
c. Improve Traffic Safety			X
d. Reduce Travel Time and User Costs	X		
e. Better Access to Edmonson County f. Other Ways to Mammoth Cave National Park	X		
Comments/Explanation	X		
Comments/Expranation			
SCREENING FOR MAJOR ENVIRONMENTAL IS	SUES		
	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	X		
If so, please identify resource Section 106 and 4 (f) along US 31 W and KY 1435			
86. Potential to affect Waters of the U.S. or wetlands?		X	
87. Potential for Environmental Justice Issues (minorities and/or low income)?			X
88. Potential to affect known areas of contamination?		X	
89. Potential to affect forests (including core forest habitat)?			X
90. Potential to affect the range or habitat of Federally listed TE species	X		
91. Potential to affect protected Natural and Scenic Rivers?			X
92. Potential to affect prime or unique farmland?	X		
93. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			X
94. Potential to affect air quality standards?			X
95. Potential to relocate residential or commercial establishments?			X
96. Potential to affect neighborhoods and communities?			X
97. Potential to affect karst features (caves, sinkholes, springs, etc.)?	X		
Comments/Explanation Section 106/4 (f) and TE Species			
SCREENING FOR MAJOR ENGINEERING AND TRAFI	FIC ISSUES	S	
	Good	Fair	Poor
43. Constructability	3 00 a	X	1 001
44. Connectivity	X		
45. Total Length		35.6 mi.	
46. New Terrain Length		22.3 mi.	
47. I-65 Widening Distance		2.7 mi.	
48. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		24	
Comments/Explanation Close proximity of interchange spacing			
SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
	Yes		No
22. Does this corridor have a significant opposition by an environmental resource agency?	1 68		X
23. Does this corridor have a significant opposition from public opinion?			X
24. Does this corridor have a support from local and state elected officials?	X		Λ
Comments/Explanation Support from state legislator	11		
-			_

Corridor 9

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it utilizes I-65 for approximately 12 miles to the vicinity of Sunnyside-Gotts Road before proceeding northerly on a new location. This corridor is in the general vicinity of the Kentucky Trimodal Transpark development and crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School. The corridor then continues in a northwesterly direction to parallel KY 1320, crossing KY 185 near Anna, and proceeding just north of Richardsville. It then generally parallels KY 2631 west of Richardsville, crossing the Barren River at the 7 mile marker, and connecting with the Natcher Parkway near Hadley. The total length of this corridor is 43.9 miles, with 27.9 miles of new location and 12.1 miles of I-65 widening.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 9 utilizes existing I-65, then takes a new terrain route north of Bowling Green which does not improve access to Edmonson County. The route does avoid new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped.

Corridor 9 takes the most northerly track in the vicinity of Bowling Green, providing poor improvement to local traffic congestion and poor performance for the local project goals. This route takes the corridor in close proximity to Richardsville and Anna which would be adversely impacted. Difficult terrain for construction and the poor connectivity to Bowling Green are also disadvantages. This corridor also crosses the Barren River where it is designated as an Outstanding State Resource Water, and has high potential impacts to Section 106/4(f) along US 31 W.

RECOMMENDATIONS

SCREENING FOR FATAL FLAWS			
9. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation	Yes		No x
SCREENING FOR PROJECT GOALS			
	Yes		No
41. Does this corridor support I-66 across southern Kentucky?	X		
42. Does this corridor provide an improved interstate facility between parkways?	X		
43. Does this corridor provide an improved access in southern Kentucky?44. Does this corridor provide an efficient means of transporting people and goods?	X		37
45. Does this corridor satisfy the local and regional objectives?			X
a. As a part of the Outer Beltline			X
b. Potential for Diversion of Local Traffic			X
c. Improve Traffic Safety			X
d. Reduce Travel Time and User Costs			X
e. Better Access to Edmonson County			X
f. Other Ways to Mammoth Cave National Park			X
Comments/Explanation Does not meet local and regional goals			
SCREENING FOR MAJOR ENVIRONMENTAL IS	CCLIEC		
SCREENING FOR WAJOR ENVIRONMENTAL IS		Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	High x	Medium	Low
If so, please identify resource Section 106 and 4 (f) along US 31 W	Λ		
98. Potential to affect Waters of the U.S. or wetlands?			X
99. Potential for Environmental Justice Issues (minorities and/or low income)?		X	
100.Potential to affect known areas of contamination?			X
101.Potential to affect forests (including core forest habitat)?			X
102. Potential to affect the range or habitat of Federally listed TE species			X
103.Potential to affect protected Natural and Scenic Rivers?		X	
104.Potential to affect prime or unique farmland?		X	
105.Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			X
106.Potential to affect air quality standards?			X
107. Potential to relocate residential or commercial establishments?			X
108.Potential to affect neighborhoods and communities? 109.Potential to affect karst features (caves, sinkholes, springs, etc.)?		X X	
Comments/Explanation		A	
SCREENING FOR MAJOR ENGINEERING AND TRAF	FIC ISSUES	8	
	Good	Fair	Poor
49. Constructability		X	
50. Connectivity			X
51. Total Length		43.9 mi.	
52. New Terrain Length		<u>27.9 mi.</u>	
53. I-65 Widening Distance		<u>12.1 mi.</u>	
54. Number of Intersecting Roads		10	
a. US and Major State Routes		10	
b. Other State Routes and Local Roads Comments/Explanation		26	
Comments/Explanation			
SCREENING FOR PUBLIC AND REVIEW AGENCY	Y INPUT		
	Yes		No
25. Does this corridor have a significant opposition by an environmental resource agency?	1 68		X
26. Does this corridor have a significant opposition from public opinion?			X
27. Does this corridor have a support from local and state elected officials?			X
Comments/Explanation			

Corridor 10

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it utilizes I-65 for approximately 12 miles to the vicinity of Sunnyside-Gotts Road before proceeding northerly on a new location. This corridor is in the general vicinity of the Kentucky Trimodal Transpark development and crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School. The corridor then continues in a westerly direction to parallel KY 526 and crosses KY 185 near its intersection with KY 526. It then proceeds west southwest to cross the Barren River at the 19 mile marker and KY 1435 near the Barren River Fire Station #2, before connecting with the Natcher Parkway near Hadley. The total length of this corridor is 36.9 miles, with 18.9 miles of new location and 12.1 miles of I-65 widening.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 10 utilizes existing I-65, then takes a new terrain route north of Bowling Green which does not improve access to Edmonson County and Mammoth Cave. It has a short total length of 36.9 miles and provides better connectivity to Bowling Green by its closer proximity to existing development than the corridors taking the far north route around Bowling Green. It has a short new terrain construction length of 18.9 miles. The corridor also satisfies the local and regional objectives of reduction of travel time and user costs, diversion of local traffic and improved safety. The corridor also avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped.

High potential impacts to Section 106/4(f) along US 31 W is a disadvantage of this corridor along with not improving access to Edmonson County.

RECOMMENDATIONS

Retain for further consideration

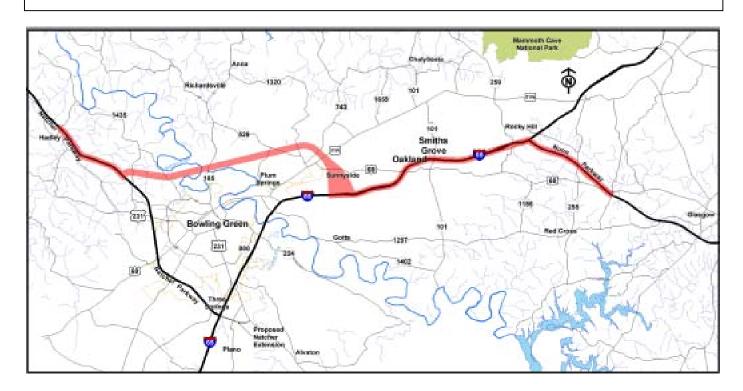
Corridor 10

SCREENING FOR FATAL FLAWS			
10. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation	Yes		No x
SCREENING FOR PROJECT GOALS			
	Yes		No
46. Does this corridor support I-66 across southern Kentucky?	X		
47. Does this corridor provide an improved interstate facility between parkways?	X		
48. Does this corridor provide an improved access in southern Kentucky?	X		
49. Does this corridor provide an efficient means of transporting people and goods?	X		
50. Does this corridor satisfy the local and regional objectives?			
a. As a part of the Outer Beltline	X		
b. Potential for Diversion of Local Traffic	X		
c. Improve Traffic Safetyd. Reduce Travel Time and User Costs	X		
e. Better Access to Edmonson County	X		v
f. Other Ways to Mammoth Cave National Park			X X
Comments/Explanation Does not improve access to Edmonson County			Α
Boos not improve access to Bamonson county			
SCREENING FOR MAJOR ENVIRONMENTAL IS	SSUES		
	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	X		
If so, please identify resource Section 106 and 4 (f) along US 31 W			
110.Potential to affect Waters of the U.S. or wetlands?		X	
111.Potential for Environmental Justice Issues (minorities and/or low income)?			X
112.Potential to affect known areas of contamination?			X
113. Potential to affect forests (including core forest habitat)?		X	
114. Potential to affect the range or habitat of Federally listed TE species			X
115.Potential to affect protected Natural and Scenic Rivers? 116.Potential to affect prime or unique farmland?		v	X
117. Potential to affect prime of unique farmand? 117. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		X	v
118.Potential to affect air quality standards?			X X
119.Potential to relocate residential or commercial establishments?			X
120.Potential to affect neighborhoods and communities?		X	Α
121. Potential to affect karst features (caves, sinkholes, springs, etc.)?		X	
Comments/Explanation		••	
		_	
SCREENING FOR MAJOR ENGINEERING AND TRAF	FIC ISSUES	•	
	Good	Fair	Poor
55. Constructability		X	
56. Connectivity		X	
57. Total Length		<u>36.9 mi.</u>	
58. New Terrain Length		<u>18.9 mi.</u>	
59. I-65 Widening Distance		<u>12.1 mi.</u>	
60. Number of Intersecting Roads		•	
a. US and Major State Routes		9	
b. Other State Routes and Local Roads		32	
Comments/Explanation Low new terrain length			
SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
	Yes		No
28. Does this corridor have a significant opposition by an environmental resource agency?	103		X
29. Does this corridor have a significant opposition from public opinion?			X
30. Does this corridor have a support from local and state elected officials?			X
Comments/Explanation			71

Corridor 11

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it utilizes I-65 for approximately 12 miles to the vicinity of Sunnyside-Gotts Road before proceeding northerly on a new location. This corridor is in the general vicinity of the Kentucky Trimodal Transpark development and crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School. The corridor then continues in a westerly direction, before turning southwest to intersect KY 526, near its intersection with KY 957. It then proceeds west southwesterly to cross KY 185 near its crossing of the Barren River and continues to its own crossing of the Barren River at the 26 mile marker. The corridor continues to the west to connect with the Natcher Parkway south of Hadley near the KY 2665 bridge over the Natcher and follows the Natcher Parkway to the vicinity of Hadley. The total length of this corridor is 37.7 miles, with 15.0 miles of new location and 12.1 miles of I-65 widening.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 11 utilizes existing I-65, then takes a new terrain route north of Bowling Green which does not improve access to Edmonson County and Mammoth Cave. It has a short total length of 37.7 miles and provides better connectivity to Bowling Green by its closest proximity to existing development on the north side of Bowling Green. It has a short new terrain construction length of 15.0 miles. The corridor also satisfies the local and regional objectives of reduction of travel time and user costs, diversion of local traffic and improved safety. It also avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped. High constructability is also an advantage of this corridor.

High potential impacts to Section 106/4(f) along US 31 W and KY 1435 are the major disadvantages of this corridor, along with not improving access to Edmonson County and Mammoth Cave.

RECOMMENDATIONS

Retain for further consideration

Corridor 11

1. What is the potential for this corridor to result in a non-permittable action? SCREENING FOR PROJECT GOALS S	SCREENING FOR FATAL FLAWS			
No No No No No No No No	11. What is the potential for this corridor to result in a non-permittable action?	Yes		No x
St. Does this corridor support I-66 across southern Kentucky? St.	Comments/Explanation			
51. Does this corridor support -66 across southern Kentucky?	SCREENING FOR PROJECT GOALS	•		
52. Does this corridor provide an improved ances in souther Kentucky? 53. Does this corridor provide an improved acces in souther Kentucky? 54. Does this corridor provide an efficient means of transporting people and goods? 55. Does this corridor satisfy the local and regional objectives? 56. Does this corridor satisfy the local and regional objectives? 57. Does this corridor satisfy the local and regional objectives? 58. Potential for Diversion of Local Traffic 59. Dotential for Diversion of Local Traffic 60. Reduce Travel Time and User Costs 61. Reduce Travel Time and User Costs 62. Better Access to Edmonson County 63. Other Ways to Mammoth Cave National Park 64. Other Ways to Mammoth Cave National Park 65. Other Ways to Mammoth Cave National Park 66. Other Ways to Mammoth Cave National Park 77. Other Ways to Mammoth Cave National Park 78. SCREENING FOR MAJOR ENVIRONMENTAL ISSUES 89. Regional of the Water of the U.S. or wetlands? 80. Regional of the Water of the U.S. or wetlands? 80. Regional of Fee Waters of the U.S. or wetlands? 80. Regional of East Norwa areas of contamination? 80. Regional of affect Anowa areas of Contamination? 80. Regional of East Norwa areas of Con	51 D 41 11 17 10			No
53. Does this corridor provide an improved access in southern Kentucky? x x 54. Does this corridor provide an efficient means of transporting people and goods? x 55. Does this corridor satisfy the local and regional objectives? x x 55. Does this corridor satisfy the local and regional objectives? x x 55. Does this corridor provides and regional objectives? x x 55. Does this corridor for Diversion of Local Traffic x x 55. Does this corridor for Diversion of Local Traffic x x 55. Does this corridor have a significant opposition from public opinion? x x 55. Does this corridor have a significant opposition from public opinion? x x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opposition from public opinion? x 55. Does this corridor have a significant opinion have a significant opposition from public opinion? x 55. Does this corridor have a significant opinion				
54. Does this corridor provide an efficient means of transporting people and goods? a. As a part of the Outer Beltline b. Potential for Diversion of Local Traffic c. Improve Traffic Safety d. Reduce Travel Time and User Costs c. Better Access to Edmonson County f. Other Ways to Mammoth Cave National Park c. Better Access to Edmonson County The Comments/Explanation Does not improve access to Edmonson County The Other Ways to Mammoth Cave National Park Comments/Explanation Does not improve access to Edmonson County The Other Ways to Mammoth Cave National Park The Other National The Other National The Other National The Other Na				
55. Does this corridor satisfy the local and regional objectives? 3. 3. 3. 3. 3. 3. 3. 3				
As a part of the Outer Beltline		X		
B.		v		
Reduce Travel Time and User Costs Reduce Travel Time Travel Time Travel Time Travel Time Travel Time Travel To a ffect Access to Edmonson County Reduce Travel Time Tra				
Reduce Travel Time and User Costs Setter Access to Edmonson County Set				
e. Better Access to Edmonson County x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x x				
F. Other Ways to Mammoth Cave National Park Does not improve access to Edmonson County Does not improve a		Α		x
Does not improve access to Edmonson County				
SCREENING FOR MAJOR ENVIRONMENTAL ISSUES				71
Note	Boes not improve decess to Edinonson County			
1. Potential to affect 4(f), 6(f) and Section 106 resources?	SCREENING FOR MAJOR ENVIRONMENTAL ISS			
Feso, please identify resource		High	Medium	Low
122. Potential to affect Waters of the U.S. or wetlands?		X		
123. Potential for Environmental Justice Issues (minorities and/or low income)? x 124. Potential to affect known areas of contamination? x x 125. Potential to affect forests (including core forest habitat)? x x 125. Potential to affect forests (including core forest habitat)? x x 126. Potential to affect the range or habitat of Federally listed TE species x x x 127. Potential to affect priotected Natural and Scenic Rivers? x x 128. Potential to affect printee or unique farmland? x x 129. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)? x x 130. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)? x x 131. Potential to affect neighborhoods and communities? x x x x x x x x x				
124. Potential to affect known areas of contamination? x 125. Potential to affect forests (including core forest habitat)? x 126. Potential to affect forests (including core forest habitat)? x x 126. Potential to affect the range or habitat of Federally listed TE species x x 127. Potential to affect protected Natural and Scenic Rivers? x x 128. Potential to affect prime or unique farmland? x x 129. Potential to affect prime or unique farmland? x x 130. Potential to affect air quality standards? x x 130. Potential to affect air quality standards? x x 131. Potential to affect air quality standards? x x 132. Potential to affect air quality standards? x x 133. Potential to affect karst features (caves, sinkholes, springs, etc.)? x x 133. Potential to affect karst features (caves, sinkholes, springs, etc.)? x x x x x x x x x			X	
125. Potential to affect forests (including core forest habitat)?				X
126. Potential to affect the range or habitat of Federally listed TE species x 127. Potential to affect protected Natural and Scenic Rivers? x x 128. Potential to affect protected Natural and Scenic Rivers? x 129. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)? x 130. Potential to affect air quality standards? x x 131. Potential to affect air quality standards? x x 132. Potential to affect neighborhoods and communities? x x 133. Potential to affect karst features (caves, sinkholes, springs, etc.)? x x x x x x x x x			X	
127. Potential to affect protected Natural and Scenic Rivers? x 128. Potential to affect prime or unique farmland? x 129. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)? x 130. Potential to affect air quality standards? x 131. Potential to relocate residential or commercial establishments? x 132. Potential to affect karst features (caves, sinkholes, springs, etc.)? x 133. Potential to affect karst features (caves, sinkholes, springs, etc.)? x Comments/Explanation Section 106 and 4 (f) issues SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES A No 1. Constructability x A No 1. Const				
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130. Potential to affect air quality standards?			X	
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SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES Good Fair Poor			Λ	
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61. Constructability x 62. Connectivity x 63. Total Length 37.7 mi. 64. New Terrain Length 15.0 mi. 65. I-65 Widening Distance 12.1 mi. 66. Number of Intersecting Roads a. US and Major State Routes b. Other State Routes and Local Roads 28 Comments/Explanation Low new terrain length SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT Yes No 31. Does this corridor have a significant opposition by an environmental resource agency? x 32. Does this corridor have a support from local and state elected officials? x	SCREENING FOR MAJOR ENGINEERING AND TRAFFI	C ISSUES	1	
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b. Other State Routes and Local Roads Comments/Explanation Low new terrain length SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT Yes No 31. Does this corridor have a significant opposition by an environmental resource agency? x 32. Does this corridor have a significant opposition from public opinion? x 33. Does this corridor have a support from local and state elected officials? x				
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Yes No 31. Does this corridor have a significant opposition by an environmental resource agency?	Comments/Explanation Low new terrain length			
31. Does this corridor have a significant opposition by an environmental resource agency? x 32. Does this corridor have a significant opposition from public opinion? x 33. Does this corridor have a support from local and state elected officials? x	SCREENING FOR PUBLIC AND REVIEW AGENCY I	NPUT		
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33. Does this corridor have a support from local and state elected officials?				
	Comments/Explanation			
				_ _

Corridor 12

DESCRIPTION

This corridor can best be described as the "Improvement of Existing Routes" corridor since it utilizes the Nunn (Cumberland) Parkway, I-65 and the Natcher Parkway. It begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it utilizes I-65 for approximately 23 miles to the I-65/Natcher Parkway Interchange. This corridor will likely include the widening of I-65 to accommodate the I-66 traffic, as well as that using I-65. The corridor then continues in a northwesterly direction, utilizing the Natcher Parkway to the vicinity of Hadley. The total length of this corridor is 43.7 miles, with 22.6 miles of additional lanes on I-65.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 12 utilizes existing I-65 for its entire length between the Nunn and Natcher Parkways and would not require any new terrain construction. The utilization of existing facilities for this entire corridor greatly reduces essentially all environmental impacts. This corridor has received support from some Bowling Green loacal officials.

By using existing facilities, this corridor would not improve access to Edmonson County and Mammoth Cave. It would also not meet any of the other local and regional goals of diverting traffic, improving safety and reducing travel time and user costs.

RECOMMENDATIONS

Retain for further consideration

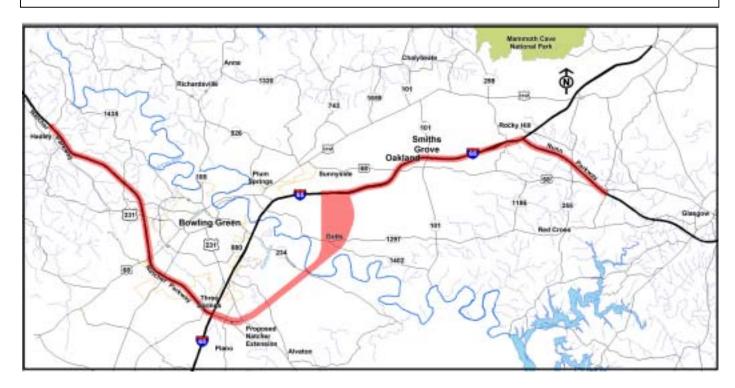
Corridor 12

SCREENING FOR FATAL FLAWS			
12. What is the potential for this corridor to result in a non-permittable action?	Yes		No x
Comments/Explanation			
SCREENING FOR PROJECT GOALS	W.		NI.
	Yes		No
56. Does this corridor support I-66 across southern Kentucky?	X		
57. Does this corridor provide an improved interstate facility between parkways?	X		
58. Does this corridor provide an improved access in southern Kentucky?59. Does this corridor provide an efficient means of transporting people and goods?			X
60. Does this corridor satisfy the local and regional objectives?			X
a. As a part of the Outer Beltline			X
b. Potential for Diversion of Local Traffic			X
c. Improve Traffic Safety			X
d. Reduce Travel Time and User Costs			X
e. Better Access to Edmonson County			X
f. Other Ways to Mammoth Cave National Park			X
Comments/Explanation Does not meet local goals			
SCREENING FOR MAJOR ENVIRONMENTAL IS	SSUES High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	піgіі	Medium	LOW X
If so, please identify resource			Λ
134. Potential to affect Waters of the U.S. or wetlands?			X
135.Potential for Environmental Justice Issues (minorities and/or low income)?			X
136.Potential to affect known areas of contamination?			X
137.Potential to affect forests (including core forest habitat)?			X
138.Potential to affect the range or habitat of Federally listed TE species			X
139.Potential to affect protected Natural and Scenic Rivers?			X
140.Potential to affect prime or unique farmland?			X
141.Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		X	
142.Potential to affect air quality standards?			X
143. Potential to relocate residential or commercial establishments?		X	
144.Potential to affect neighborhoods and communities? 145.Potential to affect karst features (caves, sinkholes, springs, etc.)?			X
Comments/Explanation Low environmental impacts			X
Comments/Explanation Low environmental impacts			
SCREENING FOR MAJOR ENGINEERING AND TRAF	FIC ISSUES	5	
	Good	Fair	Poor
67. Constructability		X	
68. Connectivity		X	
69. Total Length		43.7 mi.	
70. New Terrain Length		<u>0.0 mi.</u>	
71. I-65 Widening Distance		22.6 mi.	
72. Number of Intersecting Roads a. US and Major State Routes		11	
a. US and Major State Routesb. Other State Routes and Local Roads		10	
Comments/Explanation No new terrain construction		10	
•			
SCREENING FOR PUBLIC AND REVIEW AGENCY	Y INPUT		
	Yes		No
34. Does this corridor have a significant opposition by an environmental resource agency?			X
35. Does this corridor have a significant opposition from public opinion?			X
36. Does this corridor have a support from local and state elected officials?	X		
Comments/Explanation Support from Local Bowling Green officials			

Corridor 13

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it utilizes I-65 for approximately 12 miles to the vicinity of Sunnyside-Gotts Road before proceeding southerly on a new location. This corridor would likely utilize the same interchange as a planned roadway to be constructed to connect I-65 with US 31W in the general vicinity of the Kentucky Trimodal Transpark development. The corridor then continues in a southwesterly direction, to a crossing of the Barren River at the 48 mile marker. It continues to the southwest, crossing Drake's Creek and connecting with the Natcher Parkway Extension south of Bowling Green at US 231. The corridor then utilizes the Natcher Extension and Natcher Parkway for approximately 17 miles to the vicinity of Hadley. The total length of this corridor is 44.7 miles, with 9.6 miles of new location and 12.1 miles of I-65 widening.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 13 utilizes existing I-65, then takes a new terrain route southeast of Bowling Green. It has a short new terrain construction length of 9.6 miles. The corridor also satisfies the local and regional objective of diversion of local traffic. It also avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped and has low potential impacts to Section 106/4(f) resources.

This corridor does not improve access to Edmonson County and Mammoth Cave. The entire length of new terrain construction is through the sinkhole plain. The route is longer than the existing connection for the I-66 route and would serve only as a local facility. The corridor would adversely impact the community of Gott. Additionally, the new terrain portion of this route would create a parallel freeway to I-65.

RECOMMENDATIONS

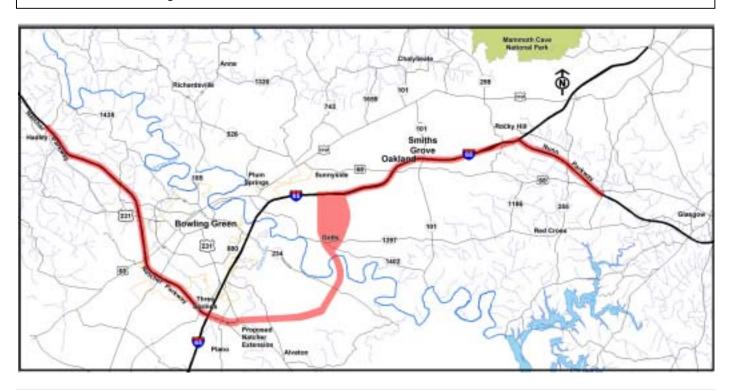
Corridor 13

SCREENING FOR FATAL FLAWS			
12 What do a state at the state of the state	Yes		No
13. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation	X		
SCREENING FOR PROJECT GOALS	**		
	Yes		No
61. Does this corridor support I-66 across southern Kentucky?	X		
62. Does this corridor provide an improved interstate facility between parkways?	X		
63. Does this corridor provide an improved access in southern Kentucky?			X
64. Does this corridor provide an efficient means of transporting people and goods?			X
65. Does this corridor satisfy the local and regional objectives?			
a. As a part of the Outer Beltline	X		
b. Potential for Diversion of Local Traffic	X		
c. Improve Traffic Safety	X		
d. Reduce Travel Time and User Costs	X		
e. Better Access to Edmonson County			X
f. Other Ways to Mammoth Cave National Park			X
Comments/Explanation No travel time savings over existing routes			
SCREENING FOR MAJOR ENVIRONMENTAL IS	STIFS		
SCREENING FOR MAJOR ENVIRONMENTAL I	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	mgn	Wicaram	X
If so, please identify resource			11
146.Potential to affect Waters of the U.S. or wetlands?			X
147. Potential for Environmental Justice Issues (minorities and/or low income)?			X
148. Potential to affect known areas of contamination?			X
149.Potential to affect forests (including core forest habitat)?			X
150.Potential to affect the range or habitat of Federally listed TE species			X
151. Potential to affect protected Natural and Scenic Rivers?			X
152.Potential to affect prime or unique farmland?			X
153. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			X
154. Potential to affect air quality standards?			X
155.Potential to relocate residential or commercial establishments?			X
156.Potential to affect neighborhoods and communities?		X	Λ
157. Potential to affect karst features (caves, sinkholes, springs, etc.)?	X	A	
Comments/Explanation High potential impacts to sinkhole plain	A		
Tigh potential impacts to shikhole plani			
SCREENING FOR MAJOR ENGINEERING AND TRAF	FIC ISSUES		
	Good	Fair	Poor
73. Constructability		X	
74. Connectivity		X	
75. Total Length		44.7 mi.	
76. New Terrain Length		9.6 mi.	
77. I-65 Widening Distance		12.1 mi.	
78. Number of Intersecting Roads			
a. US and Major State Routes		12	
b. Other State Routes and Local Roads		19	
Comments/Explanation Longer than existing route			
SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
	Yes		No
37. Does this corridor have a significant opposition by an environmental resource agency?			X
38. Does this corridor have a significant opposition from public opinion?			X
39. Does this corridor have a support from local and state elected officials?			X
Comments/Explanation			

Corridor 14

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it utilizes I-65 for approximately 12 miles to the vicinity of Sunnyside-Gotts Road before proceeding southerly on a new location. This corridor would likely utilize the same interchange as a planned roadway to be constructed to connect I-65 with US 31W in the general vicinity of the Kentucky Trimodal Transpark development. The corridor then continues in a southerly direction, to a crossing of the Barren River at the 51 mile marker. After crossing the Barren, this corridor turns to the west and continues westerly to cross Drake's Creek and connect with the Natcher Parkway Extension south of Bowling Green at US 231. The corridor then utilizes the Natcher Extension and Natcher Parkway for approximately 17 miles to the vicinity of Hadley. The total length of this corridor is 49.8 miles, with 14.7 miles of new location and 12.1 miles of I-65 widening.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 14 utilizes existing I-65, then takes a new terrain route southeast of Bowling Green. It has a short new terrain construction length of 14.7 miles. The corridor also satisfies the local and regional objective of diversion of local traffic. It also avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped and has low potential impacts to Section 106/4(f) resources.

This corridor does not improve access to Edmonson County and Mammoth Cave. The entire length of new terrain construction is through the sinkhole plain. The route is longer than the existing connection for the I-66 route creating no travel time savings. The corridor would adversely impact the community of Gott. The new terrain section would serve only as a local facility.

RECOMMENDATIONS

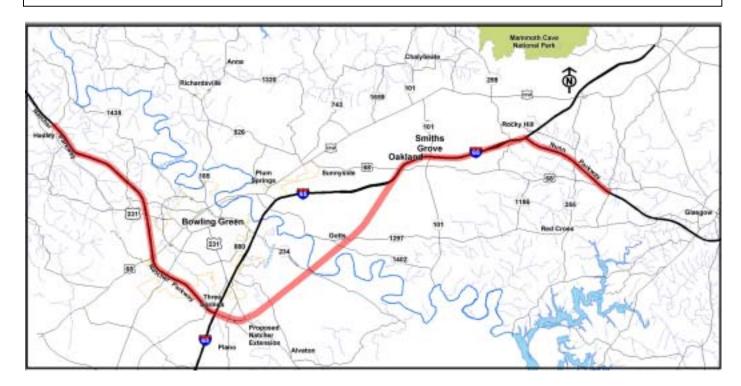
Corridor 14

	Yes		No
14. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation			X
SCREENING FOR PROJECT GOALS			
	Yes		No
66. Does this corridor support I-66 across southern Kentucky?	X		
67. Does this corridor provide an improved interstate facility between parkways?	X		
68. Does this corridor provide an improved access in southern Kentucky?			X
69. Does this corridor provide an efficient means of transporting people and goods?70. Does this corridor satisfy the local and regional objectives?			X
a. As a part of the Outer Beltline	X		
b. Potential for Diversion of Local Traffic	X		
c. Improve Traffic Safety	X		
d. Reduce Travel Time and User Costs	X		
e. Better Access to Edmonson County			X
f. Other Ways to Mammoth Cave National Park			X
Comments/Explanation No travel time savings over existing routes			
	~~		
SCREENING FOR MAJOR ENVIRONMENTAL IS			_
	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?			X
If so, please identify resource			
			X
159.Potential for Environmental Justice Issues (minorities and/or low income)? 160.Potential to affect known areas of contamination?			X
161.Potential to affect forests (including core forest habitat)?			X
162.Potential to affect the range or habitat of Federally listed TE species			X
163. Potential to affect the range of habitat of Federary fished 1E species 163. Potential to affect protected Natural and Scenic Rivers?			X X
164.Potential to affect prime or unique farmland?			X
165.Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			X
166.Potential to affect air quality standards?			X
167.Potential to relocate residential or commercial establishments?			X
168.Potential to affect neighborhoods and communities?		X	
169.Potential to affect karst features (caves, sinkholes, springs, etc.)?	X		
Comments/Explanation Impacts to sinkhole plain			
SCREENING FOR MAJOR ENGINEERING AND TRAFF	TC ISSUES		
	Good	Fair	Poor
79. Constructability		X	
80. Connectivity			X
81. Total Length		<u>49.8 mi.</u>	
82. New Terrain Length		<u>14.7 mi.</u>	
83. I-65 Widening Distance		<u>12.1 mi.</u>	
84. Number of Intersecting Roads			
a. US and Major State Routes		12	
b. Other State Routes and Local Roads		21	
Comments/Explanation Longest route			
SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
	Yes		No
40. Does this corridor have a significant opposition by an environmental resource agency?			X
41. Does this corridor have a significant opposition from public opinion?			X
42. Does this corridor have a support from local and state elected officials?			X
Comments/Explanation			

Corridor 15

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it utilizes I-65 for approximately 8 miles to just west of the I-65/US 68-KY 80 Interchange before proceeding southwesterly on a new location. This corridor would likely require reconfiguration or elimination of this interchange to accommodate a system-to-system interchange. The corridor then continues in a southwesterly direction, to a crossing of the Barren River at the 48 mile marker. It continues to the southwest, crossing Drake's Creek and connecting with the Natcher Parkway Extension south of Bowling Green at US 231. The corridor then utilizes the Natcher Extension and Natcher Parkway for approximately 17 miles to the vicinity of Hadley. The total length of this corridor is 43.1 miles, with 12.0 miles of new location and 8.1 miles of I-65 widening.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 15 utilizes existing I-65, then takes a new terrain route southeast of Bowling Green. It has a short new terrain construction length of 12.0 miles. It also avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped.

This corridor does not improve access to Edmonson County and Mammoth Cave. The entire length of new terrain construction is through the sinkhole plain. The route is essentially the same length as the existing connection for the I-66 route creating no travel time savings. The corridor would adversely impact the community of Gott. The new terrain section would serve only as a local facility and has poor connectivity. Interchange spacing with the existing US68/KY80 interchange is also a disadvantage.

RECOMMENDATIONS

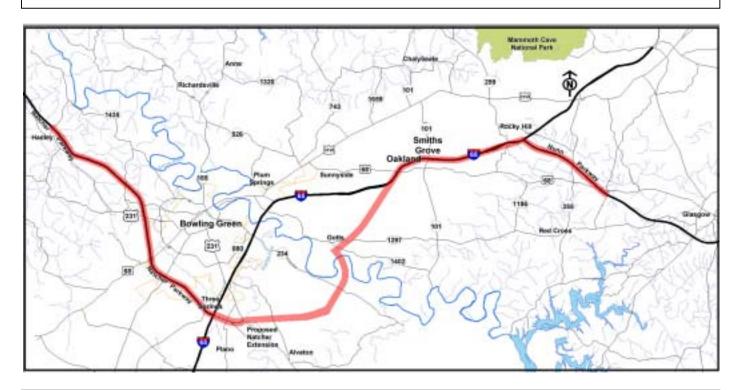
Corridor 15

SCREENING FOR FATAL FLAWS			
15. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation	Yes		No x
SCREENING FOR PROJECT GOALS			
	Yes		No
71. Does this corridor support I-66 across southern Kentucky?	X		
72. Does this corridor provide an improved interstate facility between parkways?	X		
73. Does this corridor provide an improved access in southern Kentucky?			X
74. Does this corridor provide an efficient means of transporting people and goods?			X
75. Does this corridor satisfy the local and regional objectives?a. As a part of the Outer Beltline	v		
a. As a part of the Outer Beltlineb. Potential for Diversion of Local Traffic	X		X
c. Improve Traffic Safety			X
d. Reduce Travel Time and User Costs			X
e. Better Access to Edmonson County			X
f. Other Ways to Mammoth Cave National Park			X
Comments/Explanation Does not satisfy local or regional objectives			
CODEENING FOR MAJOR ENVIRONMENTAL IS			
SCREENING FOR MAJOR ENVIRONMENTAL IS		M	T
1. Potential to affect 4(f), 6(f) and Section 106 resources?	High	Medium x	Low
If so, please identify resource Section 106 and 4(f)		Λ	
170. Potential to affect Waters of the U.S. or wetlands?			X
171.Potential for Environmental Justice Issues (minorities and/or low income)?			X
172.Potential to affect known areas of contamination?			X
173.Potential to affect forests (including core forest habitat)?			X
174. Potential to affect the range or habitat of Federally listed TE species			X
175.Potential to affect protected Natural and Scenic Rivers?			X
176.Potential to affect prime or unique farmland?			X
177. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			X
178.Potential to affect air quality standards? 179.Potential to relocate residential or commercial establishments?			X X
180.Potential to affect neighborhoods and communities?		X	Λ
181.Potential to affect karst features (caves, sinkholes, springs, etc.)?	X	Α	
Comments/Explanation Impacts to sinkhole plain			
		_	
SCREENING FOR MAJOR ENGINEERING AND TRAF	FIC ISSUES	5	
	Good	Fair	Poor
85. Constructability		X	
86. Connectivity		40.4	X
87. Total Length		43.1 mi.	
88. New Terrain Length 89. I-65 Widening Distance		12.0 mi. 8.1 mi.	
90. Number of Intersecting Roads		<u>8.1 IIII.</u>	
a. US and Major State Routes		12	
b. Other State Routes and Local Roads		18	
Comments/Explanation Close proximity of interchange spacing			
	/ INIDITY		
SCREENING FOR PUBLIC AND REVIEW AGENCY			
	Yes		No
43. Does this corridor have a significant opposition by an environmental resource agency?			X
44. Does this corridor have a significant opposition from public opinion?			X
45. Does this corridor have a support from local and state elected officials? Comments/Explanation			X
Commons/ Dapieneuon			

Corridor 16

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it utilizes I-65 for approximately 8 miles to just west of the I-65/US 68-KY 80 Interchange before proceeding southwesterly on a new location. This corridor would likely require reconfiguration or elimination of this interchange to accommodate a system-to-system interchange. The corridor then continues in a southwesterly direction, to a crossing of the Barren River at the 51 mile marker. After crossing the Barren, this corridor turns to the west and continues westerly to cross Drake's Creek and connect with the Natcher Parkway Extension south of Bowling Green at US 231. The corridor then utilizes the Natcher Extension and Natcher Parkway for approximately 17 miles to the vicinity of Hadley. The total length of this corridor is 48.2 miles, with 17.1 miles of new location and 8.1 miles of I-65 widening.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 16 utilizes existing I-65, then takes a new terrain route southeast of Bowling Green. It has a short new terrain construction length of 17.1 miles. It also avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped.

This corridor does not improve access to Edmonson County and Mammoth Cave. The entire length of new terrain construction is through the sinkhole plain. The route is longer than the existing connection for the I-66 route creating no travel time savings. The corridor would adversely impact the community of Gott. The new terrain section would serve only as a local facility and has poor connectivity. The corridor does not meet the local and regional objectives. Interchange spacing with the existing US68/KY80 interchange is also a disadvantage.

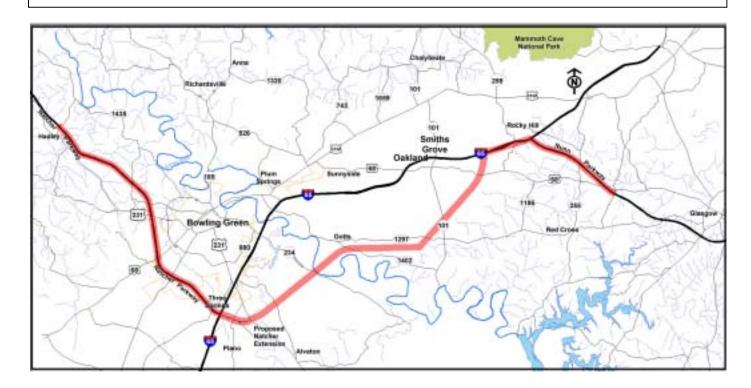
RECOMMENDATIONS

	Yes		No
16. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation			X
SCREENING FOR PROJECT GOALS			
	Yes		No
76. Does this corridor support I-66 across southern Kentucky?	X		
77. Does this corridor provide an improved interstate facility between parkways?	X		
78. Does this corridor provide an improved access in southern Kentucky?			X
79. Does this corridor provide an efficient means of transporting people and goods?			X
80. Does this corridor satisfy the local and regional objectives?a. As a part of the Outer Beltline	v		
b. Potential for Diversion of Local Traffic	X		х
c. Improve Traffic Safety			X
d. Reduce Travel Time and User Costs			X
e. Better Access to Edmonson County			X
f. Other Ways to Mammoth Cave National Park			X
Comments/Explanation Does not satisfy local and regional goals			
SCREENING FOR MAJOR ENVIRONMENTAL IS		3.6 11	T
1 Petential to effect 1/f) 6/f) and Section 106 recovered?	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources? If so, please identify resource		X	
182. Potential to affect Waters of the U.S. or wetlands?			X
183.Potential for Environmental Justice Issues (minorities and/or low income)?			X
184. Potential to affect known areas of contamination?			X
185.Potential to affect forests (including core forest habitat)?			X
186.Potential to affect the range or habitat of Federally listed TE species			X
187. Potential to affect protected Natural and Scenic Rivers?			X
188.Potential to affect prime or unique farmland?			X
189. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			X
190.Potential to affect air quality standards?			X
191.Potential to relocate residential or commercial establishments?			X
192.Potential to affect neighborhoods and communities?		X	
193. Potential to affect karst features (caves, sinkholes, springs, etc.)?	X		
Comments/Explanation Impacts to sinkhole plain			
SCREENING FOR MAJOR ENGINEERING AND TRAF	FIC ISSUES	\mathbf{S}	
	Good	Fair	Poor
91. Constructability	Good	ran	1 001 X
92. Connectivity			X
93. Total Length		48.2 mi.	
94. New Terrain Length		17.1 mi.	
95. I-65 Widening Distance		8.1 mi.	
96. Number of Intersecting Roads			
a. US and Major State Routes		12	
b. Other State Routes and Local Roads		18	
Comments/Explanation Longer than existing routes			
SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
	Yes		No
46. Does this corridor have a significant opposition by an environmental resource agency?	1 68		X
47. Does this corridor have a significant opposition by an environmental resource agency?			X
48. Does this corridor have a support from local and state elected officials?			X
Comments/Explanation			
•			

Corridor 17

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it utilizes I-65 for approximately 3 miles before proceeding southwesterly on a new location to a point near Kepler. The corridor then continues in a westerly direction generally parallel to KY 1297 to near Gotts. It turns to the southwest to cross the Barren River at the 48 mile marker and continues southwesterly, crossing Drake's Creek and connecting with the Natcher Parkway Extension south of Bowling Green at US 231. The corridor then utilizes the Natcher Extension and Natcher Parkway for approximately 17 miles to the vicinity of Hadley. The total length of this corridor is 43.5 miles, with 17.8 miles of new location and 2.7 miles of I-65 widening.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 17 utilizes a short section of existing I-65, then takes a new terrain route southeast of Bowling Green. It avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped.

This corridor does not improve access to Edmonson County and Mammoth Cave. The entire length of new terrain construction is through the sinkhole plain. The route is essentially the same length as the existing connection for the I-66 route creating no travel time savings. The corridor would adversely impact the community of Gott. The corridor has poor connectivity and does not meet the local and regional objectives. In addition, the poor system to system interchange spacing is a major drawback for this corridor. The corridor also has public opposition along the KY 1297 corridor.

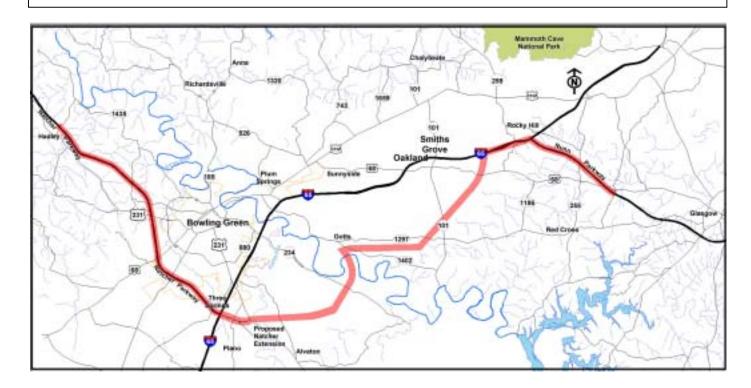
RECOMMENDATIONS

	Yes		No
17. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation			X
SCREENING FOR PROJECT GOALS			
	Yes		No
81. Does this corridor support I-66 across southern Kentucky?	X		
82. Does this corridor provide an improved interstate facility between parkways?	X		
83. Does this corridor provide an improved access in southern Kentucky?84. Does this corridor provide an efficient means of transporting people and goods?			X
85. Does this corridor satisfy the local and regional objectives?			X
a. As a part of the Outer Beltline	X		
b. Potential for Diversion of Local Traffic	71		Х
c. Improve Traffic Safety			X
d. Reduce Travel Time and User Costs			X
e. Better Access to Edmonson County			X
f. Other Ways to Mammoth Cave National Park			X
Comments/Explanation Does not satisfy local or regional objectives			
SCREENING FOR MAJOR ENVIRONMENTAL IS	SSUES		
	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	-	X	
If so, please identify resource Section 106 and 4(f)			
194.Potential to affect Waters of the U.S. or wetlands?		X	
195.Potential for Environmental Justice Issues (minorities and/or low income)?			X
196.Potential to affect known areas of contamination?			X
197. Potential to affect forests (including core forest habitat)?			X
198.Potential to affect the range or habitat of Federally listed TE species			X
199.Potential to affect protected Natural and Scenic Rivers? 200.Potential to affect prime or unique farmland?			X
201. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			X X
202.Potential to affect air quality standards?			X
203. Potential to relocate residential or commercial establishments?			X
204. Potential to affect neighborhoods and communities?		X	
205.Potential to affect karst features (caves, sinkholes, springs, etc.)?	X		
Comments/Explanation Impacts to sinkhole plain			
SCREENING FOR MAJOR ENGINEERING AND TRAF	FIC ISSUES	3	
SCREENING FOR MINGOR ENGINEERING MILE TRAIT	Good	Fair	Poor
97. Constructability	Good	T till	X
98. Connectivity			X
99. Total Length		43.5 mi.	
100.New Terrain Length		17.8 mi.	
101.I-65 Widening Distance		2.7 mi.	
102.Number of Intersecting Roads			
a. US and Major State Routes		12	
b. Other State Routes and Local Roads		24	
Comments/Explanation Close proximity of interchange spacing			
SCREENING FOR PUBLIC AND REVIEW AGENCY	Y INPUT		
	Yes		No
10 75 11 11 1 1 1 10 1 1 1 1 1 1 1 1 1 1 1 1			X
49. Does this corridor have a significant opposition by an environmental resource agency?			
50. Does this corridor have a significant opposition from public opinion?	X		
	х		x

Corridor 18

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it utilizes I-65 for approximately 3 miles before proceeding southwesterly on a new location to a point near Kepler. The corridor then continues in a westerly direction generally parallel to KY 1297 to near Gotts. It turns to the south to cross the Barren River at the 51 mile marker and then turns back westerly, crossing Drake's Creek and connecting with the Natcher Parkway Extension south of Bowling Green at US 231. The corridor then utilizes the Natcher Extension and Natcher Parkway for approximately 17 miles to the vicinity of Hadley. The total length of this corridor is 48.6 miles, with 22.9 miles of new location and 2.7 miles of I-65 widening.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 18 utilizes a short section of existing I-65, then takes a new terrain route southeast of Bowling Green. It avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped.

This corridor does not improve access to Edmonson County and Mammoth Cave. The entire length of new terrain construction is through the sinkhole plain. The route is longer than the existing connection for the I-66 route creating no travel time savings. The corridor would adversely impact the community of Gott. The corridor has poor connectivity and does not meet the local and regional objectives. In addition, the poor system to system interchange spacing is a major drawback for this corridor. The corridor also has public opposition along the KY 1297 corridor.

RECOMMENDATIONS

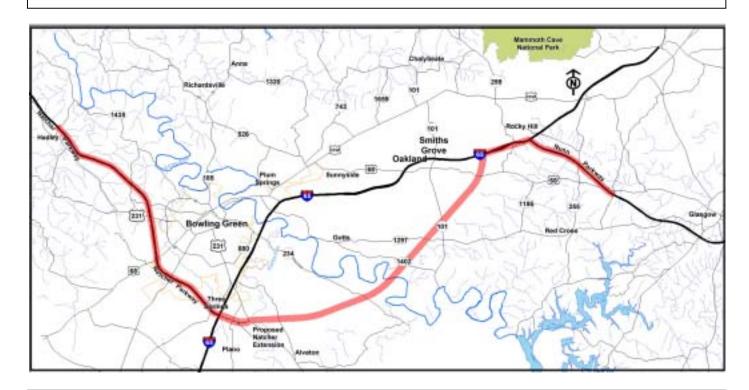
Screening of I-66 Corridors Corridor 18

SCREENING FOR FATAL FLAWS			
18. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation	Yes		No x
SCREENING FOR PROJECT GOALS			
	Yes		No
86. Does this corridor support I-66 across southern Kentucky?	X		
87. Does this corridor provide an improved interstate facility between parkways?	X		
88. Does this corridor provide an improved access in southern Kentucky?			X
89. Does this corridor provide an efficient means of transporting people and goods?			X
90. Does this corridor satisfy the local and regional objectives?			
a. As a part of the Outer Beltlineb. Potential for Diversion of Local Traffic	X		
b. Potential for Diversion of Local Trafficc. Improve Traffic Safety			X
d. Reduce Travel Time and User Costs			X X
e. Better Access to Edmonson County			X
f. Other Ways to Mammoth Cave National Park			X
Comments/Explanation Does not satisfy local and regional objectives			
·			
SCREENING FOR MAJOR ENVIRONMENTAL IS	SSUES		
	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		X	
If so, please identify resource Section 106 and 4(f)			
206. Potential to affect Waters of the U.S. or wetlands?		X	
207.Potential for Environmental Justice Issues (minorities and/or low income)? 208.Potential to affect known areas of contamination?			X
209. Potential to affect forests (including core forest habitat)?			X X
210.Potential to affect the range or habitat of Federally listed TE species			X
211.Potential to affect protected Natural and Scenic Rivers?			X
212. Potential to affect prime or unique farmland?			X
213. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			X
214.Potential to affect air quality standards?			X
215.Potential to relocate residential or commercial establishments?			X
216.Potential to affect neighborhoods and communities?		X	
217.Potential to affect karst features (caves, sinkholes, springs, etc.)?	X		
Comments/Explanation Impacts to sinkhole plain			
SCREENING FOR MAJOR ENGINEERING AND TRAF	FIC ISSUES		
	Good	Fair	Poor
103.Constructability			X
104.Connectivity			X
105. Total Length		48.6 mi.	
106.New Terrain Length		22.9 mi.	
107.I-65 Widening Distance		<u>2.7 mi.</u>	
108. Number of Intersecting Roads		4.0	
a. US and Major State Routes		12	
b. Other State Routes and Local Roads		22	
Comments/Explanation Close proximity of interchange spacing			
SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
	Yes		No
52. Does this corridor have a significant opposition by an environmental resource agency?			X
53. Does this corridor have a significant opposition from public opinion?	X		
54. Does this corridor have a support from local and state elected officials?			X
Comments/Explanation Public petition against KY 1297 Corridor			

Corridor 19

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and follows the Nunn Parkway to the I-65/Nunn Parkway Interchange. At this point, it utilizes I-65 for approximately 3 miles before proceeding southwesterly on a new location crossing KY 1297 at a point near Kepler. The corridor then continues in a southwesterly direction and crosses the Barren River at the 57 mile marker. It then turns toward the west, crossing Drake's Creek and connecting with the Natcher Parkway Extension south of Bowling Green at US 231. The corridor then utilizes the Natcher Extension and Natcher Parkway for approximately 17 miles to the vicinity of Hadley. The total length of this corridor is 43.5 miles, with 17.8 miles of new location and 2.7 miles of I-65 widening.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 19 utilizes a short section of existing I-65, then takes a new terrain route southeast of Bowling Green. It avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped.

This corridor does not improve access to Edmonson County and Mammoth Cave. The entire length of new terrain construction is through the sinkhole plain. The route is essentially the same length as the existing connection for the I-66 route creating no travel time savings. The corridor has poor connectivity and does not meet the local and regional objectives. In addition, the poor system to system interchange spacing is a major drawback for this corridor.

RECOMMENDATIONS

Not recommended for further study

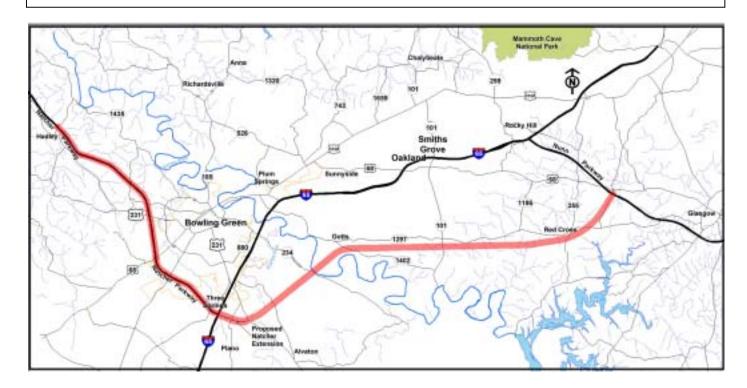
Corridor 19

No What is the potential for this corridor to result in a non-permitable action? SCREENING FOR PROJECT GOALS SCREENING FOR PROJECT GOALS 91. Does this corridor support 1-66 across southern Kentucky? 92. Does this corridor provide an improved interstate facility between parkways? 93. Does this corridor provide an improved access in southern Kentucky? 94. Does this corridor provide an improved access in southern Kentucky? 95. Does this corridor provide an improved access in southern Kentucky? 96. Does this corridor provide an improved access in southern Kentucky? 97. Does this corridor provide an efficient means of transporting people and goods? 98. Does this corridor satisfy the local and regional objectives? a. As a part of the Outer Reldtine b. Potential for Diversion of Local Traffic c. Improve Traffic Safety d. Reduce Travel Time and User Costs c. Better Access to Edmonson County f. Other Ways to Mammoth Cave National Park Comments/Explanation Does not satisfy local and regional objectives SCREENING FOR MAJOR ENVIRONMENTAL ISSUES High Medium Low 1 Footnatial to affect 4(f), 6(f) and Section 106 resources? SCREENING FOR MAJOR ENVIRONMENTAL ISSUES 1 Footnatial to affect 4(f), 6(f) and Section 106 resources? 1 Footnatial for Environmental Justice Issues (minorities and/or-low income)? 2 September 1 of The State of the U.S. or wetlands? 2 Potential to affect forests (including ours forest habitua)? 2 Comments of affect Maters areas of contamination? 2 September 1 of affect protected Natural and Scenic Rivers? 2 September 1 of affect protected Natural and Scenic Rivers? 2 September 1 of affect protected Natural and Scenic Rivers? 2 September 1 of affect protected Natural and Scenic Rivers? 2 September 1 of affect protected Natural and Scenic Rivers? 2 September 1 of affect protected Natural and Scenic Rivers? 2 September 1 of affect protected Natural and Scenic Rivers? 2 September 1 of affect protected Natural and Scenic Rivers? 2 September 1 of affect protected Natural and Scenic Rivers? 2 September 1 of	SCREENING FOR FATAL FLAWS			
1. Does this corridor support I-66 across southern Kentucky? x x y y y y y y y y	<u>.</u>	Yes		No x
10. Does this corridor provide an improved interstate facility between parkways? x x x x x x x x x	SCREENING FOR PROJECT GOALS			
20. Does this corridor provide an improved interstate facility between parkways? x x x x x x x x x		Yes		No
3. Does this corridor provide an improved access in southern Kentucky?				
Noes this corridor provide an efficient means of transporting people and goods?		X		
S. Does this corridor satisfy the local and regional objectives?				
As a part of the Outer Bellitine				Λ
Note				X
Reduce Travel Time and User Costs Signature Sig				
Retter Access to Edmonson County	c. Improve Traffic Safety			X
S. Other Ways to Mammoth Cave National Park Comments/Explanation Does not satisfy local and regional objectives	d. Reduce Travel Time and User Costs			X
SCREENING FOR MAJOR ENVIRONMENTAL ISSUES 1. Potential to affect 4(f), 6(f) and Section 106 resources? 1f so, please identify resource Section 106 and 4(f) 218. Potential to affect Waters of the U.S. or wetlands? 219. Potential for Environmental Justice Issues (minorities and/or low income)? 219. Potential to affect Known areas of contamination? 220. Potential to affect known areas of contamination? 221. Potential to affect frea range or habitat of Federally listed TE species 222. Potential to affect protected Natural and Scenic Rivers? 223. Potential to affect protected Natural and Scenic Rivers? 224. Potential to affect protected Natural and Scenic Rivers? 225. Potential to affect protected Natural and Scenic Rivers? 226. Potential to affect protected Natural and Scenic Rivers? 227. Potential to affect air quality standards? 228. Potential to affect air quality standards? 229. Potential to affect air quality standards? 229. Potential to affect air quality standards? 229. Potential to affect air push to sensitive receptors (churches, schools, hospitals, etc.)? 229. Potential to affect air quality standards? 229. Potential to affect has features (caves, sinkholes, springs, etc.)? 229. Potential to affect has features (caves, sinkholes, springs, etc.)? 229. Potential to affect kars features (caves, sinkholes, springs, etc.)? 229. Potential to affect has features (caves, sinkholes, springs, etc.)? 229. Potential to affect has features (caves, sinkhole plain SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES 100. Connectivity 110. Connectivity 111. Total Length 112. New Terrain Length 113. 1-65 Widening Distance 114. Number of Intersecting Roads 115. Length 116. Other State Routes and Local Roads 117. Smill Langth 117. Total Length 118. Water of Intersecting Roads 119. Other State Routes and Local Roads 110. Other State Routes and Local Roads 110. Other State Routes and Local Roads 111. Number of Intersecting Roads 112. Screening For Public And Review Agency Inverse. SCREENING FOR Public And Review Agency Inver				X
SCREENING FOR MAJOR ENVIRONMENTAL ISSUES				X
High Medium New	Comments/Explanation Does not satisfy local and regional objectives			
High Medium New	SCREENING FOR MAJOR ENVIRONMENTAL I	SSUES		
1. Potential to affect 4(f), 6(f) and Section 106 resources?	DOREDINING FOR IMIGOR ENVIRONMENTINE		Medium	Low
1	1. Potential to affect 4(f), 6(f) and Section 106 resources?	111811		20
19.Potential for Environmental Justice Issues (minorities and/or low income)? x x 220.Potential to affect known areas of contamination? x x 221.Potential to affect thereast (including core forest habitat)? x 222.Potential to affect the range or habitat of Federally listed TE species x x 223.Potential to affect the range or habitat of Federally listed TE species x x 224.Potential to affect protected Natural and Scenic Rivers? x x 225.Potential to affect protected Natural and Scenic Rivers? x x 225.Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)? x x 226.Potential to affect air quality standards? x x 227.Potential to affect air quality standards? x x 228.Potential to affect karst features (caves, sinkholes, springs, etc.)? x x 229.Potential to affect karst features (caves, sinkholes, springs, etc.)? x x x x x x x x x				
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221.Potential to affect forests (including core forest habitat)?	· · · · · · · · · · · · · · · · · · ·			X
222.Potential to affect the range or habitat of Federally listed TE species 223.Potential to affect protected Natural and Scenic Rivers? 224.Potential to affect prome or unique farmland? 225.Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)? 226.Potential to affect air quality standards? 227.Potential to relocate residential or commercial establishments? 228.Potential to relocate residential or commercial establishments? 229.Potential to affect neighborhoods and communities? 229.Potential to affect karst features (caves, sinkholes, springs, etc.)? Comments/Explanation Impacts to sinkhole plain SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES 109.Constructability x 110.Connectivity 112.New Terrain Length 112.New Terrain Length 113.1-65 Widening Distance 114.Number of Intersecting Roads a. US and Major State Routes b. Other State Routes and Local Roads 23 Comments/Explanation Poor system to system interchange spacing SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT Yes No 55. Does this corridor have a significant opposition by an environmental resource agency? 56. Does this corridor have a support from local and state elected officials?				X
223.Potential to affect protected Natural and Scenic Rivers? x 224.Potential to affect prime or unique farmland? x x 225.Potential to affect prime or unique farmland? x x 225.Potential to affect air quality standards? x x 227.Potential to affect air quality standards? x x 227.Potential to affect neighborhoods and communities? x x 228.Potential to affect heighborhoods and communities? x x 229.Potential to affect heighborhoods and communities? x x 229.Potential to affect heighborhoods and communities? x x 229.Potential to affect heighborhoods and communities? x x x x x x x x x				
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Corridor 20

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and proceeds southwesterly on a new location generally parallel to KY 685. In the vicinity of Red Cross, it curves toward the west to parallel KY 1297 to the vicinity of Gotts. The corridor then turns to the southwest to cross the Barren River at the 48 mile marker and continues southwesterly, crossing Drake's Creek and connecting with the Natcher Parkway Extension south of Bowling Green at US 231. The corridor then utilizes the Natcher Extension and Natcher Parkway for approximately 17 miles to the vicinity of Hadley. The total length of this corridor is 40.5 miles, with 23.4 miles of new location.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 20 is south of existing I-65. It avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped. The corridor does have the potential for the diversion of local traffic.

This corridor does not improve access to Edmonson County and Mammoth Cave. The entire length of new terrain construction is through the sinkhole plain. The route is shorter than the existing connection for the I-66 route, however, it is rather long in comparison to other corridors. The corridor would adversely impact the community of Gott. The corridor has poor connectivity and does not meet the local and regional objectives. In addition, the corridor also has public opposition along the KY 1297 corridor.

RECOMMENDATIONS

Not recommended for further evaluation

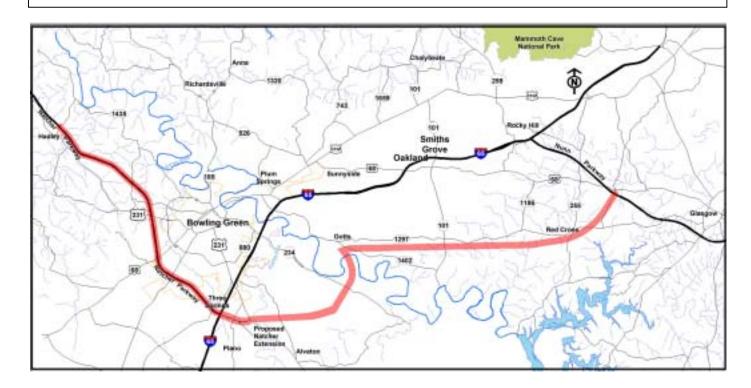
Corridor 20

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115.Constructability 116.Connectivity 116.Connectivity 117.Total Length 118.New Terrain Length 119.I-65 Widening Distance 120.Number of Intersecting Roads a. US and Major State Routes b. Other State Routes and Local Roads Comments/Explanation			7	
115.Constructability 116.Connectivity 116.Connectivity 117.Total Length 118.New Terrain Length 119.I-65 Widening Distance 120.Number of Intersecting Roads a. US and Major State Routes b. Other State Routes and Local Roads Comments/Explanation	SCREENING FOR MAJOR ENGINEERING AND TRAFF	FIC ISSUES	•	
116.Connectivity 117.Total Length 118.New Terrain Length 119.I-65 Widening Distance 120.Number of Intersecting Roads a. US and Major State Routes b. Other State Routes and Local Roads Comments/Explanation x 40.5 mi. 23.4 mi. 0.0 mi. 9 40.5 mi. 23.4 mi. 29 0.0 mi. 29 28		Good	Fair	Poor
117. Total Length 118. New Terrain Length 119. I-65 Widening Distance 120. Number of Intersecting Roads a. US and Major State Routes b. Other State Routes and Local Roads Comments/Explanation 40.5 mi. 23.4 mi. 0.0 mi. 19. Other State Routes 9 28				X
118. New Terrain Length 119. I-65 Widening Distance 120. Number of Intersecting Roads a. US and Major State Routes b. Other State Routes and Local Roads Comments/Explanation 23.4 mi. 0.0 mi. 19 9 28	·			
119.I-65 Widening Distance 120.Number of Intersecting Roads a. US and Major State Routes b. Other State Routes and Local Roads Comments/Explanation 9 28				
120.Number of Intersecting Roads a. US and Major State Routes b. Other State Routes and Local Roads Comments/Explanation 28				
a. US and Major State Routes b. Other State Routes and Local Roads Comments/Explanation 9 28			<u>0.0 mi.</u>	
b. Other State Routes and Local Roads Comments/Explanation			0	
Comments/Explanation				
•			28	
SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT	Comments/Explanation			
	SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
Yes N		Yes		No
58. Does this corridor have a significant opposition by an environmental resource agency?	58. Does this corridor have a significant opposition by an environmental resource agency?			X
59. Does this corridor have a significant opposition from public opinion?	59. Does this corridor have a significant opposition from public opinion?	X		
11				X
Comments/Explanation Public petition against KY 1297 Corridor	Comments/Explanation Public petition against KY 1297 Corridor			

Corridor 21

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and proceeds southwesterly on a new location generally parallel to KY 685. In the vicinity of Red Cross, it curves toward the west to parallel KY 1297 to the vicinity of Gotts. It turns to the south to cross the Barren River at the 51 mile marker and then turns back westerly, crossing Drake's Creek and connecting with the Natcher Parkway Extension south of Bowling Green at US 231. The corridor then utilizes the Natcher Extension and Natcher Parkway for approximately 17 miles to the vicinity of Hadley. The total length of this corridor is 45.7 miles, with 28.6 miles of new location.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 21 is south of existing I-65. It avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped.

This corridor does not improve access to Edmonson County and Mammoth Cave. The entire length of new terrain construction is through the sinkhole plain The route is longer than the existing connection for the I-66 route creating no travel time savings. The corridor would adversely impact the community of Gott. The corridor has poor connectivity and does not meet the local and regional objectives. In addition, the corridor also has public opposition along the KY 1297 corridor.

RECOMMENDATIONS

Not recommended for further evaluation

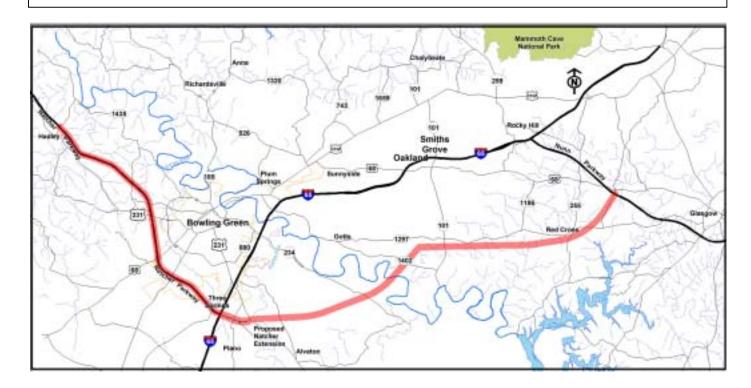
Screening of I-66 Corridors Corridor 21

	Yes		No
21. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation			X
SCREENING FOR PROJECT GOALS			
	Yes		No
101. Does this corridor support I-66 across southern Kentucky?	X		
102. Does this corridor provide an improved interstate facility between parkways? 103. Does this corridor provide an improved access in southern Kentucky?	X		37
104. Does this corridor provide an efficient means of transporting people and goods?			X X
105. Does this corridor satisfy the local and regional objectives?			Λ
a. As a part of the Outer Beltline	X		
b. Potential for Diversion of Local Traffic			X
c. Improve Traffic Safety			X
d. Reduce Travel Time and User Costs			X
e. Better Access to Edmonson County			X
f. Other Ways to Mammoth Cave National Park			X
Comments/Explanation Not an efficient route			
SCREENING FOR MAJOR ENVIRONMENTAL IS	SUES		
	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		X	
If so, please identify resource Section 106 and 4(f)			
242.Potential to affect Waters of the U.S. or wetlands?		X	
243. Potential for Environmental Justice Issues (minorities and/or low income)?			X
244.Potential to affect known areas of contamination?			X
245.Potential to affect forests (including core forest habitat)?			X
246. Potential to affect the range or habitat of Federally listed TE species			X
247.Potential to affect protected Natural and Scenic Rivers? 248.Potential to affect prime or unique farmland?		v	X
249. Potential to affect prime of unique farinant? 249. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		X X	
250.Potential to affect air quality standards?		Λ	X
251. Potential to relocate residential or commercial establishments?			X
252.Potential to affect neighborhoods and communities?		X	
253.Potential to affect karst features (caves, sinkholes, springs, etc.)?	X		
Comments/Explanation Impact to sinkhole plain			
SCREENING FOR MAJOR ENGINEERING AND TRAFI	FIC ISSUES	3	
	Good	Fair	Poor
121.Constructability	3004	T uii	X
122.Connectivity			X
123.Total Length		45.7 mi.	
124.New Terrain Length		28.6 mi.	
125.I-65 Widening Distance		<u>0.0 mi.</u>	
126.Number of Intersecting Roads			
a. US and Major State Routes		9	
b. Other State Routes and Local Roads		23	
Comments/Explanation Longer than existing routes			
SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
	Yes		No
61. Does this corridor have a significant opposition by an environmental resource agency?			X
62. Does this corridor have a significant opposition from public opinion?	X		
63. Does this corridor have a support from local and state elected officials?			X
Comments/Explanation Public petition against KY 1297 Corridor			

Corridor 22

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and proceeds southwesterly on a new location generally parallel to KY 685. In the vicinity of Red Cross, it curves toward the west to parallel KY 1297 to a point near Kepler. The corridor then continues in a southwesterly direction and crosses the Barren River at the 57 mile marker. It then turns toward the west, crossing Drake's Creek and connecting with the Natcher Parkway Extension south of Bowling Green at US 231. The corridor then utilizes the Natcher Extension and Natcher Parkway for approximately 17 miles to the vicinity of Hadley. The total length of this corridor is 40.5 miles, with 23.4 miles of new location.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 22 is south of existing I-65. It avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped.

This corridor does not improve access to Edmonson County and Mammoth Cave. The entire length of new terrain construction is through the sinkhole plain. The route is shorter than the existing connection for the I-66 route, however, it is rather long in comparison to other corridors. The corridor has poor connectivity and does not meet the local and regional objectives. In addition, the corridor also has public opposition along the KY 1297 corridor.

RECOMMENDATIONS

Not recommended for further evaluation

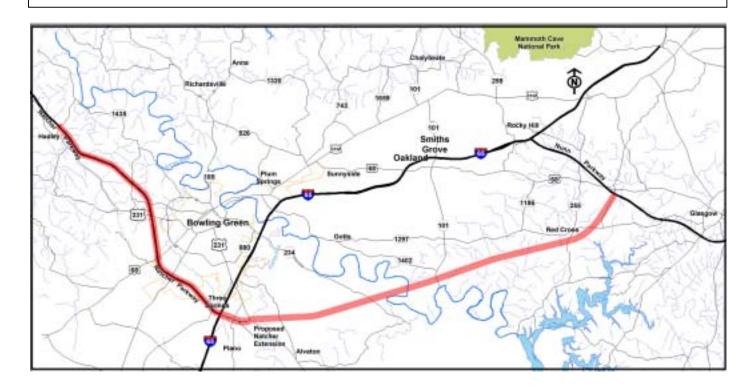
Corridor 22

SCREENING FOR FATAL FLAWS	**		
22. What is the potential for this corridor to result in a non-permittable action?	Yes		No
Comments/Explanation			X
SCREENING FOR PROJECT GOALS			
	Yes		No
106. Does this corridor support I-66 across southern Kentucky?	X		
107. Does this corridor provide an improved interstate facility between parkways?	X		
108. Does this corridor provide an improved access in southern Kentucky? 109. Does this corridor provide an efficient means of transporting people and goods?	77		X
110. Does this corridor satisfy the local and regional objectives?	X		
a. As a part of the Outer Beltline			X
b. Potential for Diversion of Local Traffic	X		A
c. Improve Traffic Safety	X		
d. Reduce Travel Time and User Costs	X		
e. Better Access to Edmonson County			X
f. Other Ways to Mammoth Cave National Park			X
Comments/Explanation Does not satisfy local and regional objectives			
CORECNING FOR MAJOR ENVIRONMENTAL IC	CIUEC		
SCREENING FOR MAJOR ENVIRONMENTAL IS		3.6.11	τ.
1 Detection to effect A/F) (/F) and Continue 10/ manages	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		X	
If so, please identify resource Section 106 and 4(f) 254.Potential to affect Waters of the U.S. or wetlands?			X
255.Potential for Environmental Justice Issues (minorities and/or low income)?			X
256.Potential to affect known areas of contamination?			X
257. Potential to affect forests (including core forest habitat)?			X
258. Potential to affect the range or habitat of Federally listed TE species			X
259.Potential to affect protected Natural and Scenic Rivers?			X
260.Potential to affect prime or unique farmland?		X	
261. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		X	
262.Potential to affect air quality standards?			X
263. Potential to relocate residential or commercial establishments?			X
264.Potential to affect neighborhoods and communities?		X	
265.Potential to affect karst features (caves, sinkholes, springs, etc.)?	X		
Comments/Explanation Impacts to sinkhole plain			
SCREENING FOR MAJOR ENGINEERING AND TRAFF	FIC ISSUES	1	
SCHEENING TOR MINOR ENGINEERING IN D TRAIT			ъ
107 Comment 177	Good	Fair	Poor
127. Constructability			X
128.Connectivity 129.Total Length		40.5 mi.	X
130.New Terrain Length		23.4 mi.	
131.I-65 Widening Distance		0.0 mi.	
132. Number of Intersecting Roads		<u>0.0 III.</u>	
a. US and Major State Routes		9	
b. Other State Routes and Local Roads		28	
Comments/Explanation			
-			
SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
	Yes		No
64. Does this corridor have a significant opposition by an environmental resource agency?			X
65. Does this corridor have a significant opposition from public opinion?	X		
66. Does this corridor have a support from local and state elected officials?			X
Comments/Explanation Public petition against KY 1297 Corridor			

Corridor 23

DESCRIPTION

This corridor begins on the Nunn (Cumberland) Parkway at its interchange with US 68 near Glasgow and proceeds southwesterly on a new location generally parallel to KY 685. In an effort to avoid the sinkhole plain south of I-65, the corridor intersects KY 1297 between Red Cross and Beckton and continues in a southwesterly direction to cross the Barren River, just downstream of Martinsville Ford at the 58 mile marker. It then turns toward the west, crossing Drake's Creek and connecting with the Natcher Parkway Extension south of Bowling Green at US 231. The corridor then utilizes the Natcher Extension and Natcher Parkway for approximately 17 miles to the vicinity of Hadley. The total length of this corridor is 39.9 miles, with 22.8 miles of new location.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor 23 is south of existing I-65. It avoids new terrain construction in the Turnhole Spring Groundwater Basin as it is currently mapped. The new terrain construction impacts the sinkhole plain less than other southern routes. The corridor has good constructability. This corridor is similar to Corridors 20, 21 and 22 in improving access to Allen County and providing a more direct southern route, however Corridor 23 has fewer environmental impacts than the other corridors. For this reason, it is recommended for further consideration.

This corridor does not improve access to Edmonson County and Mammoth Cave. The route is shorter than the existing connection for the I-66 route, however, it is rather long in comparison to other corridors. The corridor has poor connectivity and does not meet the local and regional objectives.

RECOMMENDATIONS

Recommended for further consideration

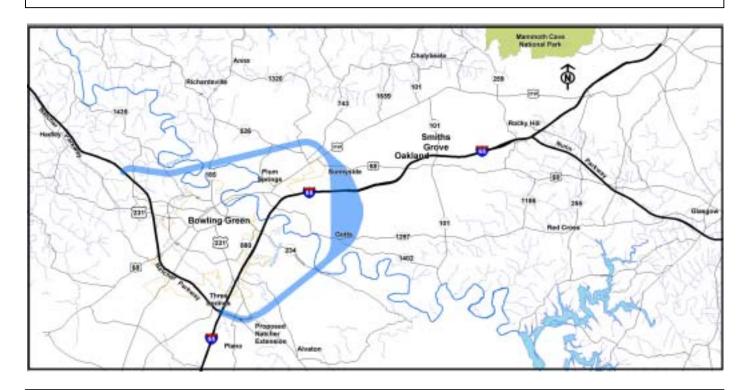
Corridor 23

SCREENING FOR FATAL FLAWS			
	Yes		No
23. What is the potential for this corridor to result in a non-permittable action? Comments/Explanation			X
SCREENING FOR PROJECT GOALS	*7		N Y
111 D d.'' I	Yes		No
111.Does this corridor support I-66 across southern Kentucky? 112.Does this corridor provide an improved interstate facility between parkways?	X		
113. Does this corridor provide an improved access in southern Kentucky?	X X		
114. Does this corridor provide an efficient means of transporting people and goods?	X		
115. Does this corridor satisfy the local and regional objectives?	A		
a. As a part of the Outer Beltline			X
b. Potential for Diversion of Local Traffic	X		
c. Improve Traffic Safety	X		
d. Reduce Travel Time and User Costs	X		
e. Better Access to Edmonson County			X
f. Other Ways to Mammoth Cave National Park			X
Comments/Explanation Does not divert local traffic nor serve Edmonson Co.	•		
SCREENING FOR MAJOR ENVIRONMENTAL ISS	SUES		
	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	Ü	X	
If so, please identify resource Section 106 and 4(f)			
266. Potential to affect Waters of the U.S. or wetlands?			X
267. Potential for Environmental Justice Issues (minorities and/or low income)?			X
268.Potential to affect known areas of contamination?			X
269.Potential to affect forests (including core forest habitat)?			X
270.Potential to affect the range or habitat of Federally listed TE species			X
271.Potential to affect protected Natural and Scenic Rivers? 272.Potential to affect prime or unique farmland?			X
273. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		X	
273. Potential to affect hoise sensitive receptors (churches, schools, hospitals, etc.)? 274. Potential to affect air quality standards?		X	X
275.Potential to relocate residential or commercial establishments?			X
276. Potential to affect neighborhoods and communities?		X	••
277.Potential to affect karst features (caves, sinkholes, springs, etc.)?		X	
Comments/Explanation			
SCREENING FOR MAJOR ENGINEERING AND TRAFF	IC ISSUES	}	
	Good	Fair	Poor
133.Constructability	X	1 411	1 001
134.Connectivity			X
135.Total Length		39.9 mi.	
136.New Terrain Length		22.8 mi.	
137.I-65 Widening Distance		<u>0.0 mi.</u>	
138. Number of Intersecting Roads		0	
a. US and Major State Routesb. Other State Routes and Local Roads		9 31	
Comments/Explanation Shortest length crossing sinkhole plain of the southern routes		31	
SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
	Yes		No
67. Does this corridor have a significant opposition by an environmental resource agency?			X
68. Does this corridor have a significant opposition from public opinion?			X
69. Does this corridor have a support from local and state elected officials?			X
Comments/Explanation			

Corridor A

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the northeast on a new location, crossing Drake's Creek. It continues in a northeasterly direction to a crossing of the Barren River at the 48 mile marker. At this point, the corridor curves to the north near its intersection with KY 1297 in the vicinity of Gotts and continues north toward the vicinity of Sunnyside-Gotts Road bridge over I-65. This corridor would likely utilize the same interchange as a planned roadway to be constructed to connect I-65 with US 31W in the general vicinity of the Kentucky Trimodal Transpark development. Continuing north, the corridor crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School, before curving southwest to intersect KY 526, near its intersection with KY 957. It then proceeds west southwesterly to cross KY 185 near its crossing of the Barren River and continues to its own crossing of the Barren River at the 26 mile marker. The corridor continues to the west to connect with the Natcher Parkway south of Hadley near the KY 2665 bridge over the Natcher Parkway. The total length of this corridor is 23.9 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor A takes the closest route to existing development on the north side and on the southeast side. The corridor has good constuctability and good connectivity and meets the project goals. This is the shortest corridor of those with both the north and southeast segments at 23.9 miles.

The disadvantages of the corridor are high potential impacts to Section 106/4(f) resources along US 31 W and KY 1435, as well as high potential for impacts on the sinkhole plain.

RECOMMENDATIONS

Retained for further consideration

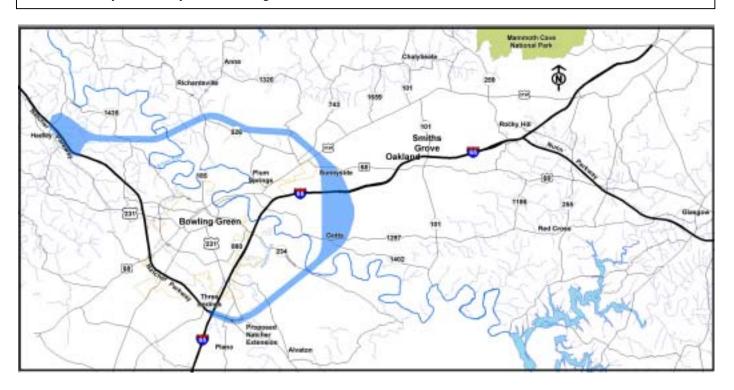
Corridor A

1.	What is the potential for this corridor to result in a non-permittable action? Comments/Explanation_		Yes	No x
	SCREENING FOR PROJECT GOALS			
1. 2. 3. 4.	Does this corridor accommodate the transportation needs of the Bowling Green urban area? Does this corridor reduce existing and forecasted traffic congestion in Warren County? Does this corridor strengthen the regional highway network? Does this corridor provide improved access to major traffic generators in Warren County? Comments/Explanation	,	Yes x x x x	No
	SCREENING FOR MAJOR ENVIRONMENTAL IS	SUES		
1.	Potential to affect 4(f), 6(f) and Section 106 resources? If so, please identify resource Section 106 and 4 (f) along US 31 W and KY 14	High x	Medium	Low
2. 3. 4. 5.	Potential to affect Waters of the U.S. or wetlands? Potential for Environmental Justice Issues (minorities and/or low income)? Potential to affect known areas of contamination? Potential to affect forests (including core forest habitat)?		x x	X X
6. 7. 8.	Potential to affect the range or habitat of Federally listed TE species? Potential to affect protected Natural and Scenic Rivers? Potential to affect prime or unique farmland?		x x	X
11.	Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)? Potential to affect air quality standards? Potential to relocate residential or commercial establishments? Potential to affect neighborhoods and communities?		X	X X X
13.	Potential to affect karst features (caves, sinkholes, springs, etc.)? Comments/Explanation	X		
	SCREENING FOR MAJOR ENGINEERING AND TRAFF	FIC ISS	SUES	
1. 2. 3. 4.	Constructability Connectivity Total Length New Terrain Length	Good x x	Fair 23.9 mi. 23.9 mi.	Poor
5. a. b.	Number of Intersecting Roads US and Major State Routes Other State Routes and Local Roads Comments/Explanation		8 24	
	SCREENING FOR PUBLIC AND REVIEW AGENCY	INPU	Γ	
1. 2. 3.	Does this corridor have a significant opposition by an environmental resource agency? Does this corridor have a significant opposition from public opinion? Does this corridor have a support from local and state elected officials? Comments/Explanation		Yes	No x x x

Corridor B

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the northeast on a new location, crossing Drake's Creek. It continues in a northeasterly direction to a crossing of the Barren River at the 48 mile marker. At this point, the corridor curves to the north near its intersection with KY 1297 in the vicinity of Gotts and continues north toward the vicinity of Sunnyside-Gotts Road bridge over I-65. This corridor would likely utilize the same interchange as a planned roadway to be constructed to connect I-65 with US 31W in the general vicinity of the Kentucky Trimodal Transpark development. Continuing north, the corridor crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School, before curving in a westerly direction to parallel KY 526. It crosses KY 185 near its intersection with KY 526 and then proceeds west southwest to cross the Barren River at the 19 mile marker and KY 1435 near the Barren River Fire Station #2, before connecting with the Natcher Parkway near Hadley. The total length of this corridor is 28.3 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor B takes the closest route to existing development on the southeast side and takes the middle route across the north side. The corridor has good constuctability and good connectivity and meets the project goals.

The disadvantages of the corridor are high potential impacts to Section 106/4(f) resources along US 31 W, as well as high potential for impacts on the sinkhole plain.

RECOMMENDATIONS

Retained for further consideration

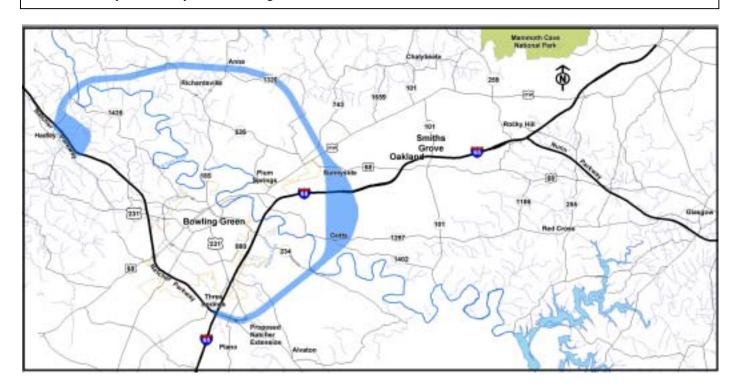
Corridor B

	SCREENING FOR FATAL FLAWS			
y 2.	What is the potential for this corridor to result in a non-permittable action? Comments/Explanation_		Yes	No x
	SCREENING FOR PROJECT GOALS			
			Yes	No
5.	Does this corridor accommodate the transportation needs of the Bowling Green urban area?		X	
6. 7.	Does this corridor reduce existing and forecasted traffic congestion in Warren County? Does this corridor strengthen the regional highway network?		X X	
8.	Does this corridor strengthen the regional highway network. Does this corridor provide improved access to major traffic generators in Warren County? Comments/Explanation		X	
	SCREENING FOR MAJOR ENVIRONMENTAL IS	SUES		
		High	Medium	Low
1.	Potential to affect 4(f), 6(f) and Section 106 resources?		X	
1/	If so, please identify resource Section 106 and 4(f) Potential to affect Waters of the U.S. or wetlands?		X	
	Potential for Environmental Justice Issues (minorities and/or low income)?		Λ	X
	Potential to affect known areas of contamination?			X
	Potential to affect forests (including core forest habitat)?		X	
	Potential to affect the range or habitat of Federally listed TE species?		X	
	Potential to affect protected Natural and Scenic Rivers? Potential to affect prime or unique farmland?		X	X
	Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		Α	X
	Potential to affect air quality standards?			X
	Potential to relocate residential or commercial establishments?			X
	Potential to affect neighborhoods and communities?		X	
25.	Potential to affect karst features (caves, sinkholes, springs, etc.)? Comments/Explanation	X		
	SCREENING FOR MAJOR ENGINEERING AND TRAFF	IC ISS	UES	
		Good	Fair	Poor
6.	Constructability		X	
7.	Connectivity Total Length		X 29.2 mi	
8. 9.	Total Length New Terrain Length		28.3 mi. 28.3 mi.	
	Number of Intersecting Roads		<u>20.3 m.</u>	
a.	US and Major State Routes		7	
b.	Other State Routes and Local Roads		30	
	Comments/Explanation_			
	SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT		
			Yes	No
4.	Does this corridor have a significant opposition by an environmental resource agency?			X
5.	Does this corridor have a significant opposition from public opinion?			X
6.	Does this corridor have a support from local and state elected officials? Comments/Explanation			X
	Comments/Expranation			

Corridor C

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the northeast on a new location, crossing Drake's Creek. It continues in a northeasterly direction to a crossing of the Barren River at the 48 mile marker. At this point, the corridor curves to the north near its intersection with KY 1297 in the vicinity of Gotts and continues north toward the vicinity of Sunnyside-Gotts Road bridge over I-65. This corridor would likely utilize the same interchange as a planned roadway to be constructed to connect I-65 with US 31W in the general vicinity of the Kentucky Trimodal Transpark development. Continuing north, the corridor crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School. The corridor then traverses in a northwesterly direction to parallel KY 1320, crossing KY 185 near Anna, and proceeding just north of Richardsville. It then generally parallels KY 2631 west of Richardsville, crossing the Barren River at the 7 mile marker, and connecting with the Natcher Parkway near Hadley. The total length of this corridor is 31.1 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor C takes the closest route to existing development on the southeast side and takes the far north route. The corridor is too far removed from the development on the north side to effectively reduce traffic congestion and improve the local highway network. Other disadvantages of the corridor are high potential impacts to Section 106/4(f) resources along US 31 W, as well as high potential for impacts on the sinkhole plain and prime farmland.

RECOMMENDATIONS

Not considered for further evaluation

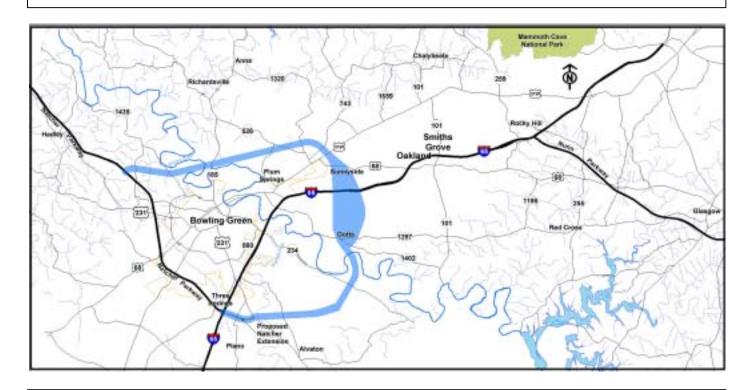
Corridor C

3.	What is the potential for this corridor to result in a non-permittable action? Comments/Explanation_		Yes	No x
	SCREENING FOR PROJECT GOALS			
11.	Does this corridor accommodate the transportation needs of the Bowling Green urban area? Does this corridor reduce existing and forecasted traffic congestion in Warren County? Does this corridor strengthen the regional highway network? Does this corridor provide improved access to major traffic generators in Warren County? Comments/Explanation		Yes	No x x x x
	SCREENING FOR MAJOR ENVIRONMENTAL IS	SUES		
1.	Potential to affect 4(f), 6(f) and Section 106 resources? If so, please identify resource Section 106 and 4 (f) along US 31 W	High x	Medium	Low
27. 28. 29.	Potential to affect Waters of the U.S. or wetlands? Potential for Environmental Justice Issues (minorities and/or low income)? Potential to affect known areas of contamination? Potential to affect forests (including core forest habitat)?			x x x x
31. 32. 33.	Potential to affect the range or habitat of Federally listed TE species? Potential to affect protected Natural and Scenic Rivers? Potential to affect prime or unique farmland? Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)? Potential to affect air quality standards?	X	X	x x x
36.	Potential to relocate residential or commercial establishments? Potential to affect neighborhoods and communities? Potential to affect karst features (caves, sinkholes, springs, etc.)? Comments/Explanation	X	X	X
	SCREENING FOR MAJOR ENGINEERING AND TRAFF	FIC ISS	SUES	
12. 13. 14.	Constructability Connectivity Total Length New Terrain Length Number of Intersecting Roads	Good	Fair 31.1 mi. 31.1 mi.	Poor x x
a. b.	US and Major State Routes Other State Routes and Local Roads Comments/Explanation		8 37	
	SCREENING FOR PUBLIC AND REVIEW AGENCY	INPU	Γ	
7. 8. 9.	Does this corridor have a significant opposition by an environmental resource agency? Does this corridor have a significant opposition from public opinion? Does this corridor have a support from local and state elected officials? Comments/Explanation		Yes	No x x x

Corridor D

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the east on a new location, crossing Drake's Creek. Just before crossing KY 234 or Cemetery Road, it curves to the north and crosses the Barren River at the 51 mile marker. At this point, the corridor continues to the north intersecting with KY 1297 in the vicinity of Gotts and proceeding toward the vicinity of Sunnyside-Gotts Road bridge over I-65. This corridor would likely utilize the same interchange as a planned roadway to be constructed to connect I-65 with US 31W in the general vicinity of the Kentucky Trimodal Transpark development. Continuing north, the corridor crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School, before curving southwest to intersect KY 526, near its intersection with KY 957. It then proceeds west southwesterly to cross KY 185 near its crossing of the Barren River and continues to its own crossing of the Barren River at the 26 mile marker. The corridor continues to the west to connect with the Natcher Parkway south of Hadley near the KY 2665 bridge over the Natcher Parkway. The total length of this corridor is 26.5 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor D takes the closest route to existing development on the north side and takes the more distant loop on the southeast side. The corridor has fair constuctability and fair connectivity and meets the project goals.

The disadvantages of the corridor are high potential impacts to Section 106/4(f) resources along US 31 W, as well as high potential for impacts on the sinkhole plain.

RECOMMENDATIONS

Retained for further consideration

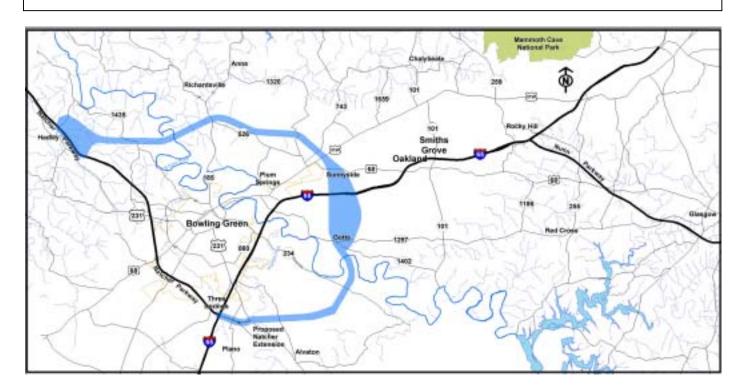
Corridor D

4.	What is the potential for this corridor to result in a non-permittable action? Comments/Explanation		Yes	No x
	SCREENING FOR PROJECT GOALS			
14. 15.	Does this corridor accommodate the transportation needs of the Bowling Green urban area? Does this corridor reduce existing and forecasted traffic congestion in Warren County? Does this corridor strengthen the regional highway network? Does this corridor provide improved access to major traffic generators in Warren County? Comments/Explanation_		Yes x x x x	No
	SCREENING FOR MAJOR ENVIRONMENTAL ISS	SUES		
1.	Potential to affect 4(f), 6(f) and Section 106 resources? If so, please identify resource Section 106 and 4 (f) effects along US 31 W and KY	High X	Medium	Low
39.	Potential to affect Waters of the U.S. or wetlands? Potential for Environmental Justice Issues (minorities and/or low income)? Potential to affect known areas of contamination?	1433	x x	x
42. 43.	Potential to affect forests (including core forest habitat)? Potential to affect the range or habitat of Federally listed TE species? Potential to affect protected Natural and Scenic Rivers?		X	x x
45. 46.	Potential to affect prime or unique farmland? Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)? Potential to affect air quality standards? Potential to relocate residential or commercial establishments?		X	X X
48.	Potential to affect neighborhoods and communities? Potential to affect neighborhoods and communities? Potential to affect karst features (caves, sinkholes, springs, etc.)? Comments/Explanation Impacts to the sinkhole plain	X	х	X
	SCREENING FOR MAJOR ENGINEERING AND TRAFF	IC ISS	SUES	
17. 18. 19.	Constructability Connectivity Total Length New Terrain Length	Good	Fair x x 26.5 mi. 26.5 mi.	Poor
20. a. b.	Number of Intersecting Roads US and Major State Routes Other State Routes and Local Roads Comments/Explanation		8 27	
	SCREENING FOR PUBLIC AND REVIEW AGENCY	INPUT	Γ	
11.	Does this corridor have a significant opposition by an environmental resource agency? Does this corridor have a significant opposition from public opinion? Does this corridor have a support from local and state elected officials? Comments/Explanation		Yes	No x x x

Corridor E

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the east on a new location, crossing Drake's Creek. Just before crossing KY 234 or Cemetery Road, it curves to the north and crosses the Barren River at the 51 mile marker. At this point, the corridor continues to the north intersecting with KY 1297 in the vicinity of Gotts and proceeding toward the vicinity of Sunnyside-Gotts Road bridge over I-65. This corridor would likely utilize the same interchange as a planned roadway to be constructed to connect I-65 with US 31W in the general vicinity of the Kentucky Trimodal Transpark development. Continuing north, the corridor crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School, before curving in a westerly direction to parallel KY 526. It crosses KY 185 near its intersection with KY 526 and then proceeds west southwest to cross the Barren River at the 19 mile marker and KY 1435 near the Barren River Fire Station #2, before connecting with the Natcher Parkway near Hadley. The total length of this corridor is 31.0 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor E takes the middle route across the north side and the more distant loop on the southeast side. The corridor meets the project goals.

The disadvantages of the corridor are high potential impacts to Section 106/4(f) resources along US 31 W, as well as high potential for impacts on the sinkhole plain.

RECOMMENDATIONS

Retained for further consideration

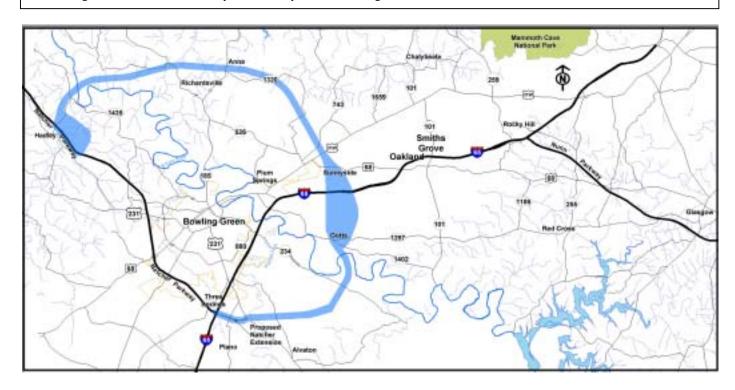
Corridor E

5.	What is the potential for this corridor to result in a non-permittable action? Comments/Explanation		Yes	No x
	SCREENING FOR PROJECT GOALS			
18. 19.	Does this corridor accommodate the transportation needs of the Bowling Green urban area? Does this corridor reduce existing and forecasted traffic congestion in Warren County? Does this corridor strengthen the regional highway network? Does this corridor provide improved access to major traffic generators in Warren County? Comments/Explanation_		Yes x x x x	No
	SCREENING FOR MAJOR ENVIRONMENTAL ISS	SUES		
1.	Potential to affect 4(f), 6(f) and Section 106 resources? If so, please identify resource Section 106 and 4 (f) along US 31 W	High x	Medium	Low
51.	Potential to affect Waters of the U.S. or wetlands? Potential for Environmental Justice Issues (minorities and/or low income)? Potential to affect known areas of contamination?		X	X X
54. 55.	Potential to affect forests (including core forest habitat)? Potential to affect the range or habitat of Federally listed TE species? Potential to affect protected Natural and Scenic Rivers? Potential to affect prime or unique farmland?		X X	X
57. 58.	Potential to affect prime of unique farmand? Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)? Potential to affect air quality standards? Potential to relocate residential or commercial establishments?		X	X X X
	Potential to affect neighborhoods and communities? Potential to affect karst features (caves, sinkholes, springs, etc.)? Comments/Explanation	X	X	
	SCREENING FOR MAJOR ENGINEERING AND TRAFF	IC ISS	SUES	
22. 23.	Constructability Connectivity Total Length New Terrain Length	Good	Fair 31.0 mi. 31.0 mi.	Poor x x
	Number of Intersecting Roads US and Major State Routes Other State Routes and Local Roads Comments/Explanation		7 32	
	SCREENING FOR PUBLIC AND REVIEW AGENCY	INPU	Γ	
14.	Does this corridor have a significant opposition by an environmental resource agency? Does this corridor have a significant opposition from public opinion? Does this corridor have a support from local and state elected officials? Comments/Explanation		Yes	No x x x

Corridor F

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the east on a new location, crossing Drake's Creek. Just before crossing KY 234 or Cemetery Road, it curves to the north and crosses the Barren River at the 51 mile marker. At this point, the corridor continues to the north intersecting with KY 1297 in the vicinity of Gotts and proceeding toward the vicinity of Sunnyside-Gotts Road bridge over I-65. This corridor would likely utilize the same interchange as a planned roadway to be constructed to connect I-65 with US 31W in the general vicinity of the Kentucky Trimodal Transpark development. Continuing north, the corridor crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School. The corridor then traverses in a northwesterly direction to parallel KY 1320, crossing KY 185 near Anna, and proceeding just north of Richardsville. It then generally parallels KY 2631 west of Richardsville, crossing the Barren River at the 7 mile marker, and connecting with the Natcher Parkway near Hadley. The total length of this corridor is 33.7 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor F takes the more distant loop on the southeast side and takes the far north route. The corridor is too far removed from the development on the north side to effectively reduce traffic congestion and improve the local highway network. Other disadvantages of the corridor are high potential impacts to Section 106/4(f) resources along US 31 W, as well as high potential for impacts on the sinkhole plain and prime farmland.

RECOMMENDATIONS

Not considered for further evaluation

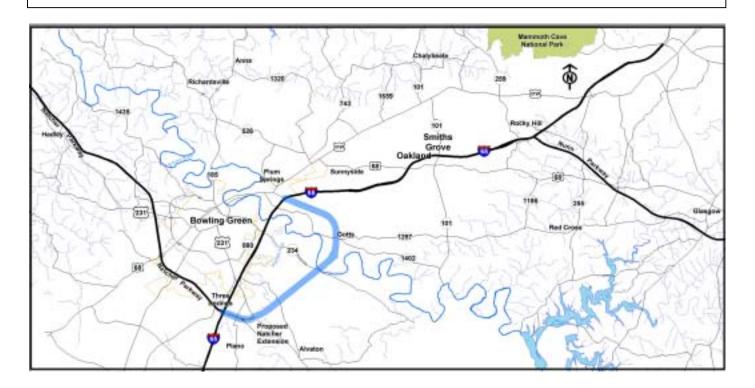
Corridor F

	That is the potential for this corridor to result in a non-permittable action? omments/Explanation		Yes	No x
	SCREENING FOR PROJECT GOALS			
22. Do 23. Do 24. Do	oes this corridor accommodate the transportation needs of the Bowling Green urban area? oes this corridor reduce existing and forecasted traffic congestion in Warren County? oes this corridor strengthen the regional highway network? oes this corridor provide improved access to major traffic generators in Warren County? omments/Explanation		Yes	No x x x x
	SCREENING FOR MAJOR ENVIRONMENTAL IS	SUES		
	tential to affect 4(f), 6(f) and Section 106 resources? so, please identify resource Section 106 and 4 (f) along US 31 W	High x	Medium	Low
62. Po 63. Po 64. Po	otential to affect Waters of the U.S. or wetlands? otential for Environmental Justice Issues (minorities and/or low income)? otential to affect known areas of contamination? otential to affect forests (including core forest habitat)?			X X X
66. Po 67. Po 68. Po	otential to affect the range or habitat of Federally listed TE species? otential to affect protected Natural and Scenic Rivers? otential to affect prime or unique farmland? otential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?	x	x	x x
70. Po 71. Po 72. Po 73. Po	otential to affect air quality standards? otential to relocate residential or commercial establishments? otential to affect neighborhoods and communities? otential to affect karst features (caves, sinkholes, springs, etc.)? omments/Explanation Impacts on the sinkhole plain	X	х	X X
Ct	SCREENING FOR MAJOR ENGINEERING AND TRAFF	FIC ISS	SUES	
26. Co		Good	Fair	Poor x
28. To 29. No	onnectivity otal Length ew Terrain Length umber of Intersecting Roads		33.7 mi. 33.7 mi.	X
a. US b. Ot	S and Major State Routes ther State Routes and Local Roads omments/Explanation		8 40	
	SCREENING FOR PUBLIC AND REVIEW AGENCY	INPU'	Т	
17. Do 18. Do	oes this corridor have a significant opposition by an environmental resource agency? oes this corridor have a significant opposition from public opinion? oes this corridor have a support from local and state elected officials? omments/Explanation		Yes	No x x x

Corridor G

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the northeast on a new location, crossing Drake's Creek. It continues in a northeasterly direction to a crossing of the Barren River at the 48 mile marker. At this point, the corridor curves to the north near its intersection with KY 1297 in the vicinity of Gotts and then curves again toward the northwest to connect with I-65 at the I-65/KY 446 Interchange (the "Corvette Interchange"). This corridor would then connect with the Natcher Parkway through the use of existing city streets and state highways in Bowling Green. The total length of this corridor is 11.0 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor G takes the closest route to existing development on the southeast side and connects to the Corvette Interchange on I-65. The corridor terminating at the Corvette Interchange precludes the continuation of the "Outer Beltline" because of existing development in the vicinity of the interchange. This corridor does not meet the project goals. High potential for impacts on the sinkhole plain is another disadvantage of the corridor.

RECOMMENDATIONS

Not considered for further evaluation

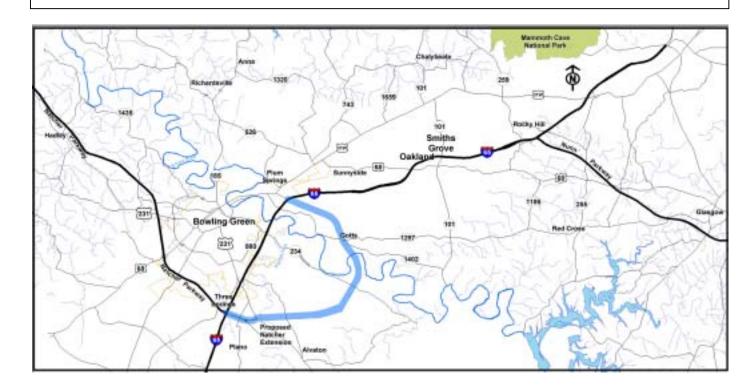
Corridor G

7.	What is the potential for this corridor to result in a non-permittable action? Comments/Explanation_		Yes	No x
	SCREENING FOR PROJECT GOALS			
26. 27.	Does this corridor accommodate the transportation needs of the Bowling Green urban area? Does this corridor reduce existing and forecasted traffic congestion in Warren County? Does this corridor strengthen the regional highway network? Does this corridor provide improved access to major traffic generators in Warren County? Comments/Explanation		Yes	No x x x x
	SCREENING FOR MAJOR ENVIRONMENTAL IS	SUES		
1. 1	Potential to affect 4(f), 6(f) and Section 106 resources? If so, please identify resource	High	Medium x	Low
75. 76. 77. 78. 79. 80. 81. 82.	Potential to affect Waters of the U.S. or wetlands? Potential for Environmental Justice Issues (minorities and/or low income)? Potential to affect known areas of contamination? Potential to affect forests (including core forest habitat)? Potential to affect the range or habitat of Federally listed TE species? Potential to affect protected Natural and Scenic Rivers? Potential to affect prime or unique farmland? Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)? Potential to affect air quality standards? Potential to relocate residential or commercial establishments? Potential to affect neighborhoods and communities?		x	x x x x x x x x x x
	Potential to affect karst features (caves, sinkholes, springs, etc.)? Comments/Explanation	X		
	SCREENING FOR MAJOR ENGINEERING AND TRAFI	FIC ISS	SUES	
32. 33. 34.	Constructability Connectivity Total Length New Terrain Length Number of Intersecting Roads US and Major State Routes Other State Routes and Local Roads Comments/Explanation	Good	Fair x 11.0 mi. 11.0 mi. 3 14	Poor
	SCREENING FOR PUBLIC AND REVIEW AGENCY	INPU'	T	
20.	Does this corridor have a significant opposition by an environmental resource agency? Does this corridor have a significant opposition from public opinion? Does this corridor have a support from local and state elected officials? Comments/Explanation		Yes	No x x x

Corridor H

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the east on a new location, crossing Drake's Creek. Just before crossing KY 234 or Cemetery Road, it curves to the north and crosses the Barren River at the 51 mile marker. At this point, the corridor continues to the north intersecting with KY 1297 in the vicinity of Gotts and then curves again toward the northwest to connect with I-65 at the I-65/KY 446 Interchange (the "Corvette Interchange"). This corridor would then connect with the Natcher Parkway through the use of existing city streets and state highways in Bowling Green. The total length of this corridor is 13.6 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor H takes the more distant loop on the southeast side and connects to the Corvette Interchange on I-65. The corridor terminating at the Corvette Interchange precludes the continuation of the "Outer Beltline" because of existing development in the vicinity of the interchange. This corridor does not meet the project goals. High potential for impacts on the sinkhole plain is another disadvantage of the corridor.

RECOMMENDATIONS

Not considered for further evaluation

Corridor H

8.	What is the potential for this corridor to result in a non-permittable action? Comments/Explanation_		Yes	No x
	SCREENING FOR PROJECT GOALS			
30. 31.	Does this corridor accommodate the transportation needs of the Bowling Green urban area? Does this corridor reduce existing and forecasted traffic congestion in Warren County? Does this corridor strengthen the regional highway network? Does this corridor provide improved access to major traffic generators in Warren County? Comments/Explanation)	Yes	No x x x x
	SCREENING FOR MAJOR ENVIRONMENTAL IS	SUES		
1.	Potential to affect 4(f), 6(f) and Section 106 resources? If so, please identify resource	High	Medium x	Low
87. 88. 89. 90.	Potential to affect Waters of the U.S. or wetlands? Potential for Environmental Justice Issues (minorities and/or low income)? Potential to affect known areas of contamination? Potential to affect forests (including core forest habitat)? Potential to affect the range or habitat of Federally listed TE species? Potential to affect protected Natural and Scenic Rivers?			X X X X X
92. 93. 94. 95. 96.	Potential to affect prime or unique farmland? Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)? Potential to affect air quality standards? Potential to relocate residential or commercial establishments? Potential to affect neighborhoods and communities? Potential to affect karst features (caves, sinkholes, springs, etc.)? Comments/explanation Impact to sinkhole plain	X	x	x x x x
	SCREENING FOR MAJOR ENGINEERING AND TRAFI	FIC ISS	SUES	
37. 38. 39.	Constructability Connectivity Total Length New Terrain Length Number of Intersecting Roads US and Major State Routes Other State Routes and Local Roads Comments/Explanation	Good	Fair x 13.6 mi. 13.6 mi. 3 16	Poor x
	SCREENING FOR PUBLIC AND REVIEW AGENCY	INPU'	Γ	
23.	Does this corridor have a significant opposition by an environmental resource agency? Does this corridor have a significant opposition from public opinion? Does this corridor have a support from local and state elected officials? Comments/Explanation		Yes	No x x x