FINAL

INTERMEDIATE PLANNING STUDY

New Connector
from KY 6 at Woodbine to the Corbin Bypass (KY 3041) Knox/Whitley Counties

Item #11-112.00

Prepared for

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
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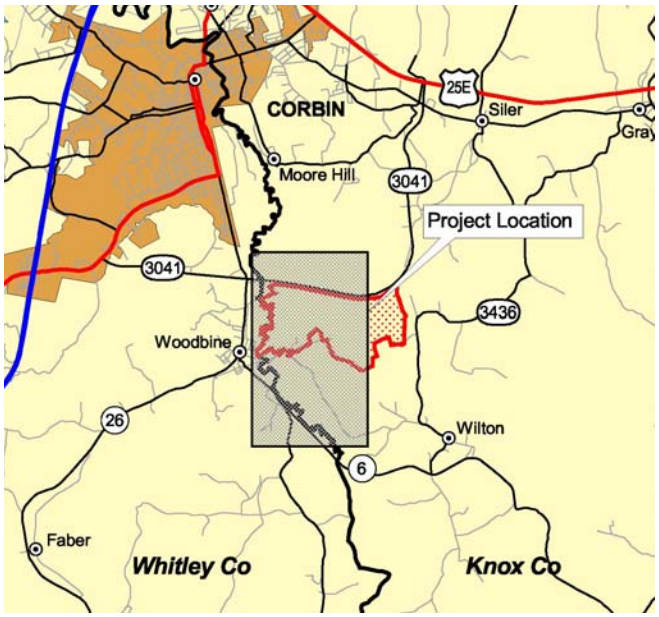

EXECUTIVE SUMMARY

Intermediate Planning Study
New Connector
from KY 6 at Woodbine to the Corbin Bypass (KY 3041)
ITEM NO. 11-112.00

The proposed New Connector project is located southeast of Corbin and east of Woodbine in Knox and Whitley Counties in the southeastern region of state. The project is defined in the Kentucky Transportation Cabinet's *Approved 2000-2002 Biennial Highway Construction Program and Identified Preconstruction Program Plan for FY 2003 through FY 2006* (generally referred to as the *Six Year Highway Plan (FY 2000-FY 2006)*) as a New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041).

Project Goals

Through this Intermediate Planning Study, a number of goals were established for this project:

- Eliminate stoppage due to railroad traffic and switching operations at two intersections north of KY 6/KY 26;
- Provide uninhibited alternate routes for movement of emergency vehicles to Corbin, Woodbine and the surrounding area;
- Provide Woodbine and the KY 6 traveling public a more direct access to the Corbin Bypass (KY 3041);
- Improve travel time for Corbin, Woodbine and the surrounding area;
- Improve safety of the general traveling public by providing a standard roadway section with 12-foot lanes, 10-foot shoulders and turning lanes, similar to the existing Corbin Bypass (KY 3041) in the study area; and
- Provide a new access to the Southeast Kentucky Regional Business Park (generally referred to in this report as the Business Park).

Traffic Considerations

Three sets of traffic volumes have been identified: 1) Year 2001 traffic volumes; 2) Year 2025 traffic volumes with no transportation improvements (the do-nothing alternative); and 3) Year 2025 traffic volumes with the proposed New Connector.

- Most of the project area routes are currently operating at LOS C, an acceptable level for rural areas; however, between Woodbine and the Corbin corporate limits, traffic volumes along KY 26 average about 8,810 vehicles per day (vpd) (LOS D).
- In Year 2025, the New Connector route is expected to reduce traffic volumes along portions of the routes adjacent to the Business Park, including KY 6, KY 26 and the Corbin Bypass (KY 3041). Assuming normal traffic growth and diversion patterns similar to existing travel, Year 2025 traffic volumes on the New Connector are expected to be about 5,000 vpd.
- A significant traffic generator within the project area could ultimately be the 597.6-acre Southeast Kentucky Regional Business Park. The Business Park may add approximately 10,000 trips per day to the area roadway network by the Year 2025. It is likely that the additional trips potentially generated by the Business Park will worsen operating conditions on area roadways by the Year 2025.

Environmental Overview

Environmental concerns and issues identified within the project area include:

- Sensitive land uses such as cemeteries and farming complexes;
- Geologic concerns including oil/gas wells and clay pits;
- Hydrology issues related to Lynn Camp Creek, adjacent wetlands, tributaries and potential flood areas;
- Several threatened and endangered species known to exist in Knox and/or Whitley Counties; and

- Environmental justice issues related to minority populations, low-income populations, and persons aged 62 and over, due to higher percentages of these populations in parts of the project area than those for Knox/Whitley Counties and/or Kentucky.

Identified Issues

Throughout the course of this Intermediate Planning Study, local citizens, public officials and interest groups were given the opportunity to provide input for the study. Comments and discussions from the local involvement meetings indicate that there is local support for the New Connector project. Identified issues include:

- Numerous incidents of long coal trains and yard switching regularly block access to KY 6 and KY 26. These blockages extend for long periods of time and interrupt local and emergency traffic.
- Flooding along Lynn Camp Creek should be addressed at any additional crossings of this waterway.
- The New Connector route has been an ongoing need in the community, but was not addressed during the development of the Corbin Bypass (KY 3041) due to a lack of funding.
- Identified project benefits include improved access to KY 6 and additional access to the Business Park property.
- Eastern Kentucky University has purchased property for a new campus along the Corbin Bypass (KY 3041) which will be enhanced by the New Connector Project.

Corridor Recommendations

Three (3) alternate corridors, two additional corridors and the do-nothing alternate were identified for consideration as the result of this study's public and agency involvement efforts. The selected corridor, the Red Alternate, begins along KY 6 in Whitley County just west of the KY6/KY 1064 intersection. This alternate crosses Hart Road and Radio Tower Road, intersecting the Corbin Bypass (KY 3041) in Knox County near milepoint 0.6. The Red Alternate was selected through this Intermediate Planning Study process based on a number of factors:

- There are no culturally sensitive locations currently identified within the Red Alternate.
- This alternate has the least potential impact on Lynn Camp Creek and its associated wetlands/floodplains.
- The Red Alternate corresponds with the location of a proposed roadway in the Business Park and has an at-grade intersection with Hart Road.
- The corridor intersects the Corbin Bypass (KY 3041) at a proposed access point for the Business Park. This access point is located at the intersection of an existing side road and is located at the end of a truck climbing lane.
- The Red Alternate addresses the project goals identified by the local community through this planning process.

Cost Estimates

A review of project phases and costs identified in the *Six Year Highway Plan (FY 2000-FY 2006)* was conducted. As shown, the 1.3-mile corridor is expected to cost approximately $5.8 million. A total of $1.2 million is currently scheduled in the *Six Year Highway Plan (FY 2000-FY 2006)* for all future phases except construction. It is expected that additional funding will be required for the completion of construction activities for this project:

Phase	Current Project Estimate	Recommended Corridor
Design	$400,000	$410,000
Right-of-Way	$500,000	$500,000
Utility Relocation	$250,000	$250,000
Construction	Not scheduled	$4,600,000
Total	$1,150,000	$5,760,000

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INTERMEDIATE PLANNING STUDY
NEW CONNECTOR
FROM KY 6 AT WOODBINE TO THE CORBIN BYPASS (KY 3041)
KNOX/WHITLEY COUNTIES
ITEM #11-112.00

I. INTRODUCTION

The purpose of this Intermediate Planning Study of a New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041) is to define and gather critical information on the project prior to the design phase, which is currently scheduled to begin in the next Fiscal Year (FY 2003, i.e., July 1, 2002 – June 30, 2003). The project is identified in the Kentucky Transportation Cabinet's (KYTC) *Approved 2000-2002 Biennial Highway Construction Program and Identified Preconstruction Program Plan for FY 2003 through FY 2006* (generally referred to as the *Six Year Highway Plan (FY 2000-FY 2006)*) as Item No. 11-112.00.

This report provides an introduction and description of the project; presents a traffic and environmental overview of the proposed project area; summarizes the public and agency input received on the project; identifies proposed improvements; and provides conclusions and next steps for project development.

Report Contents

- General Introduction
- Study Area Characteristics
- Traffic and Environmental Overview
- Corridor Development through Public and Agency Involvement
- Identified Project Goals
- Recommendations and Conclusions

A. Study Tasks

The study is intended to help better define the proposed New Connector project, help expedite the highway's project development process, and identify potential environmental issues. The study process also affords an opportunity for public and agency input so that project needs, improvement alternatives, and issues and concerns can be clearly defined at the earliest stage of project development.

Tasks involved with this study include:

- Defining project goals;
- Identifying project termini and potential corridors;
- Identifying preliminary environmental and other concerns;
- Initiating preliminary contact with public officials and agencies;
- Informing and learning from the public; and,
- Identifying potential project support and/or opposition.

B. Programming and Schedule

The design phase for the project addressed in this study is scheduled in the current *Six Year Highway Plan (FY 2000-FY 2006)* for FY 2003 with committed funds of $0.4 million. Subsequent phases of project development are also scheduled, including $0.5 million for right-of-way acquisition and $0.25 million for utility relocation in FY 2005. The construction phase has not been scheduled in the current *Six Year Highway Plan (FY 2000-FY 2006).*

II. PROJECT AREA CHARACTERISTICS

Characteristics of the project area and its major highways are identified in the following sections. These include the project location, transportation systems, geometric data, bridges, accident history, and planned highway improvements.

Existing features of the highways in the project area are summarized from the KYTC Highway Information System (HIS) database. Maps and detailed table summaries of the HIS information can be referenced in **Appendix A** and **Appendix B**, respectively. Please note that tables in **Appendix B** may also include roadway segments that fall outside of the mapped project area, but are still in the general vicinity. Photographs of some of the project area routes and features are contained in **Appendix C**.

A. Location

The proposed New Connector project is located southeast of Corbin, in Knox and Whitley Counties, in the southeastern region of the state, as shown in **Figure 1** (**Appendix A**). A more detailed view of the project area defined for the project is shown in the digital orthophotograph in **Figure 2**, also in **Appendix A**.

B. Highway Systems

The various highway systems represented by project area roadways are summarized in **Table 1** in **Appendix B**. These include the State System, National Truck Network (NN), and the National Highway System (NHS). Functional classification and truck weight class are also listed for the project area routes. The highway systems information is summarized as follows:

Highway Systems
New Connector Project Area

- The Corbin Bypass (KY 3041) is the only State Primary, AAA and NN route
- There are no NHS highways

- State-maintained roads in Kentucky are classified into one of four categories under the State System, ranging from Supplemental Roads to State Primary. The Corbin Bypass (KY 3041) is the only route in the project area designated as a State Primary roadway. KY 6, KY 26 and KY 830 are State Secondary routes. KY 1064 and KY 3436 are Rural Secondary routes.
- The Kentucky Designated National Truck Network (NN) includes roads that have been specifically designated for use by trucks with increased dimensions (102 inches wide; 13 feet 6 inches high; semi-trailers up to 53 feet long; trailers up to 28 feet long – not to exceed two trailers per truck). In Whitley County, KY 3041 is a Kentucky designated NN route from US 25 W (Cumberland Falls Road) to the Knox County line (milepoint 0.00-1.79). In Knox County, KY 3041 is a Kentucky designated NN route from the Whitley County line, to US 25 E (milepoint 0.00-3.91).
- The National Highway System (NHS) includes the Interstate System and other significant principal arterial roads important to the nation's economy, defense and mobility. There are no roadways within the project area designated as NHS corridors.
- One of twelve functional classification categories is assigned to each state-maintained road in Kentucky. In the project area, KY 6, KY 26 and KY 830 are

classified as Rural Major Collectors. The Corbin Bypass (KY 3041) is classified as an Urban/Rural Principal Arterial. KY 1064 and KY 3436 are classified as Rural Minor Collectors.

- The Kentucky Revised Statute requires weight limits on the state-maintained highway system. With the exception of permits for over-dimensional or over-gross-vehicle-weight-classification-limit vehicles issued by KYTC, Division of Motor Carriers, there are three weight classification limits: 1) AAA – 80,000 lbs. gross vehicle weight; 2) AA – 62,000 lbs. gross vehicle weight; and 3) A – 44,000 lbs. gross vehicle weight. The Corbin Bypass (KY 3041) is the only route in the project area designated as a AAA route. KY 6 and KY 26 are designated as AA routes. KY 830, KY 1064, and KY 3436 are designated as A routes.

C. Geometric Characteristics

Geometric characteristics for major routes in the project area, listed in **Table 1** (**Appendix B**), include items such as the number of lanes, lane widths, shoulder widths, percent passing sight distance, and speed limits. The geometric characteristics are summarized as follows:

Geometric Characteristics New Connector Project Area

- The Corbin Bypass (KY 3041) has the best design standards (12-foot lanes and 4 to 9-foot shoulders).
- Most other roadway sections have 9-foot lanes and minimal shoulders.

- All of the routes within the project area currently have two lanes.
- The Corbin Bypass (KY 3041) offers the highest design standards for roadways in the project area, with 12-foot lanes and paved shoulder widths between four (4) and nine (9) feet.
- KY 26 has 10-foot lanes with 1-foot paved shoulders and a short curbed section with 12-foot lanes just north of the Corbin Bypass (KY 3041).
- KY 6 has 9-foot lanes with 1-foot earth shoulders in Knox County and 1-foot paved bituminous shoulders in Whitley County. KY 830 has 10-foot lanes and 4-foot combination shoulders. KY 1064 has 9-foot lanes with 4-foot combination shoulders. KY 3436 has 9-foot lanes with 4-foot combination/stabilized shoulders.
- Within the project area, approximately 76% of lane widths are less than 12 feet. About 69% of lane widths are less than 10 feet.
- In Knox County, 57 percent of the Corbin Bypass (KY 3041) has adequate passing sight distance. In Whitley County, 42 percent of the Corbin Bypass (KY 3041) has adequate passing sight distance. Portions of KY 6, in Knox County, have adequate passing sight distance on 18 percent of the roadway. In Whitley County, KY 26 has 100 percent passing sight distance between milepoints 13.422 and 13.512.
- The posted speed limit along project area routes is 55 mph, with the exception of portions of KY 6, where the posted speed limits range from 35 mph to 45 mph within the vicinity of the community of Woodbine. In the project area, the posted speed limit along KY 26 is 45 mph.

D. Bridges

Bridge data for the routes in this study are listed in **Table 2** in **Appendix B**. A bridge with a sufficiency rating less than fifty (50.0) is considered to be eligible for replacement

with federal funds under the Federal-Aid Highway Bridge Replacement and Rehabilitation Program. Bridges can also be rated either structurally deficient or functionally obsolete.

The bridge sufficiency ratings indicate two bridges along KY 6 in Whitley County fall below a rating of 50.0 and are considered to be structurally deficient:

Bridges
New Connector Project Area

- 4 bridges on KY 6 are rated Structurally Deficient
- 2 of these have sufficiency ratings which are less than 50

- B00074 - located northwest of the KY 6 and KY 1064 intersection at milepoint 0.465, and
- B00073 - located on the Knox-Whitley County line, over Corn Creek.

Two bridges along KY 6 in Knox County are considered to be structurally deficient; however, neither has a sufficiency rating below 50.0:

- B00042 - crosses Lynn Camp Creek at milepoint 0.229 near the Knox-Whitley County line, and
- B00043 - crosses Stewarts Creek at milepoint 0.825.

E. Accident Analysis

Accident data for the major routes in the project area were considered for a 4-year period from January 1, 1997 to December 31, 2000. The locations of accidents with valid milepoint designations, recorded in the HIS database, are shown summarized by corridor segment in **Table 3** in **Appendix B** to aid in the determination of possible high accident locations. A spot location or segment of roadway is considered to have a high accident rate when the total accident rate is higher than the critical accident rate for similar roads in the state.

When a spot location or segment has a critical rate factor greater than one (1.00), this indicates that accidents at this location may not be occurring randomly. The critical rate factors are calculated based on the methodology presented in the Kentucky Transportation Center's *Analysis of Traffic Accident Data in Kentucky (1995-1999)*.

Accident Information
New Connector Project Area

- High accident locations have higher accident rates than similar highways in the state
- There is a high accident segment along KY 6 between the Knox/Whitley County line and KY 3436
- Several high accident spot locations exist along KY 6 and KY 3436

As part of this process, each accident was classified into one of three categories based on degree of severity: fatal, injury, or property-damage-only. There were zero (0) fatal, 40 injury, and 57 property-damage-only accidents in the project area. **Figure 3** in **Appendix A** displays the accident data by severity and location, along with the identified high accident segments and spots. The high accident locations within the project area are summarized as follows:

- There is one high accident segment in the project area, located along KY 6 between the Knox/Whitley County line and KY 3436 (milepoint 1.1); and
- Four (4) high accident spot locations were identified within the project area:
  - Intersection of KY 26 and the Corbin Bypass (KY 3041);

- Intersection of KY 6 and KY 3436;
- Along KY 6 just east of the Knox/Whitley County line; and
- Along KY 3436 near milepoint 1.9.

F. Programmed Highway Improvements

In addition to the proposed New Connector project, another project is planned and programmed for the project area in the KYTC's *Six Year Highway Plan (FY 2000-FY 2006)*, as outlined in **Table 4** in **Appendix B**. This KY 6 project involves replacement of the bridge and approaches at Corn Creek on the Knox/Whitley County line. Scheduled funds for this project total $0.63 million, with construction planned for FY 2005.

III. TRAFFIC CONSIDERATIONS

The project area's traffic and operational conditions, for each major route, are listed in **Table 1** in **Appendix B**. For this project, three sets of traffic volumes have been identified and are discussed in the following sections:

- Year 2001 traffic volumes;
- Year 2025 traffic volumes with no transportation improvements (the do-nothing alternative); and
- Year 2025 traffic volumes with the proposed New Connector located in the project area.

Level of Service (LOS) is a qualitative measure defined in the *Highway Capacity Manual*, published by the Transportation Research Board (TRB), and used to describe traffic conditions. Individual levels of service characterize these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service are defined and are given letter designations from A to F, with LOS A representing free flow conditions and LOS F representing severe congestion. Typically, a minimum of LOS D is acceptable in urban areas and LOS C in rural areas. Chapters 15, 20 and 21 of the *2000 Highway Capacity Manual* provide guidelines on the analytical procedures for estimating LOS for highways.

A. Existing Traffic Volumes and Level of Service (2001)

The KYTC Highway Information System Database (HIS) was used to identify the existing traffic volumes (Year 2001) for the project area routes. Existing truck percentages were determined for the project area routes using the HIS along with KYTC default values based on the functional classification of the segment.

The existing average daily traffic (ADT) volumes and the corresponding levels of service are shown in **Figure 4** in **Appendix A** and **Table 1** in **Appendix B**. Existing truck percentages for the project area routes are also listed in **Table 1**. The existing (Year 2001) traffic characteristics within the project area are summarized as follows:

Existing Traffic Conditions
New Connector Project Area

- Project area routes operate at LOS C or better

- In Whitley County, KY 6 and KY 26 operate at LOS C or better. South of Woodbine, traffic volumes average about 3,540 vehicles per day (vpd) along KY 6 (milepoint 0.000 to 0.792) and about 2,830 vpd along KY 26 (milepoint 12.256 to 12.272). Between Woodbine and the Corbin corporate limits, traffic volumes along KY 26 (milepoint 12.272 to 13.185) average about 8,810 vpd.
- In Knox County near the Southeast Kentucky Regional Business Park (generally referred as the Business Park in this document) property, the Corbin Bypass (KY 3041) operates at LOS C. Traffic volumes average about 6,130 vpd (milepoint 0.000 to 2.289).

B. Future Traffic Volumes and Level of Service without the New Connector (Year 2025)

This section provides a discussion of the expected Year 2025 traffic conditions in the project area without the proposed New Connector route. The historical traffic growth rate for the project area was based on 11 years of travel data for Knox and Whitley Counties and was verified by the KYTC's forecasts of statewide vehicle miles traveled (VMT).

Based on these growth factors, compounded annual growth rates of 1.8 percent for Knox County and 2.0 percent for Whitley County were assumed through Year 2025. These growth rates resulted in cumulative increases in vehicle travel of 53 percent in Knox County and 61 percent in Whitley County from Year 2001 to 2025. In calculating levels of service, it was assumed that the existing truck percentage values would remain constant through Year 2025. However, it is possible that some truck percentages could increase or decrease as highway improvements and industrial developments are completed in the project area.

Representing the do-nothing scenario, the future average daily traffic volumes (Year 2025) without any transportation improvements in the project area are shown in **Figure 5** in **Appendix A** and **Table 1** in **Appendix B**. The future (Year 2025) traffic characteristics, without any improvements in the project area, are summarized as follows:

- Many of the project area routes are expected to operate at LOS C or better, except for portions of KY 3041 and KY 26.
- In Whitley County, traffic volumes along KY 6 (milepoint 0.000 to 0.792) are expected to average about 5,690 vehicles per day (vpd), with an LOS of C.
- Along KY 26 in Whitley County, traffic volumes south of Woodbine (milepoint 12.256 to 12.272) average about 4,550 vpd (LOS B). Between Woodbine and the Corbin corporate limits, traffic volumes (milepoint 12.272 to 13.185) increase to about 14,200 vpd (LOS D).
- In Knox County in the vicinity of the Business Park property (milepoint 0.000 to 2.289), traffic volumes along the Corbin Bypass (KY 3041) average about 9,410 vpd (LOS C).

C. Future Traffic Volumes and Level of Service with the New Connector (Year 2025)

Representing the build scenario, the future average daily traffic volumes (Year 2025) with the New Connector in the project area are shown in **Figure 6** in **Appendix A** and **Table 1** in **Appendix B**. The New Connector corridor is represented by a general highway link in **Figure 6**. The future (Year 2025) traffic characteristics, with the New Connector in the project area, are summarized as follows:

- Most of the project area routes are expected to operate at or above LOS C, except for portions of KY 3041 and KY 26.

Future Traffic Conditions
New Connector Project Area

- Assuming normal traffic growth and reasonable diversion patterns, Year 2025 traffic volumes on the New Connector are expected to be about 5,000 vpd
- With the development of the Business Park, Year 2025 traffic volumes on the New Connector could reach 10,000 vpd south of the Corbin Bypass (KY 3041)

- In Whitley County, traffic volumes along KY 6 (milepoint 0.000 to 0.792) are expected to decrease to about 3,790 vehicles per day (vpd), with an LOS of B.
- Between Woodbine and the Corbin Bypass (KY 3041), traffic volumes along KY 26 (milepoint 12.272 to 13.120) are expected to decrease to about 9,200 vpd (LOS C).
- In the vicinity of the Business Park property in Knox County, the Corbin Bypass (KY 3041) is expected to operate at LOS C. Traffic volumes are expected to range from 6,310 vpd (milepoint 0.000 to 0.578) to about 9,410 vpd (milepoint 0.578 to 2.289).
- Traffic volumes along the New Connector are expected to reach about 5,000 vpd by the Year 2025. With two travel lanes, operational levels of service are expected to be acceptable at LOS B.

D. New Traffic from the Business Park

A significant traffic generator within the project area could ultimately be the 597.6-acre Southeast Kentucky Regional Business Park. The Business Park is not currently occupied, although one site is under development. It is reasonable to expect that the development of this site will have a significant impact on the project area roadway system.

Using the methodology provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, *6th Edition*, future trips related to development of the Business Park acreage were estimated. Trip generation assumptions included:

- 50 percent of the Business Park property will be developed by the Year 2025;
- Half of the development expected by the Year 2025 will be General Light Industrial (Land Use 110); and
- The other half of the development expected by the Year 2025 will be General Heavy Industrial (Land Use 120).

Under these assumptions, the Business Park may add approximately 10,000 trips per day to the area roadway network by the Year 2025. Many of these trips would be made by commercial vehicles. Additionally, most of this traffic would access the Business Park via the Corbin Bypass (KY 3041) and/or the New Connector, depending on future park access points.

Depending upon how and where future Business Park development occurs, as much as 5,000 new daily vehicle trips could be added to the New Connector. This could effectively double the design year traffic volume for the New Connector, increasing it to nearly 10,000 vpd. Most of this traffic would be realized on the northern portion of the New Connector, south of the Corbin Bypass (KY 3041).

Several roadways within the project area are narrow two-lane routes with minimal shoulders. Most of these routes are not geometrically compatible with high volumes of large commercial vehicles. It is likely that the additional trips potentially generated by the Business Park will decrease operating conditions on area roadways by the Year 2025. The New Connector route would tie the Business Park property into the Corbin Bypass (KY 3041), which offers the highest design standards for roadways in the project area, with 12-foot lanes and shoulder widths between four (4) and 10 feet.

IV. ENVIRONMENTAL OVERVIEW

A. Environmental Footprint

As part of this project, an environmental footprint was developed for the proposed New Connector project area. A local area Geographic Information System (GIS) was assembled for the defined project area using relevant environmental data collected from numerous sources that include: federal and state databases; agency contacts; field investigations; and existing in-house data. Resource information and definitions are included in **Appendix D**. The compiled data was geo-referenced as needed using the GIS developed for the project. This preliminary environmental analysis identified potential issues and concerns within the defined project area.

Environmental Issues Considered

- Culturally sensitive locations
- Environmental concerns
- Geological information
- Historic structures and archaeological sites
- Hydrology
- Managed land areas
- Threatened and endangered species
- Other concerns

The study identified environmental issues that are likely to require consideration during the planning stage for the proposed transportation improvements. **Figure 7** in **Appendix A** shows environmental features identified within the project area. The same environmental information is overlaid on a digital orthophotograph in **Figure 8**. The environmental issues considered as part of the overview analysis include: 1) culturally sensitive locations; 2) environmental concerns; 3) geological information; 4) historic structures and archaeological sites; 5) hydrology; 6) managed land areas; 7) threatened and endangered species; and, 8) other concerns. These issues are likely to require consideration for any environmental assessment.

1. Culturally Sensitive Locations

Culturally-sensitive areas considered for a preliminary environmental analysis typically include schools, churches, cemeteries, and other land uses deemed to have social significance to the community. Concerns identified include:

- There are three (3) cemeteries located within the project area.
- Additional small family cemeteries may be located within the project area. Locations for family cemeteries have not been verified or mapped as part of this study and should be considered in future phases.

2. Environmental Concerns

There are no known EPA monitored sites located within the New Connector project area.

3. Geological Information

The geology of the project area is defined by the Quaternary and Pennsylvanian Systems. Identified issues include:

- An area of clay pits is located on the eastern side of the project area.
- Twelve (12) combination oil and gas wells are located within project area.
- Commercial coal seams are not anticipated in the project area.

- The area is located in Seismic Zone 2, indicating that minor amounts of earthquake damage could occur.

4. Historic Structures and Archaeological Sites

There are no known historical structures, archaeological sites, or National Register of Historic Places listed properties within the project area. It should be noted that sites may be present within the project area, but are not documented at this time.

5. Hydrology

There are a number of hydrological concerns in the project area related to Lynn Camp Creek and the adjacent wetlands, tributaries and floodplains. Identified issues include:

Potential Issues in Project Area

- 3 cemeteries
- Clay pits
- 12 oil/gas wells
- 7.1 miles of blue-line streams
- 165.5 acres of wetlands
- No EPA monitored sites
- No historic/archaeological sites
- No managed land areas

- There are blue-line streams within the project area that may potentially be impacted by the New Connector project. Blue-line stream mileage contained within the project area totals 7.1 miles.
- Wetland acreage contained within the project area totals 165.5 acres.
- Design efforts should ensure that flooding along Lynn Camp Creek will not occur due to this project.
- Construction activities in and around the stream and wetland features in this area should consider potential water quality impacts and mitigation measures. Potential impacts related to wetlands, floodplains and sedimentation of streams and waterways should be considered.
- Permitting requirements for the project depend on the method of installation and associated stream impacts. The Army Corps of Engineers is available for onsite inspection, permitting issues and related meetings for this project.
- The proposed project is located upstream from the Corbin Local Flood Protection Project and within a portion of the designated floodplain of Lynn Camp Creek. Erosion control measures, material discharge (Section 404 of the Clean Water Act), and water surface elevations should be considered throughout design and construction of this project.

6. Managed Land Areas

Managed land areas are under governmental or private party regulatory control, typically to encourage environmental protection or resource procurement.

A wetland bank was identified outside of the project area, located due north of Woodbine between the access road adjacent to the railroad and Lynn Camp Creek. Further investigation of this wetland bank, through the KYTC Division of Environmental Analysis, revealed that restoration activities in the bank are complete and the wetland is no longer a managed land area.

7. Threatened and Endangered Species

A number of issues related to threatened and endangered species have been identified for the project area:

- The Kentucky Fish and Wildlife Information System does not presently include any federally threatened or endangered species in the project area; however, the following species are known to exist in Knox and/or Whitley Counties:
  - *Villosa trabalis* or Cumberland Bean (mussel);
  - *Phoxinus cumberlandensis* or Blackside Dace (fish);
  - *Haliaeetus leucocephalus* or Bald Eagle (bird);
  - *Myotis grisescens* or Gray Bat (mammal); and
  - *Myotis sodalis* or Indiana Bat (mammal).

  Given that the environment of the project area is similar to that for the rest of Knox/Whitley Counties, it is possible that these species may occur within the project area.

Potential Issues in Project Area

- 5 threatened/endangered species
- 2 radio towers
- Prime Farmland and Farmland of Statewide Importance

- According to the United States Fish and Wildlife Service, Section 7 of the Endangered Species Act may be satisfied in relation to the Indiana bat if the removal of trees, greater than six-inches in diameter at breast-height, only occurs between October 15 and March 31.
- Through the public involvement process, two (2) threatened and endangered species were identified as potentially present in the Lynn Camp Creek watershed: the Blackside Dace and the Cumberland Elktoe Mussel. The presence of these species within the project area or potential corridors has not been verified.

8. Other Concerns

- According to the Kentucky Department of Natural Resources' Division of Air Quality, no air quality permit will be required for construction of this project. However, proper demolition methods and disposal of old construction, including asbestos removal, should be followed throughout further phases of this project.
- There are two (2) radio tower antenna structures along Radio Tower Road, within the project area.
- The presence of farms within and near the project area could present issues related to Prime Farmland, Farmland of Statewide Importance, agricultural impacts and economic impacts.

In summary, a number of environmental issues should be considered as this study moves into future phases. The potential impacts in the proposed project area include:

- Sensitive land uses such as cemeteries and farming complexes;
- Geologic concerns including oil/gas wells and clay pits;
- Hydrology issues related to Lynn Camp Creek, adjacent wetlands, tributaries and potential flood areas; and

- Several threatened and endangered species known to exist within Knox and/or Whitley Counties.

B. Environmental Justice

An important consideration for highway reconstruction or new development is environmental justice. For this study, environmental justice was addressed by calculating the percentage of minorities, low-income persons, and elderly persons within the project area. Information was gathered from 2000 U.S. Census tract and block level population counts, local elected officials, local residents, community leaders, and the Cumberland Valley Area Development District. The data used in this analysis is located in **Appendix E**.

> **Environmental Justice**
>
> Environmental justice issues related to minority populations, low-income populations, and persons aged 62 and over, should be closely monitored throughout further phases of this project due to higher percentages in parts of the project area than those for Knox/Whitley Counties and/or Kentucky.

The New Connector project area affects two U.S. Census tracts and one block group within each of those tracts. In Whitley County, the project area is located within Tract 9803 and Block Group 4. In Knox County, the project area is located in Tract 9904 and Block Group 3. The majority of the project area is located in the Knox County Tract and Block Group.

1. Race

Knox County's population is 2.2 percent minority, significantly lower than the state average of 9.9 percent. Minority percentages in the project area Tract 9904 (1.8 percent) and Block Group 3 (1.4 percent) in Knox County are lower than the county and state averages.

Whitley County's population is 1.65 percent minority, significantly lower than the state average of 9.9 percent. Minority percentages in the project area Tract 9803 (1.3 percent) in Whitley County are lower than the county and state averages. Block Group 4's population is 1.75 percent minority, slightly higher than the average for Whitley County.

2. Income

Knox County's population is 38.0 percent low-income, over twice as high as the state average of 18.5 percent. Low-income population percentages in the project area Tract 9904 (26.5 percent) and Block Group 3 (24.0 percent) in Knox County are lower than the county average and higher than the state average.

Whitley County's population is 31.9 percent low-income, higher than the state average of 18.5 percent. Low-income population percentages in the project area Tract 9803 (24.6 percent) and Block Group 4 (24.9 percent) in Whitley County are lower than the county average and higher than the state average.

3. Age

Knox County's population includes 15.3 percent of persons aged 62 and over, higher than the state average of 13.8 percent. The percent of persons aged 62 and over in the project area Tract 9904 (19.8 percent) is higher than the county and state averages. Block Group 3 has a lower percentage of persons aged 62 and over (12.9 percent) than the county and state averages.

Whitley County's population of persons aged 62 and over is 15.5 percent, higher than the state average of 13.8 percent. The percentage of persons aged 62 and over in the project area Tract 9803 (16.1 percent) and Block Group 4 (24.5 percent) is higher than the county and state averages.

In summary, environmental justice issues related to minority populations, low-income populations, and persons aged 62 and over, should be closely monitored throughout further phases of this project due to higher percentages of these populations in parts of the project area than those for Knox/Whitley Counties and/or Kentucky:

- Block Group 4 in Whitley County has a higher percentage of minorities (1.75 percent) than Whitley County as a whole (1.65 percent).
- Block Group 3 in Knox County (24.0 percent) and Block Group 4 in Whitley County (24.9 percent) have higher percentages of low-income populations than Kentucky (18.5 percent).
- Block Group 4 in Whitley County has a higher percentage of persons aged 62 and over (24.5 percent) than the county (15.5 percent) and the state (13.8 percent).

V. CORRIDOR DEVELOPMENT PROCESS

Throughout the course of this Intermediate Planning Study of the New Connector project, local citizens, public officials, local media, and representatives of resource agencies were given the opportunity to provide input for the study. This chapter describes the public and agency involvement activities that occurred throughout the study and the alternative corridors developed as the result of these efforts. In addition to the information presented in this chapter, material related to the public involvement process is included in the *January 19, 2002 Public Meeting Summary Notebook*, documenting the public meeting.

A. Project Team Meeting

A project team meeting was conducted on September 26, 2001, at the KYTC's District 11 office in Manchester, Kentucky. The purposes of the meeting were to define the purpose, goals and objectives of the proposed project; review preliminary existing conditions data for the project corridor; and identify study needs. A copy of the meeting minutes is included in **Appendix F**. Information and insight given by those present at the meeting included:

- The project termini were discussed and defined to be: 1) a location along KY 6 and 2) a location along the Corbin Bypass (KY 3041).
- It is expected that the New Connector project will be similar in design to the Corbin Bypass (KY 3041). Access spacing should be at least 600 feet. Right and left turn lanes should be provided at the intersections with KY 6 and the Corbin Bypass (KY 3041).
- The Southeast Kentucky Industrial Development Authority owns approximately 600 acres adjacent to the expected New Connector project area. The Authority should be contacted concerning impacts to this property as a result of the New Connector project.
- Traffic volumes and levels of service should be eliminated from project maps for areas inside the Corbin corporate limits since this area does not have an impact on the New Connector project.
- Identified project benefits include improved safety, reduced time delays, and improved corridor access for the general traveling public.
- Identified project goals include:
  - Eliminate stoppage due to railroad traffic and switching operations at two intersections north of KY 6/KY 26.
  - Provide uninhibited alternate routes for movement of emergency vehicles to the community and area.
  - Provide Woodbine and the KY 6 traveling public a more direct access to the Corbin Bypass (KY 3041).
  - Improve travel time for the community and area.

- Improve safety of the general traveling public by providing a standard roadway section with 12-foot lanes, 10-foot shoulders and turning lanes, similar to the existing Corbin Bypass (KY 3041) in the study area.
- Provide a new access to the Southeast Kentucky Regional Business Park.

B. Local Officials and Interest Groups Meeting

As part of the public involvement segment of this study, meetings were held with local officials and interest groups in Corbin on Monday, November 19, 2001. The purpose of these meetings was to inform the elected officials and community leaders about the project and gain input from these groups about the issues and concerns of the community. Copies of the meeting minutes are included in **Appendix F**.

Several potential corridors for the New Connector route were discussed during the local officials and interest groups meeting. These included:

- The first route identified would align with the Business Park Access Road and was likely discussed during the planning of the Business Park. This corridor, the Red Alternate, begins just north of the KY 6/KY 1064 intersection, continues north through the Business Park property, and intersects with the Corbin Bypass (KY 3041) near milepoint 0.6.
- The western variation of this corridor (Blue Alternate) begins just north of the KY 6/KY 1064 intersection, continues just to the west of the Red Alternate, and intersects with the Corbin Bypass (KY 3041) near milepoint 0.3.
- The eastern variation of this corridor (Green Alternate) begins just south of the KY 6/KY 1064 intersection, continues to the east of the Red Alternate, and intersects with the Corbin Bypass (KY 3041) near milepoint 0.9.

Red Alternate

This corridor begins just north of the KY 6/KY 1064 intersection, continues north through the Business Park property, and intersects with the Corbin Bypass (KY 3041) near milepoint 0.6.

Blue Alternate

This corridor begins just north of the KY 6/KY 1064 intersection, continues just to the west of the Red Alternate, and intersects with the Corbin Bypass (KY 3041) near milepoint 0.3.

Green Alternate

This corridor begins just south of the KY 6/KY 1064 intersection, continues to the east of the Red Alternate, and intersects with the Corbin Bypass (KY 3041) near milepoint 0.9.

Issues discussed during the public officials and interest groups meeting included:

- The New Connector route has been an ongoing need in the community, but was not addressed during the development of the Corbin Bypass (KY 3041) due to a lack of funding.
- A local official said that Eastern Kentucky University has purchased property for a new campus along the Corbin Bypass (KY 3041) which will be enhanced by the New Connector Project.
- Identified project benefits include improved access to KY 6 and additional access to the Business Park property.
- The Kentucky State Police endorsed the need for this new route.
- The project is supported locally by elected officials.

C. Media Meeting

A meeting with the local media was organized for Monday, November 19, 2001 in Corbin, Kentucky. The purpose of the meeting was to inform the local media about the New Connector project and gain input about the issues and concerns of the community. The local news media announced the meeting as a public meeting and 12 Woodbine residents were present and welcomed to stay and participate. Copies of the meeting minutes are included in **Appendix F**.

The three potential corridors discussed at the local meetings (Red, Blue and Green Alternates) were also discussed during the media meeting.

Issues discussed during the meeting with media representatives included:

- Consideration should be given to the project's impact on school bus routes. It may not be efficient to require buses to backtrack just to use the New Connector to access the Corbin Bypass (KY 3041).
- A local resident suggested that corridor improvements be made to the service road which is adjacent to the railroad corridor between Woodbine and Corbin. This corridor begins just north of Woodbine, continues north parallel to KY 26 and the railroad, and intersects with the Corbin Bypass (KY 3041) near the KY 26 intersection and railroad crossing.
- Construction funds have not been scheduled for this project, but may be addressed during the next legislative session due to the relatively low project cost.
- The New Connector route has been an ongoing need in the community, but was not addressed during the development of the Corbin Bypass (KY 3041) due to a lack of funding.
- Identified project benefits include improved access to KY 6 and additional access to the Business Park property.
- Project termini for each end of the corridor were agreed upon (a location from KY 6 to the Corbin Bypass (KY 3041).

D. Public Information Meeting

A public information meeting was held on January 29, 2002 at the new Corbin City Hall Community Room in Corbin, Kentucky. The purposes of this meeting were to seek input from the community and to present information to the general public on the overall project development process, project purpose, existing conditions information, identified issues, and potential improvements. A total of 37 persons attended this informational meeting and provided constructive comments regarding the connector project. Minutes from this meeting are included in **Appendix F**.

The meeting began with a short presentation explaining the overall project development process, a typical timeline for the project, and preliminary goals and issues related to the project. Following the presentation, the public was encouraged to visit exhibit stations and complete survey questionnaires about the project. Each exhibit station displayed aerial photography and environmental footprint information identified for the project area. KYTC and consultant staff members were available to listen and document individuals' concerns.

Comments received from meeting attendees included:

- Some residents expressed concern that the New Connector would create a dam where the corridor crossed Lynn Camp Creek, causing additional flooding in the area. KYTC District staff indicated that the floodway would be bridged so that additional flooding would not occur due to this project.
- A resident offered a new corridor for consideration, located approximately 1,000 feet east of the Green Alternate. He indicated that this corridor would be beneficial since it may require no relocations. This corridor begins just south of the KY 6/KY 1064 intersection, swings out to the east, then heads west and north to meet the Corbin Bypass (KY 3041) near milepoint 0.9.
- Local citizens indicated that the New Connector would be most beneficial with the KY 6 intersection closer to Woodbine and with access to Hart Road along the New Connector corridor. On the other hand, some attendees indicated that the more eastern Green Alternate would be most beneficial.
- Concern was expressed that a change in state administration may alter the project status; however, the project is listed in the *Six Year Highway Plan (FY 2000-FY 2006)* and is unlikely to be impacted by a change in leadership.
- A resident asked why an overpass from KY 6 to KY 26 was not considered. It was stated the use of an overpass would require the taking of many homes along KY 26 due to the ramps required to access an overpass.
- Construction costs for the New Connector are expected to total around $3.5 to $4.0 million.
- Thirty-two (32) of the 37 attendees were in favor of the project. The other five (5) attendees were opposed to the project due to flooding concerns.
- The general consensus among those who attended indicated that the Woodbine community and area needs the New Connector to provide uninhibited access to the Corbin Bypass (KY 3041), enhance emergency vehicle access and relieve train stoppage delays.

As part of the public meeting, the KYTC supplied a survey form so that citizens could provide input on the proposed New Connector project. At this time, a total of eight (8) persons have responded to this survey. The following is a summary of the responses:

- Seven (7) of the eight (8) surveys indicated that the New Connector project is needed.
- Identified benefits of the project include improved emergency services, reduced train delays, improved access during flooding, reduced traffic on KY 26, improved access for areas south of Woodbine, and improved access for development of land.
- One survey indicated that there are not economic and social benefits to support the project. This option, the No-Build Alternate, represents the no-build scenario.

No-Build Alternate

This option represents the no-build scenario.

- Potential impacts along KY 6 include the intersection with KY 26, flooding problems, homes, barns, and other structures.
- Potential impacts along the project corridors include cemeteries, homes, flood areas, wetlands, erosion from construction, hydrology, Farmland of Statewide Importance, and threatened and endangered species such as the Blackside Dace and Cumberland Elktoe Mussel found in the Lynn Camp Creek watershed.

- Preferred locations for the corridor include those closer to Woodbine or on the east side of the Business Park.
- Other project concerns include the length of the project schedule and improvements to existing routes in the area.

E. Resource Agencies

Many local, state and federal resource agencies, with diverse areas of public responsibility, were included in this planning process. Input was solicited through written requests. Each agency was sent a copy of the project purpose and goals statement, as well as existing traffic, accident, and environmental footprint maps. This section describes the input received from these organizations. The remainder of recipients did not provide a response related to this project. Response letters from various resource agencies are included in alphabetical order in **Appendix G**.

Resource Agencies

- City Agencies
- County Agencies
- Interest Groups
- KYTC Division Offices
- Other State Agencies
- Federal Agencies

The following two (2) agencies had no issues or concerns regarding the project:

- Kentucky State Police Post 10, and
- United States Department of Energy, Offices of Transportation, Environmental Management and Integration and Disposition.

The following two (2) agencies saw no adverse impacts:

- Appalachian Regional Commission, and
- Kentucky Transportation Cabinet, Office of Transportation Delivery.

The following local agencies offered comments on the proposed project:

- City of Barbourville, Office of the Mayor – The mayor expressed support for the New Connector from KY 6 to the Corbin Bypass (KY 3041). He represented the family of a man who died of a heart attack due to rail blockage of emergency vehicles.
- City of Corbin, Office of the City Manager – The project will support economic development at the Business Park and will improve conditions for the residents of Woodbine. The Red Alternate will have fewer environmental impacts and the least impact on the development of the Business Park.
- City of Corbin, Office of the Mayor – The project will support economic development at the Business Park and will improve conditions for the residents of Woodbine. The Red Alternate will have the least impact on the development of the Business Park and fewer environmental impacts for the entire project area.

Local Perspective

- Support New Connector
- Promote economic development
- Provide alternate route for traffic and emergencies

- Commonwealth of Kentucky, President of the Senate – The proposed project will improve public safety, reduce Woodbine's isolation by railroad traffic, provide an alternate route for emergency vehicles, and improve travel time for the area's citizens.

- Corbin Office of Economic Development, Southeast Kentucky Industrial Development Authority – The Southeast Kentucky Industrial Development Authority can support either the Blue or Red Alternate through the Business Park. The Green Alternate is opposed because the impact on planned development is too great and it would limit the Authority's ability to develop a regional Business Park.
- Cumberland Valley Area Development District – The proposed project will improve the quality of life for project area residents and enhance economic development opportunities in the Business Park. The Red Alternate would be the most beneficial location for the project. This corridor will be less intrusive to the overall development of the Business Park and will also minimize environmental impacts.
- Knox County Board of Education – The proposed project would be beneficial to bus routes by improving safety by avoiding high accident locations, reducing route length, providing circular routes, and improving access for emergency personnel in the case of an accident. The Red Alternate would most facilitate the bus route needs.
- Knox County Judge/Executive – The project will improve the quality of life for Woodbine and western Knox County residents, provide a safe alternative emergency service route, adequate access to the Corbin Bypass (KY 3041), and improved economic development opportunities. The Red Alternate is preferred.
- Whitley County Judge/Executive – The proposed project will provide an alternate route for emergency services, improve access for Woodbine residents to the Corbin Bypass (KY 3041), and enhance economic development and growth. The Red Alternate would maximize the benefits for the community.

The following state agencies offered comments on the proposed project:

- Kentucky Cabinet for Economic Development, Office of Coal County Development – The Office of Coal County Development has obligated over $6.4 million in funding to the Southeast Kentucky Regional Business Park for acquisition and infrastructure. They support the options chosen by the Southeast Kentucky Industrial Development Authority, which are the Blue or Red Alternates that would most benefit the Business Park.

State Perspective

- Address water quality, wetland and flooding issues
- Consider Prime Farmland and Farmland of Statewide Importance
- Avoid clay pits along Green Alternate
- Provide partial control of access
- Pedestrian facilities are not recommended
- Red or Blue Alternates would benefit the Business Park

- Kentucky Department of Environmental Protection, Division of Waste Management – All solid waste generated by this project should be disposed of at a permitted facility and any old regulated and non-regulated underground storage tanks as well as other contamination encountered must be properly reported and remediated.
- Kentucky Department for Environmental Protection, Division of Water – The Division listed their procedures and regulatory guidelines and the following comments. Design of this project should consider the locations of aquifers that are used as domestic and public water supply sources. Deep road cuts during construction can act as "French drains," potentially impacting the aquifers.

- Kentucky Department for Natural Resources, Division of Conservation – There are no agricultural districts within or adjacent to the project area, Prime Farmland and Farmland of Statewide Importance areas should be addressed in the planning study. Therefore, the Agriculture District Program will not have to be mitigated. It is suggested that best management practices be used for erosion control and sedimentation after earth-disturbing activities during construction.
- Kentucky Department of Agriculture, Office of Environmental Services – The project should address the impacts to farmland, particularly the permanent loss of Prime Farmland, and economic and other impacts to area farms.
- Kentucky Department of Fish and Wildlife Services – The Kentucky Fish and Wildlife Information System presently has no federally threatened or endangered species identified in the project area. Environmental impacts can be identified once the extent of the project has been determined. Six recommendations to reduce construction impacts to streams were also provided.
- Kentucky Department of Highways, Division of Materials – The geology of the project area is defined by the Quaternary and Pennsylvanian Systems. Commercial coal seams are not anticipated on any of the corridors. Clay pits may be encountered along the eastern (Green Alternate) corridor and should be avoided. All three corridors may encounter clay beds which weather rapidly when exposed in cut sections. All three corridors encounter wetlands identified in the National Wetlands Inventory. Any alignment crossing a wetland could encounter soft and wet foundations in embankment sections. The area is located in Seismic Zone 2, indicating that minor amounts of earthquake damage could occur.
- Kentucky Department of Highways, Division of Multimodal Programs – Whitley County's 128.925 miles of designated bicycle routes are not within the proposed project area, yet they provide ample opportunity for circumvention of the proposed New Connector. While the design of the New Connector may include a 10-foot shoulder adequate for bicycle travel, high speeds and partial control of access may not make the proposed route a bicycle-friendly one. Sidewalks are not recommended for the New Connector, due to the rural nature of the surrounding area.
- Kentucky Department of Highways, Permits Branch – This project should provide for partial control of access and access control fencing, with all possible access points set on the plans in accordance with 603 KAR 5:120 even if constructed in the future. The design speed and the anticipated posted speed if possible should be the same.

The following federal agencies offered comments on the proposed project:

- United States Department of Agriculture, Natural Resources Conservation Service – The proposed construction may impact soils with wetland inclusions. Upon request, a Designated Wetland Specialist will make an on-site determination on the area to be impacted.
- United States Department of Housing and Urban Development (HUD), Kentucky State Office – There are no apparent impacts to HUD funded projects or adverse environmental justice effects.
- United States Department of the Army, Nashville District, Corps of Engineers,– The proposed project is located upstream from the Corbin Local Flood Protection Project and within a portion of the designated floodplain of Lynn Camp Creek. It is

imperative that erosion control measures are properly implemented and maintained during road construction to protect against sediment aggradation in the flood protection project area. National Flood Insurance Programs regulations require the local government to ensure that development in any floodplain does not cause the water surface elevation of the 100-year flood to increase more than 1.0 foot.

Discharge of dredged or fill material into Lynn Camp Creek, its unnamed tributaries and adjacent wetlands would be subject to permitting authority under Section 404 of the Clean Water Act. Erosion control measures and water surface elevations should be considered throughout design and construction of this project. Permitting requirements for the project depend on the method of installation and associated stream impacts. The Corps is available for onsite inspection, permitting issues and related meetings for this project.

- United States Department of the Interior, Fish and Wildlife Service – According to the National Wetlands Inventory, there are wetlands in the vicinity of the project area. Perennial stream crossings should be bridged rather than culverted, with silt barriers used to prevent runoff of sediment during construction. The federally endangered Indiana bat (Myotis sodalis) is known to occur in the vicinity of the project. Section 7 of the Endangered Species Act may be satisfied if the removal of trees greater than six-inches in diameter at breast-height only occurs between October 15 and March 31.

Federal Perspective

- Address soil and wetland issues
- Consider the Lynn Camp Creek floodplain and the Corbin Local Flood Protection Project
- Plan tree removal to meet Section 7 of the Endangered Species Act and avoid potential impacts to the Indiana Bat

- United States Department of Transportation, Federal Aviation Administration – There are no public use airports in the immediate vicinity of this proposed project. As long as construction activities do not exceed 200 feet in height above ground level, there will be no impacts on Federal Aviation Administration programs and no Notice of Proposed Construction will be required.

F. Identified Corridors

Three (3) alternate corridors, two additional corridors and the do-nothing alternate were identified for consideration as the result of this study's public and agency involvement efforts:

- No-Build Alternate – This option represents no-build.
- Red Alternate – This middle corridor begins just north of the KY 6/KY 1064 intersection, continues north through the Business Park property, and intersects with the Corbin Bypass (KY 3041) near milepoint 0.6. The Red Alternate is approximately 1.3 miles in length.
- Blue Alternate – This western corridor begins just north of the KY 6/KY 1064 intersection, continues just to the west of the Red Alternate, and intersects with the Corbin Bypass (KY 3041) near milepoint 0.3. The Blue Alternate is about 1.3 miles long.
- Green Alternate – This eastern corridor begins just south of the KY 6/KY 1064 intersection, continues to the east of the Red Alternate, and intersects with the

Corbin Bypass (KY 3041) near milepoint 0.9. The Green Alternate is approximately 1.5 miles in length.

- Additional Corridor 1 – Additional Corridor 1 was identified during the November 19, 2001 media meeting in Corbin, Kentucky. This corridor begins just north of Woodbine, continues parallel to KY 26 and the railroad, and intersects with the Corbin Bypass (KY 3041) near the KY 26 intersection and railroad crossing. Additional Corridor 1 is about 1.0 mile long.
- Additional Corridor 2 – Additional Corridor 2 was identified during the January 29, 2002 public information meeting in Corbin, Kentucky. This corridor begins just south of the KY 6/KY 1064 intersection, swings out to the east, then heads west and north to meet the Corbin Bypass (KY 3041) near milepoint 0.9. Additional Corridor 2 is approximately 1.6 miles in length.

VI. DRAFT PROJECT GOALS

As a result of the Intermediate Planning Study process, project goals were identified for the New Connector project. These goals aim to address the operational, safety, and economic development issues identified by the KYTC; Federal, State and local government agencies; interest groups; and the general public. As the New Connector project continues to move through the project development process, these goals may be used as a baseline for development of the project and for preparation of the purpose and need statement for the project.

Project Goals

- Reduce rail crossing delays
- Improve access for emergency vehicles
- Improve travel time
- Improve safety
- Provide new access to the Business Park

For the New Connector project, the following goals have been identified:

- Eliminate stoppage due to railroad traffic and switching operations at two intersections north of the KY 6/KY 26 intersection.

  Numerous incidents of long coal trains and yard switching regularly block access to KY 6 and KY 26. These blockages extend for long periods of time and interrupt local and emergency traffic. A New Connector between KY 6 and the Corbin Bypass (KY 3041) would provide an alternate route for northbound and southbound traffic in this area.

- Provide uninhibited alternate routes for movement of emergency vehicles to the Woodbine community and area, and provide a more direct route between Woodbine and the Corbin Bypass (KY 3041).

  KY 26 is currently the main link between Woodbine and the Corbin Bypass (KY 3041). This section of KY 26 in Whitley County has two lanes, 10-foot lane widths, 1-foot paved shoulder widths and a speed limit of 45 mph. Traffic congestion frequently occurs due to train blockages of crossings in this segment. Without transportation improvements in the project area, future traffic increases are expected to reduce operating conditions to LOS D. The New Connector project is expected to carry about 5,000 vpd by the Year 2025, and would provide a standard highway section, without railroad crossings, for improved traffic flow.

- Improve travel time for the community and area.

  Existing traffic volumes and operating conditions are currently at an acceptable level in the project area. Future traffic increases and continued development of the Business Park are expected to reduce operating conditions along some of the project area routes. Without any transportation improvements in the area, the section of KY 26 between Woodbine and the Corbin corporate limits is expected to operate at LOS D by the Year 2025. The New Connector project is expected to relieve congestion along area routes such as KY 26, KY 6 and the portion of the Corbin Bypass (KY 3041) adjacent to the Business Park.

- Improve safety of the general traveling public by providing a standard roadway section with 12-foot lanes, 10-foot paved shoulders and turning lanes, similar to the existing Corbin Bypass (KY 3041).

  The Corbin Bypass (KY 3041) is the only route in the project area with 12-foot lanes. KY 6, KY 1064, and KY 3436 have 9-foot lanes. KY 26 and KY 830 have 10-foot

lanes. Within the project area, approximately 76% of lane widths are less than 12 feet. About 69% of lane widths are less than 10 feet. KY 830, KY 1064, KY 3436 and part of KY 3041 have 4-foot shoulders. The Corbin Bypass (KY 3041) is the only route in the project area with shoulder widths greater than 4 feet. The New Connector project would provide a standard section for improved safety in the project area.

- Provide a new access to the Business Park.

  Except for Additional Corridor 1, which runs parallel to the railroad, the corridor alternates considered as part of this project provide access between KY 6, the Business Park and the Corbin Bypass (KY 3041). The Red Alternate corresponds with the location of a proposed roadway in the Business Park and intersects the Corbin Bypass (KY 3041) at a proposed access point for the Business Park. This access point is located at the intersection of an existing side road and is located at the end of a truck climbing lane.

VII. CORRIDOR EVALUATION

This project is defined in the *Six Year Highway Plan (FY 2000-FY 2006)* as a New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041). Through the course of this study, a number of options for the New Connector corridor were considered within the project area. The identified issues related to these corridor options are discussed in the following sections.

- Do-Nothing Alternate

  For the do-nothing alternate, conditions in the project area without any transportation improvements were considered.

  In the do-nothing alternate, potential impacts to area wetlands, streams, floodplains, private properties, farmland, family cemeteries and other sensitive areas would be avoided; however, traffic growth, increased congestion, and continued railroad delays may contribute to future air quality issues along the KY 26 corridor. Emergency response delays could cause other cases of loss of life due to slow response times.

  Do-Nothing Alternate

  - Minimal impacts to sensitive areas
  - Little relief for future traffic congestion along KY 6 and KY 26
  - Does not address access, mobility and safety issues identified by the community
  - May not meet project goals

  Without highway improvements, many of the project area routes are expected to continue to operate from LOS A to LOS C in the Year 2025. Between Woodbine and the Corbin corporate limits, however, traffic volumes along KY 26 increase to about 14,200 vpd (LOS D). With future build-out of the Business Park property, operating conditions along area roadways may continue to worsen.

  The public involvement portion of this project indicated that local officials, interest groups and citizens generally support the development of the New Connector project. The do-nothing alternate does not address the access, mobility and safety issues identified by the local community.

  For these reasons, the do-nothing alternate does not meet the goals established for this project; however, the do-nothing alternative is always a viable alternative when evaluating the expenditure of public funds versus project benefits and potential project impacts.

- Additional Corridor 1

  In this alternate, corridor improvements would be made to the service road that is adjacent to the railroad corridor between Woodbine and Corbin.

  Additional Corridor 1

  - Potential impacts to existing homes along service road
  - Does not access the Business Park
  - Intersection with the Corbin Bypass (KY 3041) potentially too close to the existing KY 26 intersection
  - Is not be a reasonable improvement option

  The existing service road, which is parallel to the railroad corridor north of Woodbine, would require major reconstruction to meet the highway design standards for the New Connector. Right-of-way needs may impact existing homes along this road, requiring an increased number of residential

relocations. There is also a recently restored wetlands bank just north of Woodbine, which could potentially be impacted.

Additional Corridor 1 does not access the Business Park property as recommended by the goals established for this project. As the Business Park develops and commercial vehicle traffic increases in the project area, truck access to the park will become increasingly important.

A corridor parallel to the railroad would access the Corbin Bypass (KY 3041) near its existing intersection with KY 26 and the railroad corridor. Intersection spacing requirements along the Corbin Bypass (KY 3041) may not permit an additional intersection in this area.

For these reasons, Additional Corridor 1 is not a viable improvement option, primarily because it does not meet project goals and therefore, it does not adequately meet the purpose and need for the project.

- Additional Corridor 2

Additional Corridor 2 begins at the KY 6/KY 1064 intersection, continues in a northeasterly direction to the east side of the Green Alternate, then turns in a northwesterly direction and intersects the Business Park property near the location of the Green Alternate.

Additional Corridor 2

- Potential impacts to Lynn Camp Creek and associated wetlands/floodplains
- Potential impacts to Business Park development site
- Increased length resulting in higher construction costs
- Is not be a viable option for the New Connector route

This alternate may potentially have impacts to Lynn Camp Creek and the associated wetlands and floodplain areas. The southern portion of this corridor passes through a large wetland located between Hart Road and KY 6. This corridor may also impact an area under development within the Business Park.

Additional Corridor 2 has an increased length when compared to the other alternates, indicating that this corridor may require additional construction costs. The public involvement portion of this project indicated that the local community supports a corridor that is closer to the Woodbine community.

For these reasons, Additional Corridor 2 is not a viable option for the New Connector route, primarily because it does not meet project goals and therefore, it does not adequately meet the purpose and need for this project.

In order to get a better understanding of the benefits of the remaining three alternates, further analysis was conducted for the Blue, Red and Green Alternates. Selected issues were identified within a 2,000-foot corridor for each of the alternates and are summarized in **Table 5**. The 2,000-foot corridor for each alternate is shown in **Figure 9** and overlaid on the environmental footprint maps in **Figures 10** and **11**. Evaluation criteria include cemeteries, structures, utility lines, water resources, intersections and Business Park property. The identified issues related to these corridor options include:

- Blue Alternate

The Blue Alternate begins along KY 6 in Whitley County just west of the KY 6/KY 1064 intersection. This alternate crosses Hart Road near the Radio Tower Road intersection and turns north, intersecting the Corbin Bypass (KY 3041) near milepoint 0.3.

This 2,000-foot corridor includes one (1) cemetery and about 25 structures (homes, barns, outbuildings, etc…) estimated from the aerial photography for the project area. One (1) combination gas/oil well is located within the Blue Alternate, about 350 feet south of Hart Road near the existing radio towers. There are two (2) radio tower antenna structures along Radio Tower Road, located in close proximity to the Blue Alternate.

There are water resources within the Blue Alternate corridor that may potentially be impacted by the New Connector project, including 0.4 miles of blue-line streams and 18.4 acres of wetlands.

The Blue Alternate accesses the Corbin Bypass (KY 3041) at the location of an existing truck climbing lane on the Bypass, potentially causing turning movement problems. This 2,000-foot corridor intersects six (6) existing roadways and includes about 87 acres of the Business Park property.

Blue Alternate

- The 2,000-foot corridor includes:
  - 1 cemetery
  - About 25 structures
  - 1 gas/oil well
  - 0.4 miles of blue-line streams
  - 18.4 acres of wetlands
  - 6 roadway intersections
- The Corbin Bypass (KY 3041) intersection may create difficult turning movements

The Blue Alternate meets the preliminary goals established for this project and does not appear to have any fatal flaws at this time.

- Red Alternate

The Red Alternate also begins along KY 6 in Whitley County just west of the KY 6/ KY 1064 intersection. This alternate crosses Hart Road and Radio Tower Road, intersecting the Corbin Bypass (KY 3041) near milepoint 0.6.

The 2,000-foot corridor includes about 20 primary structures and two (2) gas/oil wells. There are no cemeteries identified within this corridor, although small family plots may not be identified at this time.

The Red Alternate has the least potential impact on the flood plain of Lynn Camp Creek and the associated wetlands and tributaries, with 0.4 miles of blue-line streams and 3.9 acres of wetlands included in the 2,000-foot corridor.

The Red Alternate corresponds with the location of a proposed roadway in the Business Park and has an at-grade intersection with Hart Road. The corridor intersects the Corbin Bypass (KY 3041) at a proposed access point for the Business Park. This access point is located at the intersection of an existing side road and is located at the end of a truck climbing lane. This 2,000-foot corridor intersects six (6) roadways and includes 75 acres of the Business Park property.

Red Alternate

- The 2,000-foot corridor includes:
  - About 20 structures
  - 2 gas/oil wells
  - 0.4 miles of blue-line streams
  - 3.9 acres of wetlands
  - 6 roadway intersections
- The Corbin Bypass (KY 3041) intersection is a proposed access point for the Business Park
- Preferred by local community

A number of local leaders and resource agencies expressed support for the Red Alternate through response letters provided as part of the public involvement portion of this project.

The Red Alternate meets the preliminary goals established for this project and does not appear to have any fatal flaws at this time.

- Green Alternate

The Green Alternate begins along KY 6 in Whitley County just east of the KY 6/KY 1064 intersection. This alternate crosses Hart Road and Radio Tower Road, intersecting the Corbin Bypass (KY 3041) near milepoint 0.9.

This 2,000-foot corridor includes one (1) cemetery and about 28 structures (homes, barns, outbuildings, etc…). There are water resources within the Green Alternate corridor that may potentially be impacted by the New Connector project, including 1.0 miles of blue-line streams and 21.6 acres of wetlands. Commercial coal seams are not anticipated in the project area, but clay pits along the Green Alternate corridor should be avoided.

Green Alternate

- The 2,000-foot corridor includes:
  - 1 cemetery
  - About 28 structures
  - 1.0 miles of blue-line streams
  - 21.6 acres of wetlands
  - Clay pit areas
  - 5 roadway intersections
- Intersects the Business Park at a development site

The Green Alternate would intersect the Business Park property at a location currently under development for a proposed park tenant. The corridor would intersect the Corbin Bypass (KY 3041) at an existing access point. This 2,000-foot corridor intersects five (5) roadways and includes approximately 68 acres of the Business Park property.

The Green Alternate meets the preliminary goals established for this project and does not appear to have any fatal flaws at this time.

VIII. RECOMMENDATIONS

A. Geometric Design Criteria

The geometric design criteria recommended for the proposed New Connector section should provide consistency with the existing section of the Corbin Bypass (KY 3041). As shown in **Figure 12** in **Appendix A**, the typical section should generally consist of two lanes, providing adequate capacity for expected future traffic volumes. Truck passing lanes should also be provided if steep grades are identified as an issue during project design activities.

Maintenance of traffic should be addressed at the termination points of the New Connector at KY 6 and the Corbin Bypass (KY 3041), as well as intersecting Hart Road and Radio Tower Road.

B. Project Corridor

The preferred corridor for the proposed New Connector was identified through the course of this Intermediate Planning Study. As discussed in the previous sections, a number of issues were considered in the selection of a recommended corridor for the New Connector project. The Blue, Red and Green Alternates meet the goals established for this project. The Blue and Green Alternate corridors each contain a cemetery and some additional acres of wetlands. The Green Alternate also has the potential for geotechnical issues related to clay pits; however, none of these issues are considered to be fatal flaws at this time.

1. Interdisciplinary Team Meeting

A final interdisciplinary team (IDT) meeting was held on March 1, 2002 to discuss issues with the project and to reach a decision on the study recommendations. Complete minutes for that meeting are located in **Appendix F**.

The Red Alternate was selected based on a number of factors:

- There are no culturally sensitive locations currently identified within the Red Alternate.
- This alternate has the least potential impact on the flood plain at Lynn Camp Creek and its associated wetlands/floodplains. The Red Alternate contains the least amount of wetland acreage when compared to the Blue and Green Alternates.
- The Red Alternate corresponds with the location of a proposed roadway in the Business Park and has an at-grade intersection with Hart Road.
- The corridor intersects the Corbin Bypass (KY 3041) at a proposed access point for the Business Park. This access point is located at the intersection of an existing side road and is located at the end of a truck climbing lane.
- The Red Alternate is recommended by a number of local officials and agencies, including: the Corbin Mayor, Corbin City Manager, Cumberland Valley Area Development District, Knox County Judge/Executive, Knox County Board of Education Transportation Director, and the Whitley County Judge/Executive. The Southeast Kentucky Industrial Development Authority chairman said they support the Red or Blue Alternates.

The Red Alternate also addresses the project goals identified through this planning process:

- It provides an alternate route for northbound and southbound traffic in this area, reducing railroad traffic and switching operation delays along KY 26.
- The recommended route provides a standard highway section for improved traffic flow, facilitating movement of emergency vehicles to the Woodbine community and area.
- The recommended route is expected to relieve congestion along area routes such as KY 26, KY 6 and the portion of the Corbin Bypass (KY 3041) adjacent to the Business Park, improving travel time for the community and area.
- It provides a standard section for improved safety in the project area, increasing the percentage of area roadways with adequate lane and shoulder widths.
- The recommended route corresponds with the location of a proposed roadway in the Business Park and intersects the Corbin Bypass (KY 3041) at a proposed access point for the Business Park.

Other issues noted as part of the IDT meeting include:

- Due to the lack of response from some of the resource agencies, KYTC District staff indicated that additional issues may be identified as the project develops. As a result, Phase I design costs may be higher than anticipated.
- Although the Indiana Bat has not been identified within the project boundary at this time, studies to determine its presence should be conducted as part of future phases of this project.
- Opportunities to provide an improved common intersection of KY 6, KY 1064 and the New Connector as part of the Red Alternate should be considered during the design phase.

2. Recommended Corridor

Through the Intermediate Planning Study process and the IDT meeting, the Red Alternate was identified as the preferred corridor for the reasons discussed in the previous section.

The Red Alternate is identified in **Figure 13** in **Appendix A** as a generalized 2,000-foot strip. The length of the corridor is approximately 1.3 miles. The Red Alternate begins along KY 6, just west of the KY 6/KY 1064 intersection. The corridor extends in a northerly direction, passing through the Southeast Kentucky Regional Business Park. It terminates at an existing access location along the Corbin Bypass (KY 3041). Terrain characteristics in the area are gently rolling, with no steep grade changes to the north and with wetlands and potential floodplain impacts to the south.

Recommended Corridor
Red Alternate

- Avoids culturally-sensitive locations
- Fewest potential impacts to Lynn Camp Creek and wetland areas
- Corresponds with proposed roadway system within the Business Park
- Recommended by the local community
- Meets the identified project goals

C. Anticipated Costs

A review of project phases and costs identified in the *Six Year Highway Plan (FY 2000-FY 2006)* was conducted. It was assumed for estimating purposes that the project consists of a two-lane rural roadway, approximately 1.3 miles in length. Cost estimates for the Red Alternate were calculated using past costs for similar highway projects in the project area and an evaluation of the terrain and other characteristics in the corridor. Cost components for design, right-of-way, utilities and construction were calculated based on these factors.

As shown in the following table, the 1.3-mile corridor is expected to cost approximately $5.8 million. A total of $1.2 million is currently scheduled in the *Six Year Highway Plan (FY 2000-FY 2006)* for all future phases except construction of this project. Additional funding will be required for the completion of construction activities for this project.

Phase	Current Project Estimate	Recommended Corridor
Design	$400,000	$410,000
Right-of-Way	$500,000	$500,000
Utility Relocation	$250,000	$250,000
Construction	Not scheduled	$4,600,000
Total	$1,150,000	$5,760,000

According to the *Six Year Highway Plan (FY 2000-FY 2006)*, the design phase of this project is scheduled to begin in FY 2003, followed by right-of-way acquisition (FY 2005), and utility relocation (FY 2005). It is recommended that the scheduled project phases, with the addition of construction activities, remain as the schedule for the New Connector project.

D. Special Considerations

- Environmental justice issues related to minority populations, low-income populations, and persons aged 62 and over, should be closely monitored throughout further phases of this project due to higher percentages of these populations in parts of the project area than those for Knox/Whitley Counties and/or Kentucky.
- Public involvement efforts indicated that additional cemeteries, typically small family plots, may be located within the project area. Locations for family cemeteries have not been verified or mapped as part of this study and should be considered in future phases.
- The proposed project is located upstream from the Corbin Local Flood Protection Project and within a portion of the designated floodplain of Lynn Camp Creek. Local citizens expressed concerns about flooding along Lynn Camp Creek and design efforts should ensure that additional flooding will not occur due to this project. There are a number of hydrological concerns in the project area related to Lynn Camp Creek and the adjacent wetlands and tributaries.

- Threatened and endangered species should also be carefully monitored. The Cumberland Bean, Blackside Dace, Bald Eagle, Gray bat and Indiana bat are known to exist within Knox and/or Whitley Counties. Given that the environment of the project area is similar to that for the rest of Knox/Whitley Counties, it is possible that these species may occur within the project area.

  Through public involvement efforts, the Cumberland Elktoe Mussel was also identified as potentially present in the Lynn Camp Creek watershed. The presence of this species within the project area or potential corridors has not been verified.

- The presence of farms within and near the alternate corridors could present issues related to Prime Farmland, Farmland of Statewide Importance, agricultural impacts and economic impacts.
- Upcoming project development activities will consist of environmental base studies and initial design activities for alternative alignments within the vicinity of the recommended corridor area. These activities will also include additional public involvement efforts and are scheduled to begin next year (FY 2003).
- Based upon anticipated cost estimates, the programming of additional funds will be required in order to complete the project development activities.

E. Suggested Public Involvement Activities

Based upon comments at the public information meeting and the responses from the public survey, it appears that there is public support for this project. It is important to continue the public involvement effort throughout subsequent phases of this project. Activities that are recommended include:

- Create a Public Involvement Plan to ensure that the public is kept informed of any decisions that are made.
- Hold other public information meetings so that the engineering and environmental issues can be made known to the public. These meetings should be held at the major milestones of the project.
- The local media should be contacted as decisions are made relating to the project so that they can assist in making the public aware of those decisions.
- As the project continues to develop, the database of contacts developed by the KYTC Division of Planning can be expanded to include other identified stakeholders and interested parties.

IX. ACKNOWLEDGEMENTS

A great deal of thanks goes to Andy Buell, Danny Jewell, Dean Croft, Jim Ball, Virgil Clark, and the remainder of the District 11 staff for their support and input during the project. Their assistance with the project team meetings and the public information meeting was invaluable.

Thanks also go to the Cumberland Valley Area Development District and Clay McKnight, Transportation Planner, for their assistance in setting up meetings with local officials and interest groups. Their work on the environmental justice and community impact issues was also very helpful.

X. CONTACTS

If additional information is needed regarding the New Connector project, the following individuals may be contacted:

- Annette Coffey, P.E. Director, Division of Planning
- Daryl Greer, P.E. Branch Manager, Division of Planning
- Ted Noe, P.E. Project Manager, Division of Planning

The following address and phone number can be used to reach these individuals:

Kentucky Transportation Cabinet
Division of Planning
125 Holmes Street
Frankfort, KY 40622
Phone: (502) 564-7183
FAX: (502) 564-2865

APPENDIX A.

FIGURES

Figure 1. Project Location Map

Figure 2. Digital Orthophotograph

Figure 3. Accident Information by Severity

Figure 4. Year 2001 Traffic and Level of Service

Figure 5. Year 2025 Traffic and Level of Service (without New Connector)

Figure 6. Year 2025 Traffic and Level of Service (with New Connector)

Figure 7. Environmental Footprint on USGS Topographic Map (without Corridor Alternates)

Figure 8. Environmental Footprint on Digital Orthophotograph (without Corridor Alternates)

Figure 9. Corridor Alternates

Figure 10. Environmental Footprint on USGS Topographic Map (with Corridor Alternates)

Figure 11. Environmental Footprint on Digital Orthophotograph (with Corridor Alternates)

Figure 12. Typical Highway Section

Figure 13. Recommended Project Corridor

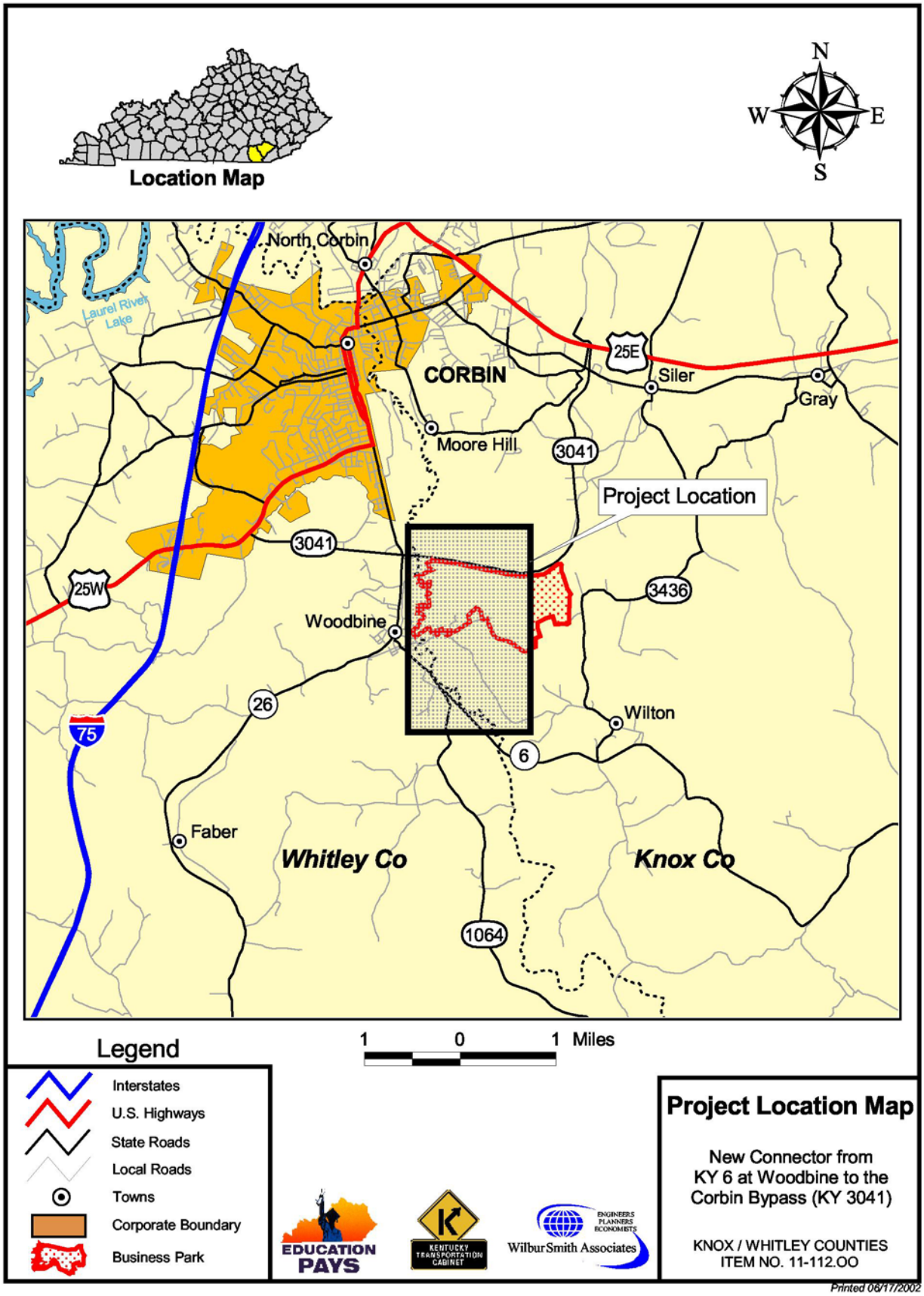


Figure 1. Project Location Map

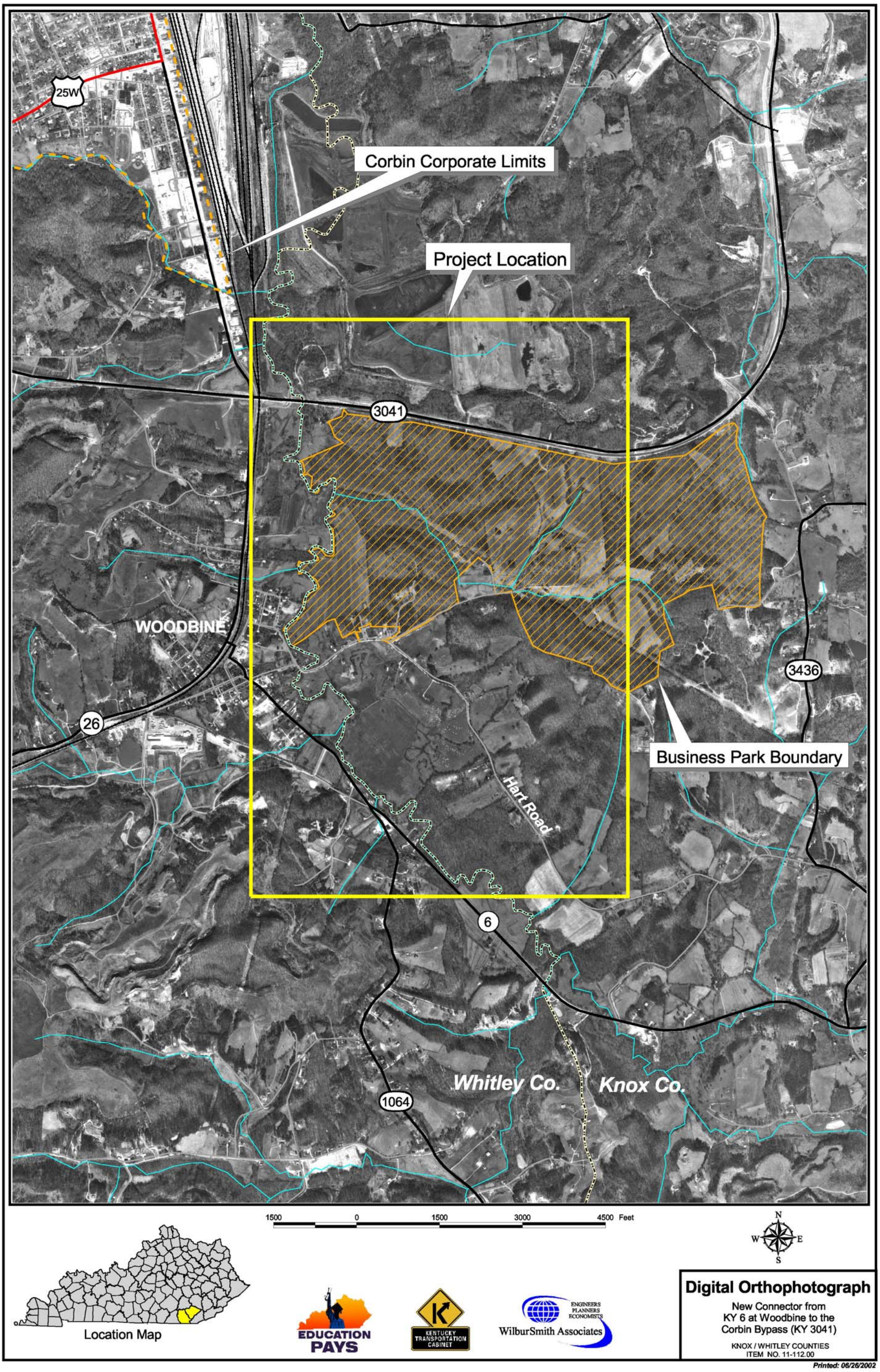


Figure 2. Digital Orthophotograph

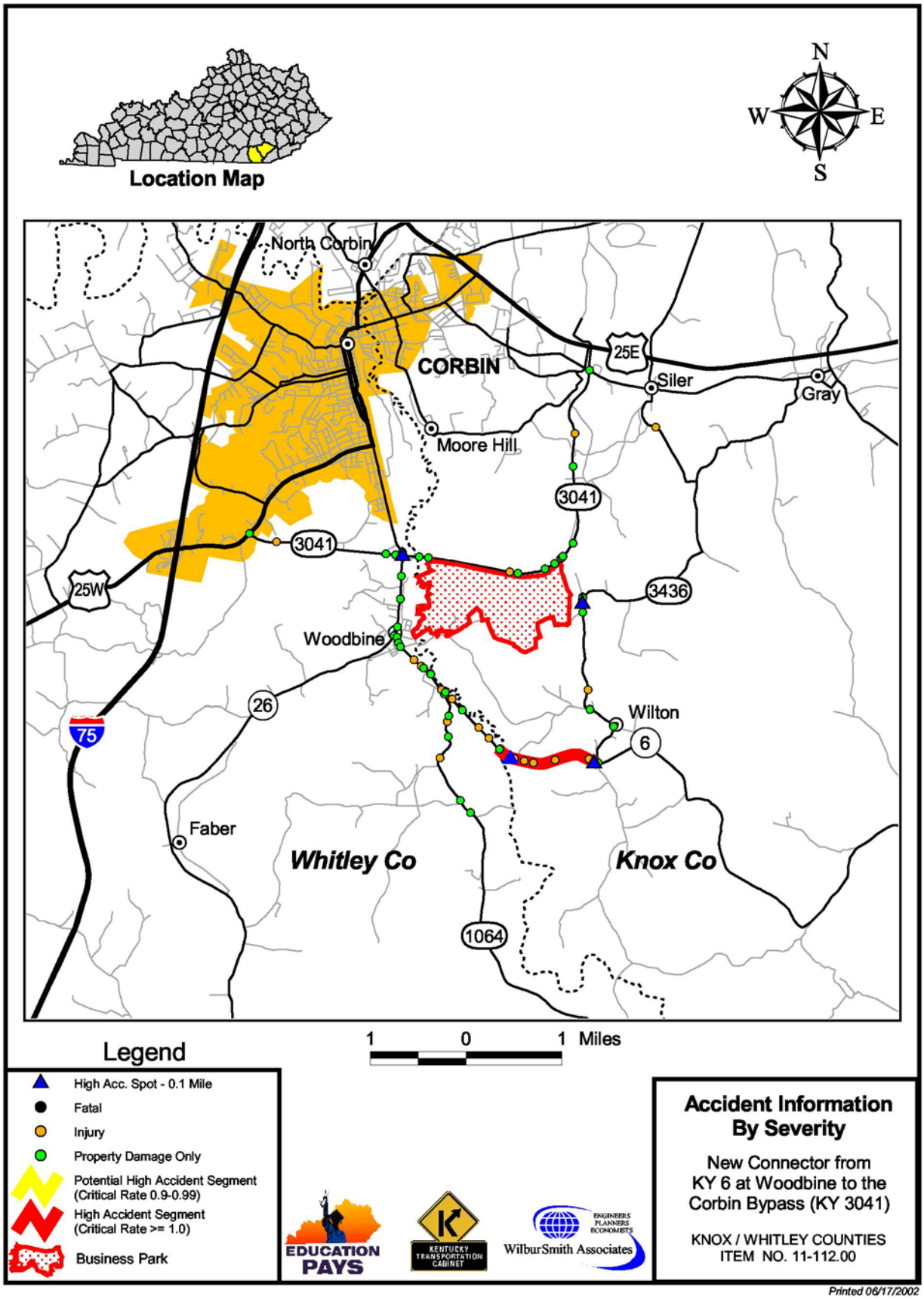


Figure 3. Accident Information by Severity

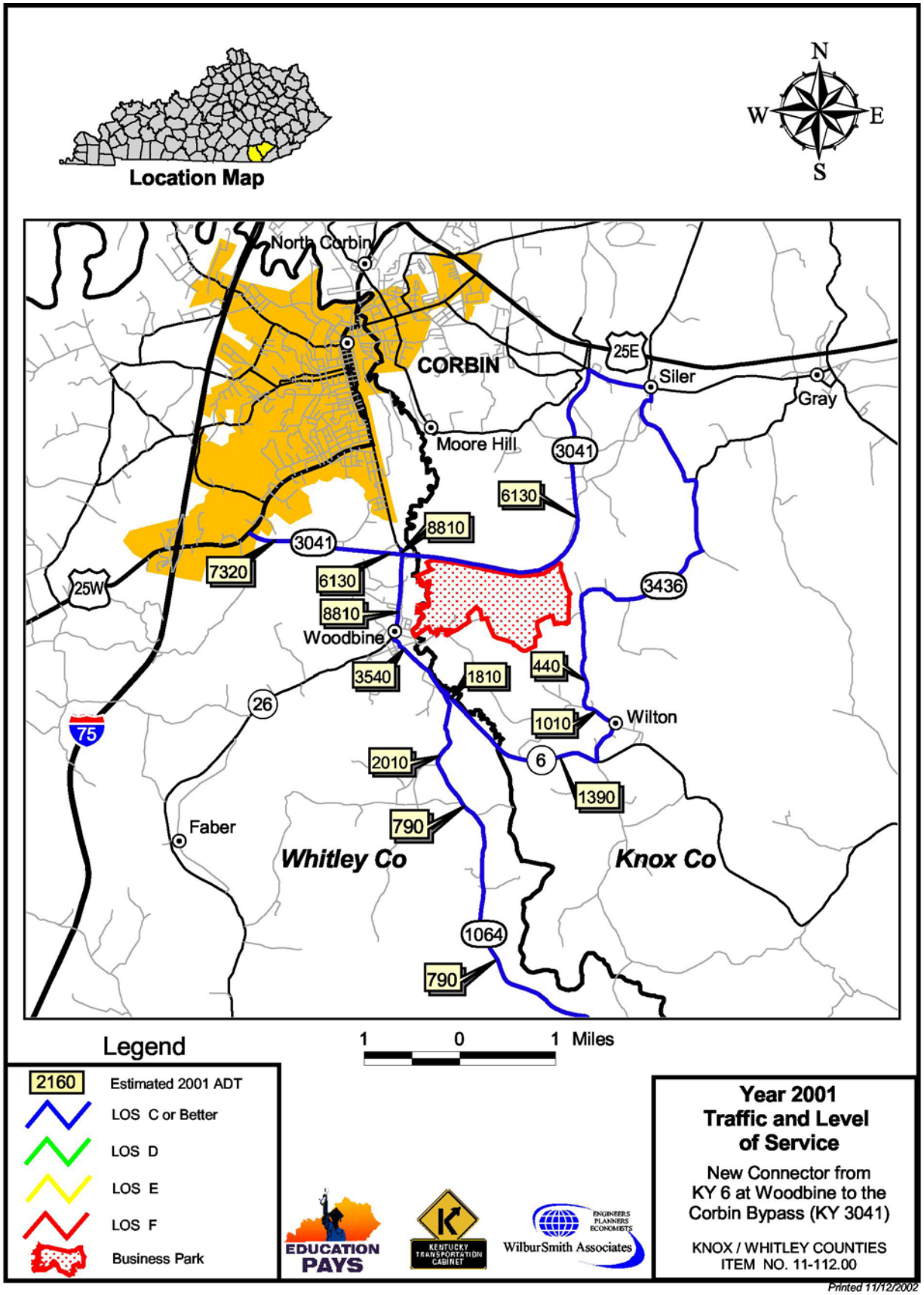


Figure 4. Year 2001 Traffic and Level of Service

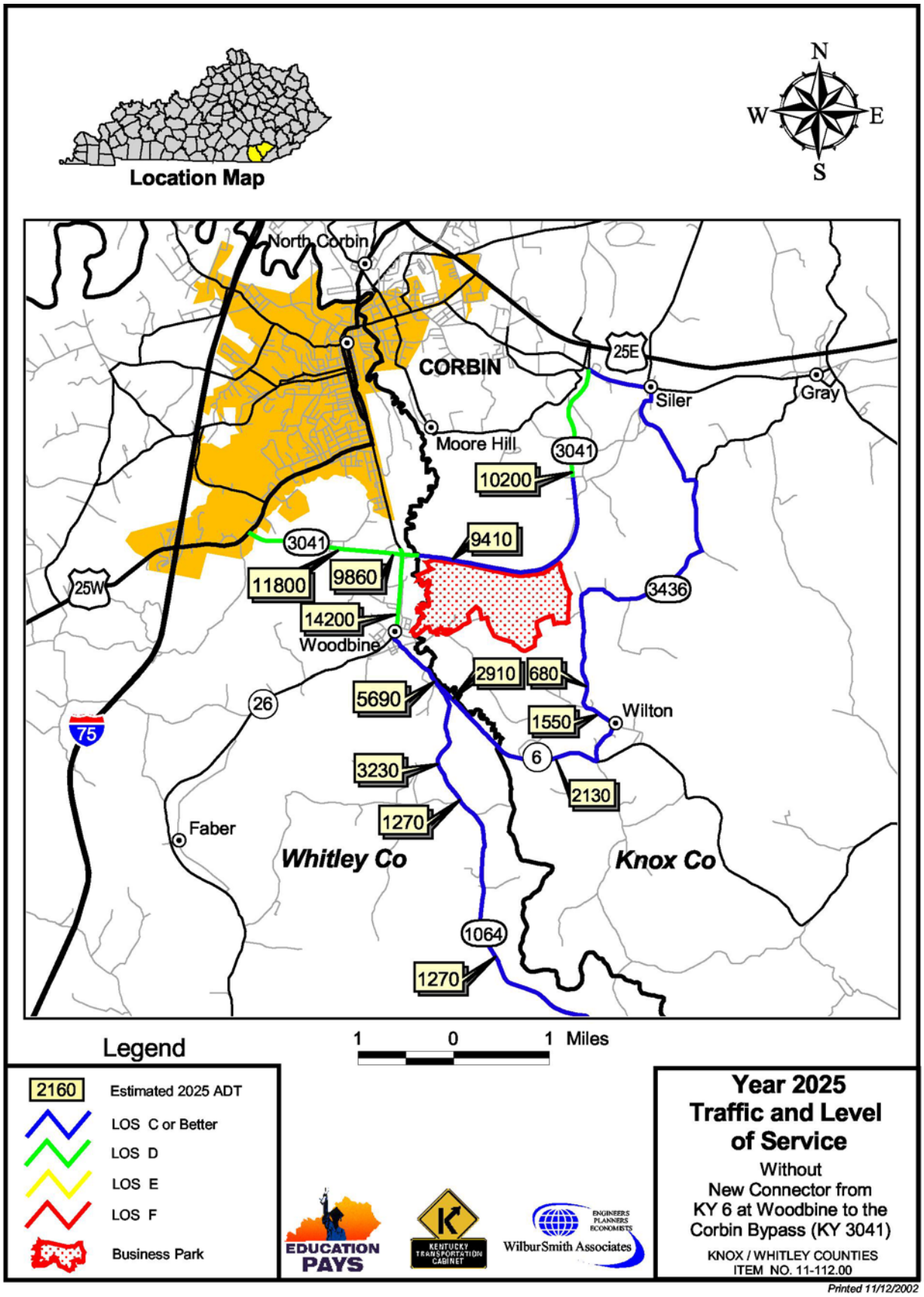


Figure 5. Year 2025 Traffic and Level of Service (without New Connector)

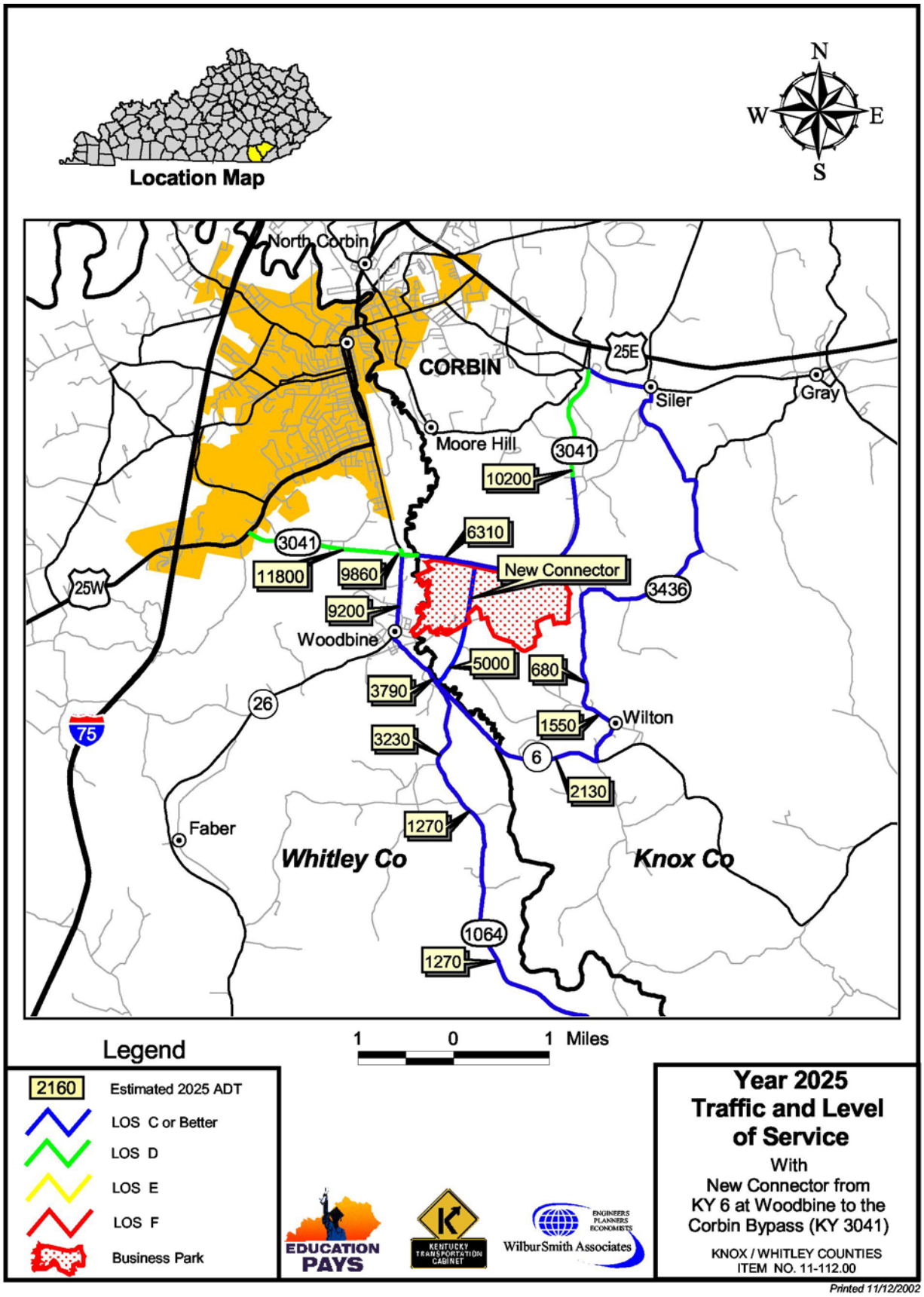


Figure 6. Year 2025 Traffic and Level of Service (with New Connector)

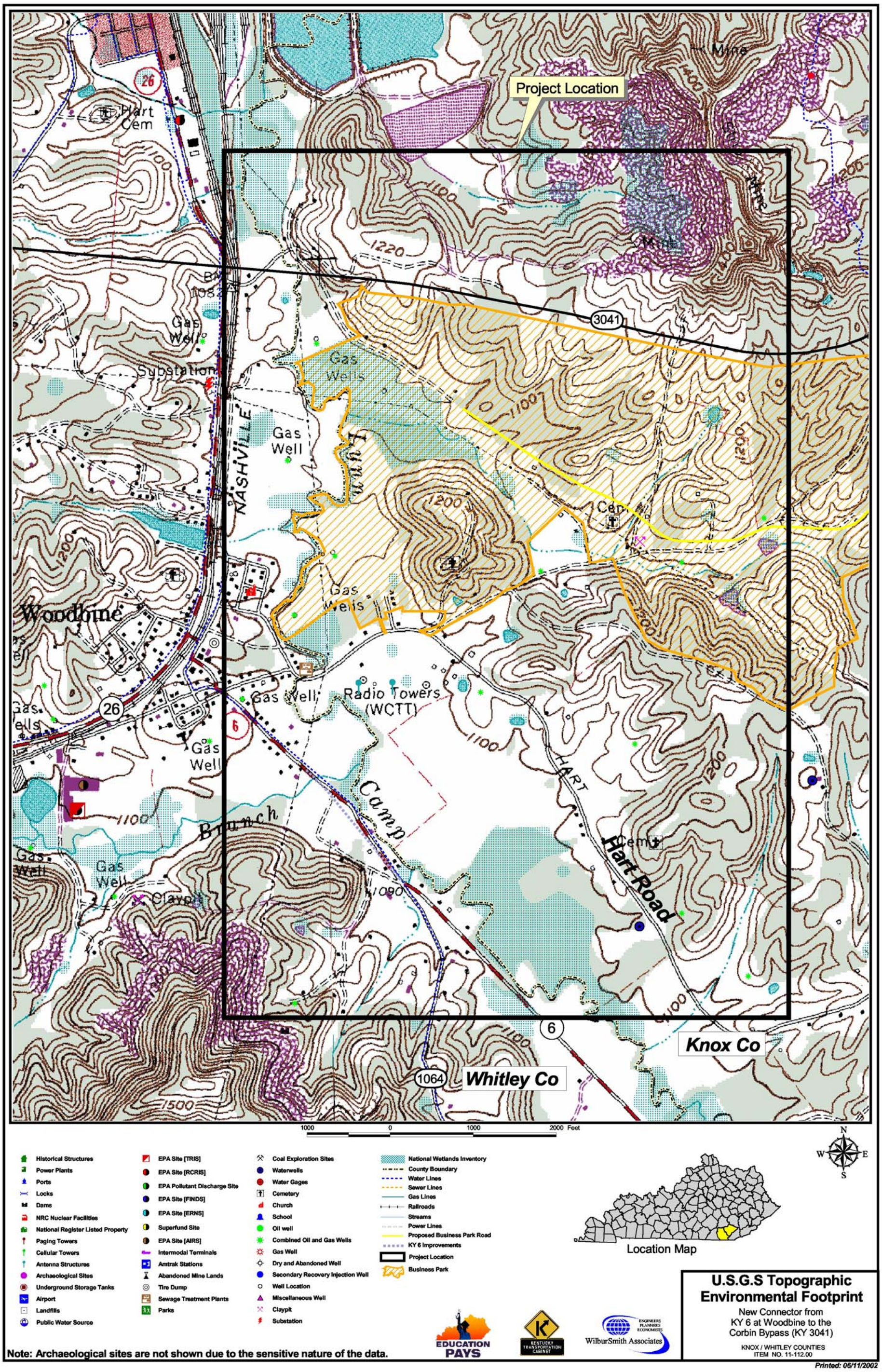


Figure 7. Environmental Footprint on USGS Topographic Map (without Corridor Alternates)

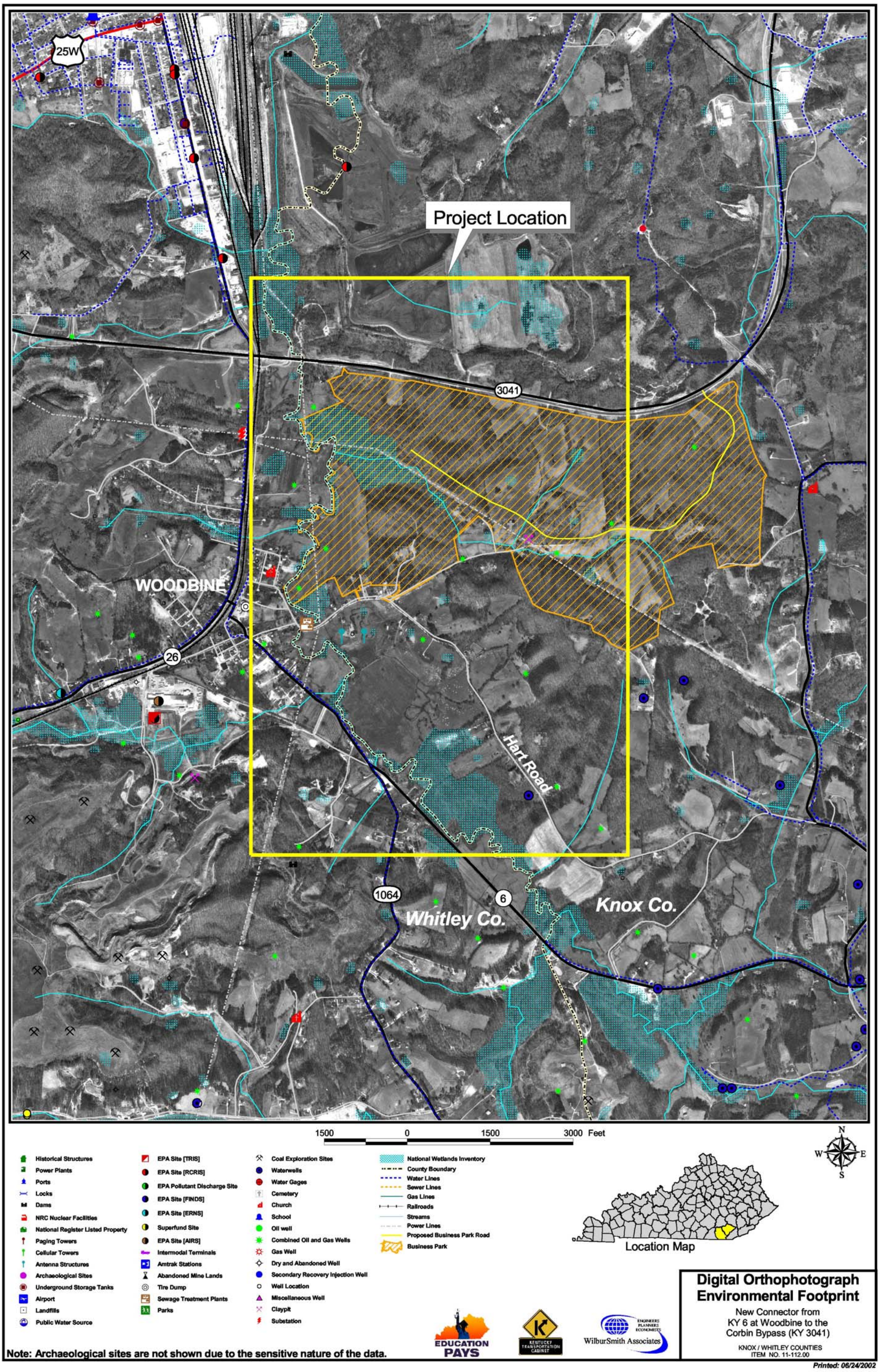


Figure 8. Environmental Footprint on Digital Orthophotograph (without Corridor Alternates)

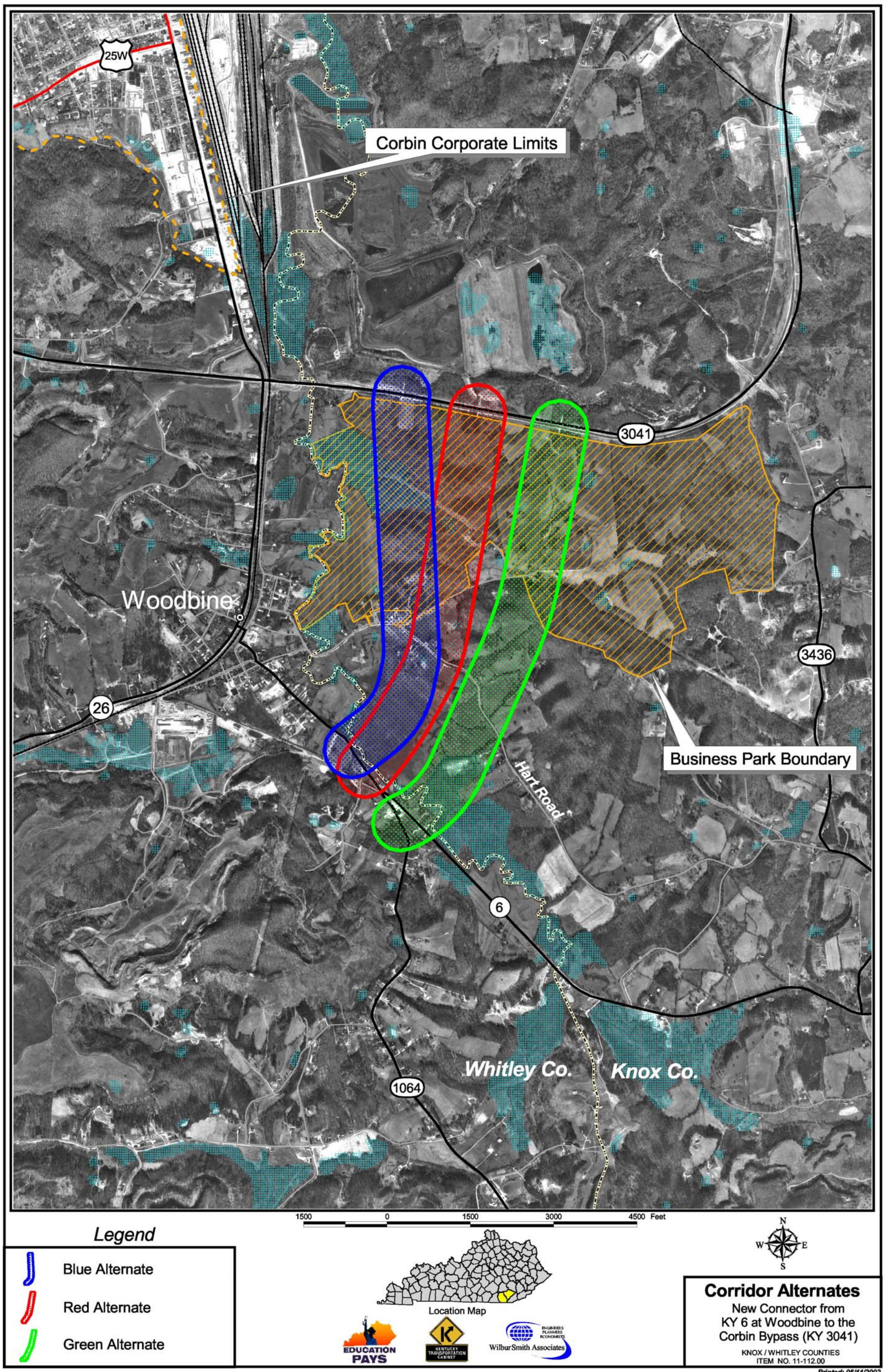


Figure 9. Corridor Alternates

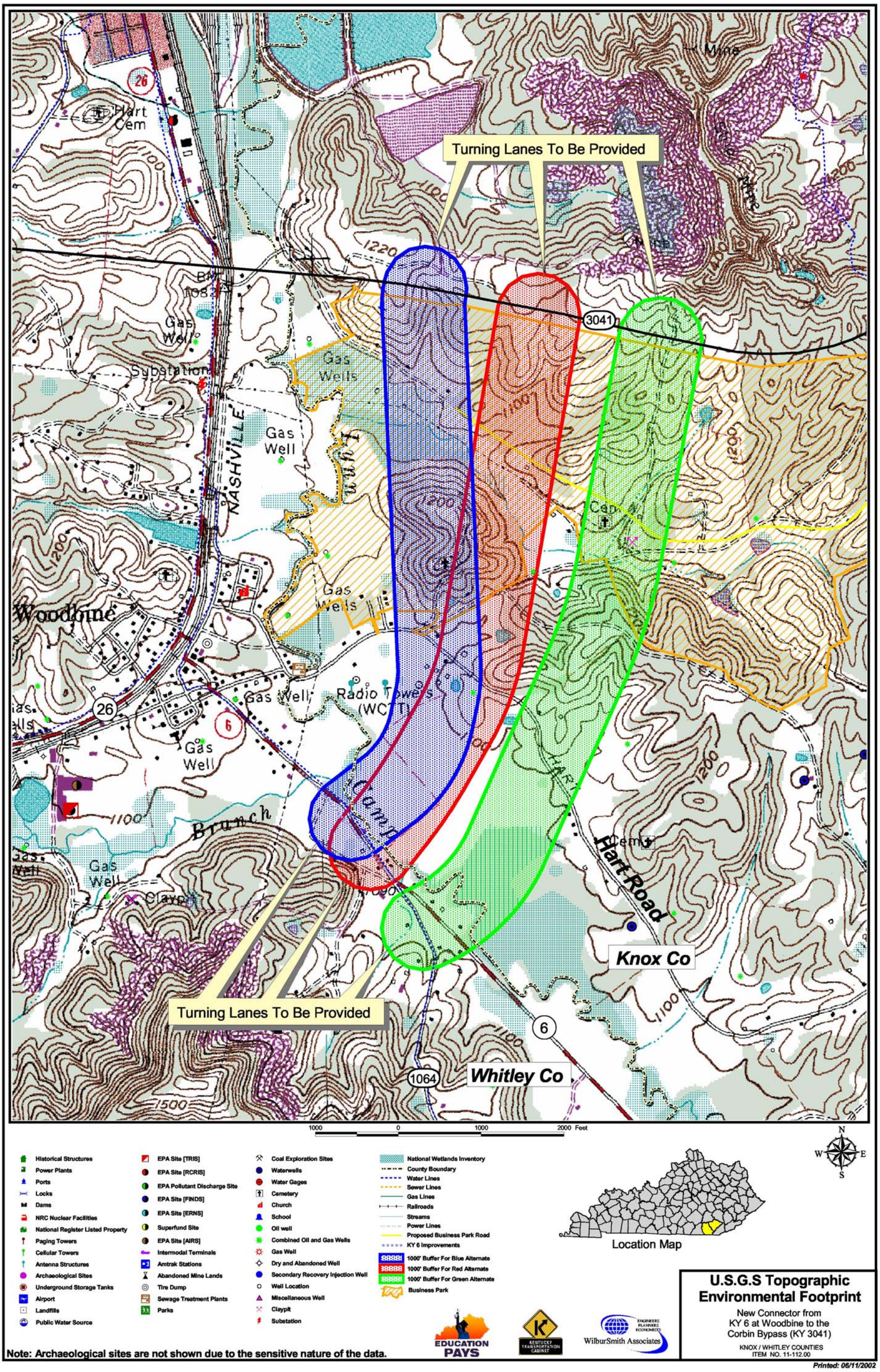


Figure 10. Environmental Footprint on USGS Topographic Map (with Corridor Alternates)

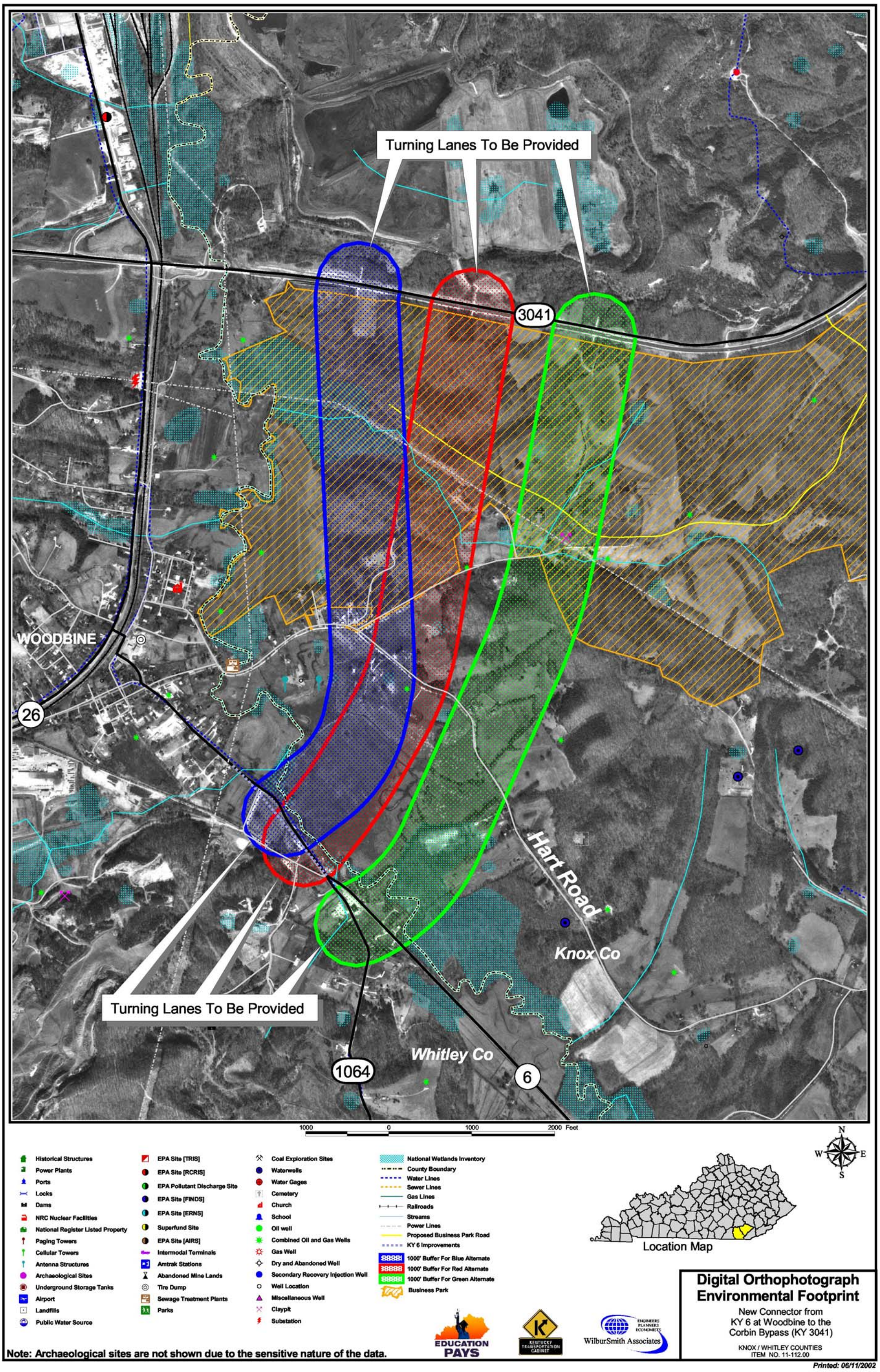
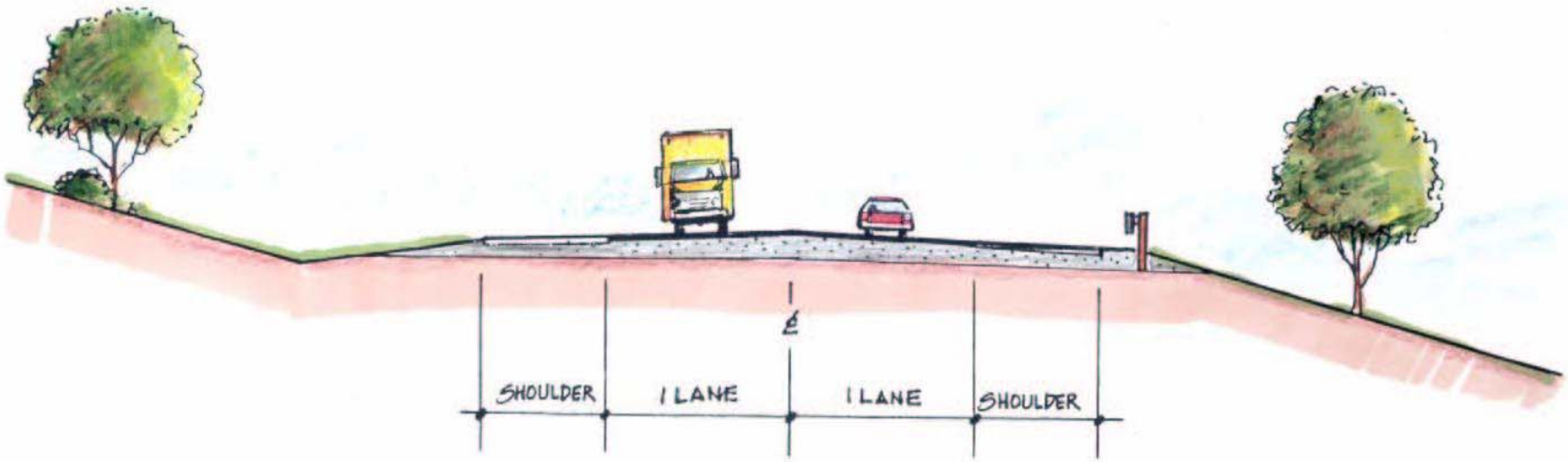


Figure 11. Environmental Footprint on Digital Orthophotograph (with Corridor Alternates)

Typical Highway Section

New Connector from
KY 6 at Woodbine to
the Corbin Bypass (KY 3041)

KNOX/WHITLEY COUNTIES
ITEM NO. 11-112.00



Two-Lane Rural Typical Section

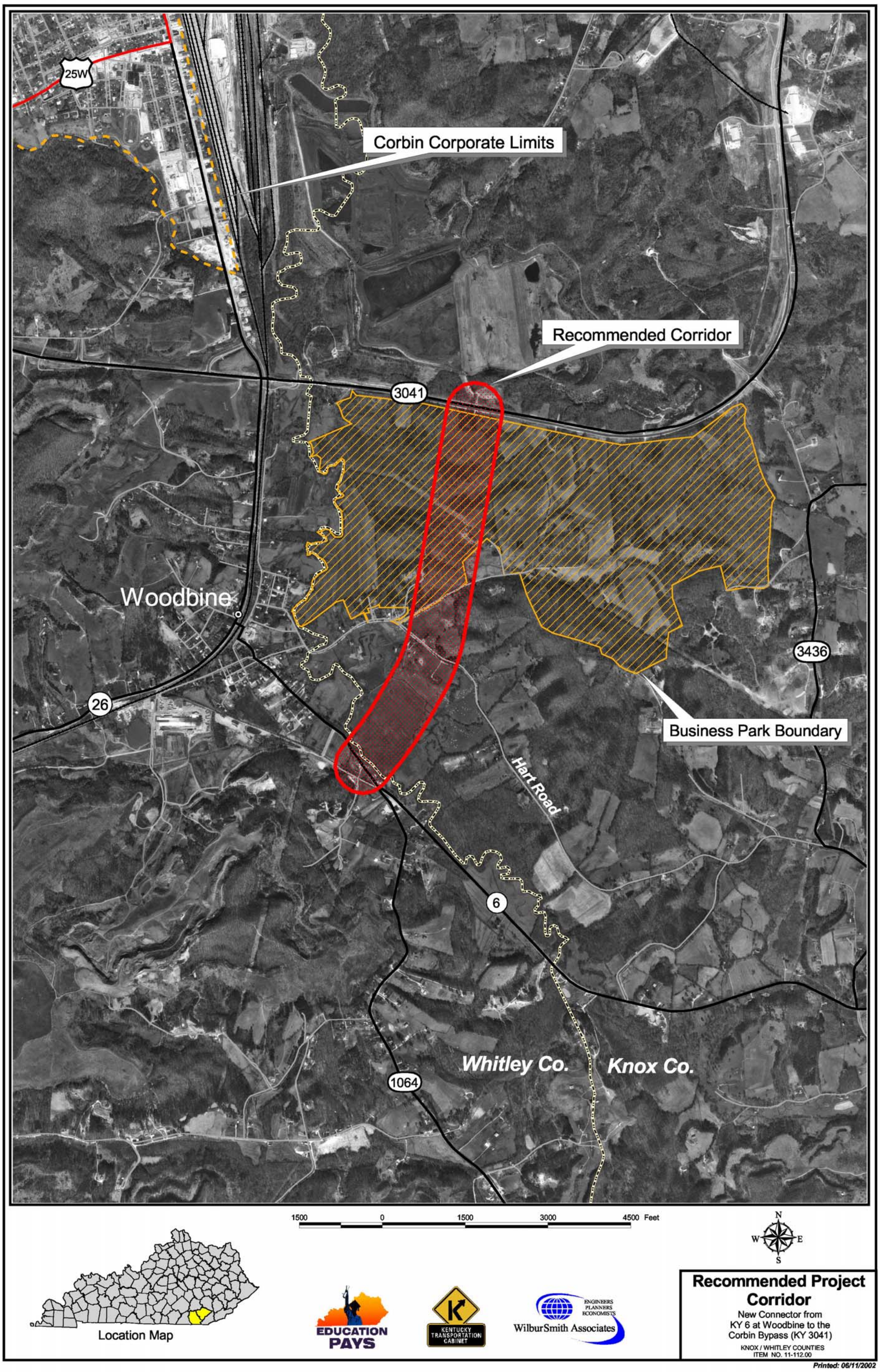


Figure 13. Recommended Project Corridor

APPENDIX B.

TABLES

Table 1. Traffic and Geometric Data

Table 2. Bridge Data

Table 3. Accident Data Analysis (1997 – 2000)

Table 4. Six Year Highway Plan Improvements

Table 5. Evaluation of Alternates

Table 1. Traffic and Geometric Data
Knox County
KY 6, M.P. 0.000 to M.P. 1.105
Knox-Whitley Counties, Item No. 11-112.00
New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041)

Functional Classification	Rural Major Collector
State System	State Secondary
National Truck Network	No
NHS	No
Truck Weight Class	AA
Coal Haul Route	Yes - 2360 tons annually
Type Road	Undivided
Type of Terrain	Rolling
Number of Bridges	2
Pavement Type	High Flexible

Begin MP	End MP	Length (miles)	2001 ADT	Annual Growth Rate	2025 ADT No Imp.	2025 ADT With Imp.	% Trucks	# of Lanes	Lane Width (feet)	Shoulder Width (feet)	Average Right-of-Way Width (feet)	% Passing Sight Distance	Speed Limit (mph)	2001 LOS	2025 LOS No Imp.	2025 LOS With Imp.
0.000	1.105	1.105	1,390	1.8%	2,130	2,130	7.5	2	9	1*	60	18	55	A	A	A

* Earth

Sources: KYTC's *Highway Information System (HIS)* database, Transportation Research Board's *2000 Highway Capacity Manual*

Table 1. Traffic and Geometric Data (continued)
Knox County
KY 830, M.P. 3.808 to M.P. 4.469
Knox-Whitley Counties, Item No. 11-112.00

New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041)

Functional Classification	Rural Major Collector
State System	State Secondary
National Truck Network	No
NHS	No
Truck Weight Class	A
Coal Haul Route	No
Type Road	Undivided
Type of Terrain	Rolling
Number of Bridges	1
Pavement Type	Mixed Bituminous

Begin MP	End MP	Length (miles)	2001 ADT	Annual Growth Rate	2025 ADT No Imp.	2025 ADT With Imp.	% Trucks	# of Lanes	Lane Width (feet)	Shoulder Width (feet)	Average Right-of-Way Width (feet)	% Passing Sight Distance	Speed Limit (mph)	2001 LOS	2025 LOS No Imp.	2025 LOS With Imp.
3.808	4.469	0.661	2,370	1.8%	3,640	3,640	1.7	2	10	4	28	20	55	B	B	B

Sources: KYTC's *Highway Information System (HIS)* database, Transportation Research Board's *2000 Highway Capacity Manual*

Table 1. Traffic and Geometric Data (continued)
Knox County
KY 3041, M.P. 0.000 to M.P. 3.766
Knox-Whitley Counties, Item No. 11-112.00

New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041)

Functional Classification	Rural Principal Arterial
State System	State Primary
National Truck Network	Yes
NHS	No
Truck Weight Class	AAA
Coal Haul Route	Yes - 24,826 tons annually
Type Road	Undivided
Type of Terrain	Mountainous
Number of Bridges	1
Pavement Type	High Flexible

Begin MP	End MP	Length (miles)	2001 ADT	Annual Growth Rate	2025 ADT No Imp.	2025 ADT With Imp.	% Trucks	# of Lanes	Lane Width (feet)	Shoulder Width (feet)	Average Right-of-Way Width (feet)	% Passing Sight Distance	Speed Limit (mph)	2001 LOS	2025 LOS No Imp.	2025 LOS With Imp.
0.000	0.125	0.125	6,130	1.8%	9,410	6,310	13.3	2	12	9*	400	57	55	C	C	C
0.125	0.578	0.453	6,130	1.8%	9,410	6,310	13.3	2	12	4*	400	57	55	C	C	C
0.578	0.600	0.022	6,130	1.8%	9,410	9,410	13.3	2	12	4*	400	57	55	C	C	C
0.600	2.289	1.689	6,130	1.8%	9,410	9,410	13.3	2	12	9*	400	57	55	C	C	C
2.289	2.515	0.226	6,130	1.8%	9,410	9,410	13.3	2	12	9*	150	57	55	C	C	C
2.515	3.766	1.251	6,680	1.8%	10,200	10,200	13.3	2	12	9*	150	57	55	C	D	D

* Paved

Sources: KYTC's *Highway Information System (HIS)* database, Transportation Research Board's *2000 Highway Capacity Manual*

Table 1. Traffic and Geometric Data (continued)
Knox County
KY 3436, M.P. 0.000 to M.P. 5.539
Knox-Whitley Counties, Item No. 11-112.00

New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041)

Functional Classification	Rural Minor Collector
State System	Rural Secondary
National Truck Network	No
NHS	No
Truck Weight Class	A
Coal Haul Route	Yes - 2360 tons annually
Type Road	Undivided
Type of Terrain	Rolling
Number of Bridges	1
Pavement Type	Mixed Bituminous

Begin MP	End MP	Length (miles)	2001 ADT	Annual Growth Rate	2025 ADT No Imp.	2025 ADT With Imp.	% Trucks	# of Lanes	Lane Width (feet)	Shoulder Width (feet)	Average Right-of-Way Width (feet)	% Passing Sight Distance	Speed Limit (mph)	2001 LOS	2025 LOS No Imp.	2025 LOS With Imp.
0.000	0.760	0.760	1,010	1.8%	1,550	1,550	9.4	2	9	4*	36	N / A	55	A	A	A
0.760	4.225	3.465	441	1.8%	680	680	9.4	2	9	4*	36	N / A	55	A	A	A
4.225	5.539	1.314	229	1.8%	350	350	9.4	2	9	4*	36	N / A	55	A	A	A

* MP 0.00 - MP 1.98 Combination; MP 1.98 - MP 5.54 Stabilized

Sources: KYTC's *Highway Information System (HIS)* database, Transportation Research Board's *2000 Highway Capacity Manual*

Table 1. Traffic and Geometric Data (continued)

Whitley County

KY 6, M.P. 0.000 to M.P. 1.647

Knox-Whitley Counties, Item No. 11-112.00

New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041)

Functional Classification	Rural Major Collector
State System	State Secondary
National Truck Network	No
NHS	No
Truck Weight Class	AA
Coal Haul Route	Yes - 2360 tons annually
Type Road	Undivided
Type of Terrain	Mountainous
Number of Bridges	2
Pavement Type	High Flexible

Begin MP	End MP	Length (miles)	2001 ADT	Annual Growth Rate	2025 ADT No Imp.	2025 ADT With Imp.	% Trucks	# of Lanes	Lane Width (feet)	Shoulder Width (feet)	Average Right-of-Way Width (feet)	% Passing Sight Distance	Speed Limit (mph)	2001 LOS	2025 LOS No Imp.	2025 LOS With Imp.
0.000	0.792	0.792	3,540	2.0%	5,690	3,790	7.5	2	9	1*	40	51	35	B	C	B
0.792	1.647	0.855	1,810	2.0%	2,910	2,910	7.5	2	9	1*	40	51	55	A	B	B

* Paved Bituminous

Sources: KYTC's *Highway Information System (HIS)* database, Transportation Research Board's *2000 Highway Capacity Manual*

Table 1. Traffic and Geometric Data (continued)
Whitley County
KY 26, M.P. 12.256 to M.P. 13.185
Knox-Whitley Counties, Item No. 11-112.00
New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041)

Functional Classification	Rural Major Collector
State System	State Secondary
National Truck Network	No
NHS	No
Truck Weight Class	AA
Coal Haul Route	MP 12.3 - MP 13.1 - 27,958 tons annually
	MP 13.1 - MP 14.3 - 3,132 tons annually
Type Road	Undivided
Type of Terrain	
M.P. 5.048 to M.P. 13.422	Mountainous
M.P. 13.422 to M.P. 13.512	Flat
Number of Bridges	0
Pavement Type	High Flexible

Begin MP	End MP	Length (miles)	2001 ADT	Annual Growth Rate	2025 ADT No Imp.	2025 ADT With Imp.	% Trucks	# of Lanes	Lane Width (feet)	Shoulder Width (feet)	Average Right-of-Way Width (feet)	% Passing Sight Distance	Speed Limit (mph)	2001 LOS	2025 LOS No Imp.	2025 LOS With Imp.
12.256	12.272	0.016	2,830	2.0%	4,550	4,550	7.5	2	10	1*	60	40	45	B	B	B
12.272	13.120	0.848	8,810	2.0%	14,200	9,200	5.2	2	10	1*	60	40	45	C	D	C
13.120	13.185	0.065	8,810	2.0%	14,200	14,200	5.2	2	10	1*	60	40	45	C	D	D

* Paved With Bituminous Material

Sources: KYTC's *Highway Information System (HIS)* database, Transportation Research Board's *2000 Highway Capacity Manual*

Table 1. Traffic and Geometric Data (continued)
Whitley County
KY 1064, M.P. 9.305 to M.P. 17.063
Knox-Whitley Counties, Item No. 11-112.00

New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041)

Functional Classification	Rural Minor Collector
State System	Rural Secondary
National Truck Network	No
NHS	No
Truck Weight Class	A
Coal Haul Route	No
Type Road	Undivided
Type of Terrain	Rolling
Number of Bridges	1
Pavement Type	Mixed Bituminous

Begin MP	End MP	Length (miles)	2001 ADT	Annual Growth Rate	2025 ADT No Imp.	2025 ADT With Imp.	% Trucks	# of Lanes	Lane Width (feet)	Shoulder Width (feet)	Average Right-of-Way Width (feet)	% Passing Sight Distance	Speed Limit (mph)	2001 LOS	2025 LOS No Imp.	2025 LOS With Imp.
9.305	11.901	2.596	830	2.0%	1,340	1,340	9.4	2	9	4*	36	N / A	55	A	A	A
11.901	15.907	4.006	790	2.0%	1,270	1,270	9.4	2	9	4*	36	N / A	55	A	A	A
15.907	17.063	1.156	2,010	2.0%	3,230	3,230	9.4	2	9	4*	36	N / A	55	A	B	B

* Combination

Note: Outside of the project area, KY 1064 is a Coal Haul Route from MP 5.1 to MP 8.0 (1,952 tons annually) and a Bike Route from MP 5.124 to 9.305 (Southern Lakes Tour).

Sources: KYTC's *Highway Information System (HIS)* database, Transportation Research Board's *2000 Highway Capacity Manual*

Table 1. Traffic and Geometric Data (continued)
Whitley County
KY 3041, M.P. 0.000 to M.P. 1.790
Knox-Whitley Counties, Item No. 11-112.00
New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041)

Functional Classification	
M.P. 0.000 to M.P. 0.076	Urban Principal Arterial
M.P. 0.076 to M.P. 1.790	Rural Principal Arterial
State System	State Primary
National Truck Network	Yes
NHS	No
Truck Weight Class	AAA
Coal Haul Route	MP 1.4 - MP 1.79 - 24,826 tons annually
Type Road	Undivided
Type of Terrain	Mountainous
Number of Bridges	3
Pavement Type	High Flexible

Begin MP	End MP	Length (miles)	2001 ADT	Annual Growth Rate	2025 ADT No Imp.	2025 ADT With Imp.	% Trucks	# of Lanes	Lane Width (feet)	Shoulder Width (feet)	Average Right-of-Way Width (feet)	% Passing Sight Distance	Speed Limit (mph)	2001 LOS	2025 LOS No Imp.	2025 LOS With Imp.
0.000	0.794	0.794	7,320	2.0%	11,800	11,800	13.3	2	12	4*	400	42	55	C	D	D
0.794	1.450	0.656	7,320	2.0%	11,800	11,800	13.3	2	12	9*	400	42	55	C	D	D
1.450	1.790	0.340	6,130	2.0%	9,860	9,860	13.3	2	12	9*	400	42	55	C	D	D

* Paved

Sources: KYTC's *Highway Information System (HIS)* database, Transportation Research Board's *2000 Highway Capacity Manual*

APPENDIX C.

PHOTOGRAPHS OF PROJECT AREA

Truck climbing lane along the Corbin Bypass (KY 3041) (looking east).

Truck climbing lane along the Corbin Bypass (KY 3041) (looking west).
Red Blazer is located near the potential Red (middle) Corridor intersection.

KY 6 near the potential intersection of the Red (middle) Corridor. This section of KY 6 may require realignment with the proposed New Connector improvements.

Hart Road in Knox County near the potential intersection of the Blue (western) Corridor (looking east).

Hart Road in Whitley County near the potential intersection of the Blue (western) Corridor (looking east).

KY 6 near the potential intersection of the Blue (western) Corridor (looking east).

KY 6 near the potential intersection of the Green (eastern) Corridor (looking west).

Intersection of KY 6 and KY 1064 (looking west).

APPENDIX D.

ENVIRONMENTAL RESOURCE INFORMATION

Environmental Resource Information
for
Preliminary Environmental Footprint

GIS Data

Various databases were used to construct the environmental footprint, and were obtained from several state and federal agencies. The following sections summarize the databases provided by each agency.

After the databases were obtained, they were grouped into seven analytical categories: Culturally Sensitive Locations, Environmental Concerns, Geological Information, Historic Structures and Archaeological Sites, Hydrology, Managed Land Areas, and Threatened and Endangered Species. Each category contains GIS databases that share similar components. For example, all GIS databases that contain information about potential environmental problems are grouped together under Environmental Concerns. A brief description of each group follows.

Culturally Sensitive Locations

Culturally Sensitive Locations are based on the Geographic Names Information System (GNIS) point database obtained from the United States Geological Survey (USGS). This database contains the geographic names for all known places, features, and areas in the United States that are identified by a proper name. From this database, all point locations described as either cemeteries, churches, hospitals, or schools are identified. Additional data was gathered from Digital Raster Graphic (DRG) 1:24,000 topographical maps. A visual scan of these maps was performed and any features not recorded in the GNIS database were entered into a database for analysis. Any additional pertinent information observed on these maps is also recorded and incorporated into the analysis.

Environmental Concerns

Data items in this group originate from state and federal regulatory agencies. The majority of the data was obtained from the Environmental Protection Agency (EPA). These databases include Comprehensive Environmental Response, Compensation & Liability (CERCLIS), Facility Identification Initiative System (FINDS), Emergency Response Notification System (ERNS), Permit Compliance System (PCS), Toxic Release Inventory System (TRI), and the Resource Conservation and Recovery Information System (RCIS). The CERCLIS data contains information about the Superfund program administered by the EPA. Included types are abandoned warehouses, manufacturing facilities, processing plants, and landfills where hazardous wastes were left in the open, seeped into the ground, flowed into rivers and lakes, and contaminated soil and ground water. The FINDS database is a management system developed by the EPA to manage reliable and consistent facility information and to make this information available for public access, data integration, and sharing among stakeholders. ERNS is a database used to store information on notifications of oil discharges and hazardous substance releases. The PCS database contains information on companies that have been issued permits to discharge wastewater into rivers. The TRI database contains information about more than 650 toxic chemicals that are being used, manufactured, treated, transported or released into the environment. And the RCRIS database is a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, stores, and disposers of hazardous waste are included. These EPA databases are routinely updated. Data used for this analysis was current on March 16, 2000.

The databases maintained by the Kentucky Natural Resources and Environmental Protection Cabinet used in this analysis consists of several different types of point data. They are Permitted Landfills, Public Water Supplies, Sewage Treatment Plants, and Tire Dump Locations.

An additional database maintained by the Kentucky Natural Resources and Environmental Protection Cabinet is the Underground Storage Tank (UST) database. Unfortunately, this database does not have spatial coordinates already assigned to the data. To geographically place the data, the database was geocoded using ESRI's ArcView and StreetMap programs. This method attempts to match the address for the attribute with a relative address identified within the StreetMap data. The result is a geocoded spatial database of UST.

Geological Information

The GIS databases considered as part of the Geologic Information category were obtained from several state and federal agencies. A number of databases maintained by the Kentucky Geological Survey (KGS) were utilized in this analysis. They include point locations for Coal Exploration Sites, Oil and Gas Well locations along with Fault lines. The data from the U.S. Office of Surface Mining - Abandoned Mine Land Program consists of the approximate point locations of abandoned mines. The GNIS database was also examined and geological feature points were identified. A visual inspection of the Digital Raster Graphic (DRG) was completed and features not listed in the GNIS data were compiled in a separate database.

Historic Structures and Archaeological Sites

The Kentucky Heritage Council's database of historical structures constitutes the majority of the data for recorded Historical Structures in Kentucky. This comprehensive database is supplemented by the sites listed in National Park Service's catalog of the National Register of Historic Places. For the Kentucky Heritage Council's listing, a distinction is made between those sites that are listed on the National Register and those that are not.

The Kentucky Heritage Council also provides the archaeological sites database. The location of each archaeological site was determined by its recorded UTM coordinate. The level of accuracy for the UTM coordinates, however, has not been evaluated. Furthermore, not all sites have coordinate data. As a result, the locations for some of the archaeological sites, then, are suspect or not attainable. For this analysis, a distinction is made between those archaeological sites that are listed on the National Register and those that are not listed.

Hydrology

This group is comprised of data from three regulating agencies: the Kentucky Department of Fish and Wildlife, the Kentucky Natural Resources and Environmental Protection Cabinet, and the U.S. Army Corps of Engineers.

The Kentucky Department of Fish and Wildlife maintains wetland data. The summarized attributes from this database are based on a distinction between Lacustrine (deepwater habitats), Palustrine (shallow water habitats), and Riverine (flowing water habitats).

The blue-line stream database was secured from the Kentucky Natural Resources and Environmental Protection Cabinet. The blue-line streams are grouped into two sets, based on the flow order of the stream. Those with an order of 1-4 are grouped together and those with an order of 5 comprise the other set.

The databases provided by the U.S. Army Corps of Engineers consist of point locations for Corps regulated dams, locks, and ports. The Corps' database made a further distinction of ports, dividing them into categories of public or private ports.

Managed Land Areas

Managed land area data consists of land that is managed by a regulating agency such as the National Forest Service and the U.S. Army Corps of Engineers. The Kentucky Department of

Natural Resources and Environmental Protection provided the databases for state forests, state parks, and wildlife management areas. The National Park Service and National Forest Service also provided location databases for their properties. The Bureau of Transportation Statistics provided military base locations.

Threatened and Endangered Species

The Kentucky State Nature Preserves Commission maintains a database of Threatened and Endangered Species. A threatened species is any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range (The Endangered Species Act of 1973). In addition, an endangered species is any species that is in danger of extinction throughout all or a significant portion of its range (The Endangered Species Act of 1973). The Kentucky State Nature Preserves Commission database includes information on rare and sensitive plants, animals, and other natural features.

APPENDIX E.

ENVIRONMENTAL JUSTICE INFORMATION

REC'D 3-11-02
WILLIAMS
LEAKE
TRAFFIC/PLANNING
DESIGN
ENVIRONMENTAL

Environmental Justice Review

Intermediate Planning Study
New Connector from KY 6 at Woodbine to KY 3041(Corbin Bypass)
Knox and Whitley Counties
Item No. 11-112.00

January 25, 2002

Cumberland Valley Area Development District
P.O. Box 1740
London, KY 40743

Intermediate Planning Study
New Connector from KY 6 to KY 3041(Corbin Bypass)
Item No. 11-112.00

Purpose

The Cumberland Valley Area Development District has prepared the following report for the Kentucky Transportation Cabinet, Division of Planning, to demonstrate environmental justice and community impact issues for the project area, *Knox and Whitley Counties, Item No. 11-112.00*. This study is a review of the findings for environmental justice and community impact issues that best reflect the census boundaries of the project area and surrounding census boundaries.

Sources

Data for this report was compiled from a number of sources including the U.S. Census Bureau, Kentucky State Data Center, Kentucky Transportation Cabinet - Division of Planning, Local Elected Officials, Southeast Kentucky Industrial Authority, Community Leaders, Field Study, and the Cumberland Valley Area Development District. This information is intended to assist the Kentucky Transportation Cabinet's Intermediate Planning Process to ensure equal environmental protection to all groups potentially impacted by this project.

Included in this report:

- Census Data Review
- List of Local Businesses within Close Proximity to Project Area
- Maps of the proposed project area - U.S. Census Tract and Block Group boundaries for the project area and surrounding areas (1990 and 2000 Census)
- Data tables displaying Population by Race, Population by Age, and Persons Below Poverty Level for the United States, Kentucky, Knox County, Whitley County, and all Census Tracts and Block Groups within and surrounding the project area
- Lists of Census 2000 Total Population Figures for all Census Tracts and Block Groups in Knox and Whitley Counties
- 2000 Census Profiles from the Kentucky State Data Center for Kentucky, Knox and Whitley Counties
- Contact List of Stakeholders compiled by the Cumberland Valley ADD

Census Data

The project area directly involves two census tracts and one block group within each of those tracts. One tract is located in Whitley County (9803), and the other is in Knox County (9904). Likewise, both block groups directly affected are divided amongst the

two counties, Tract 9803-BG 4 in Whitley County and Tract 9904-BG3 in Knox County. Both of the block groups directly involved with the project have significantly homogenized populations when compared to the statistics for the state and nation. Tract 9904-BG 3 in Knox County has a minority population of 1.4%, while Tract 9803-BG4 has a minority population of 1.75%. Significantly low minority populations are common in southeastern Kentucky, and this is evidenced by the fact that all surrounding census boundaries share this common characteristic. There appears to be no evidence of ethnic groups or clusters of minority groups anywhere within the project area. It is recommended that the issue of community impacts and potential community groups in the project area be revisited in future environmental phases of the project.

Both of the directly affected block groups share many similarities with the state and nation in regard to population dispersion by age. The only exception is that Tract 9803-BG 4 in Whitley County has a significantly higher population of persons 62 and older. The 24.54% in this particular block group is higher in relation to the 13.75 % for Kentucky and the 14.65% for the United States. There appears to be no evidence of a high concentration of elderly persons in the project area.

Both block groups have significantly higher percentages of persons 0-17 years of age in poverty as opposed to Kentucky and the United States; however, both are significantly lower than the average percentages for their respective county. It is anticipated that this project will benefit those below the poverty level within and surrounding the project area. The primary reasoning behind this assumption is that a portion of the proposed project will be located within the Southeast Kentucky Regional Industrial Park ending at the Corbin Bypass. The proposed route would enhance the Industrial Park and thus make it a more attractive location for potential industries. Development of the park will ultimately result in the potential creation of numerous employment opportunities for residents of the project area and surrounding communities. Another benefit of the project is that the connector will provide improved access to and from Woodbine for both residents and emergency service providers. Presently, each of the primary access points for the community involves railroad crossings. Regular train-travel on the tracks by CSX results in long delays and limited access for the community. The connector will provide an efficient alternative route to avoid these conditions.

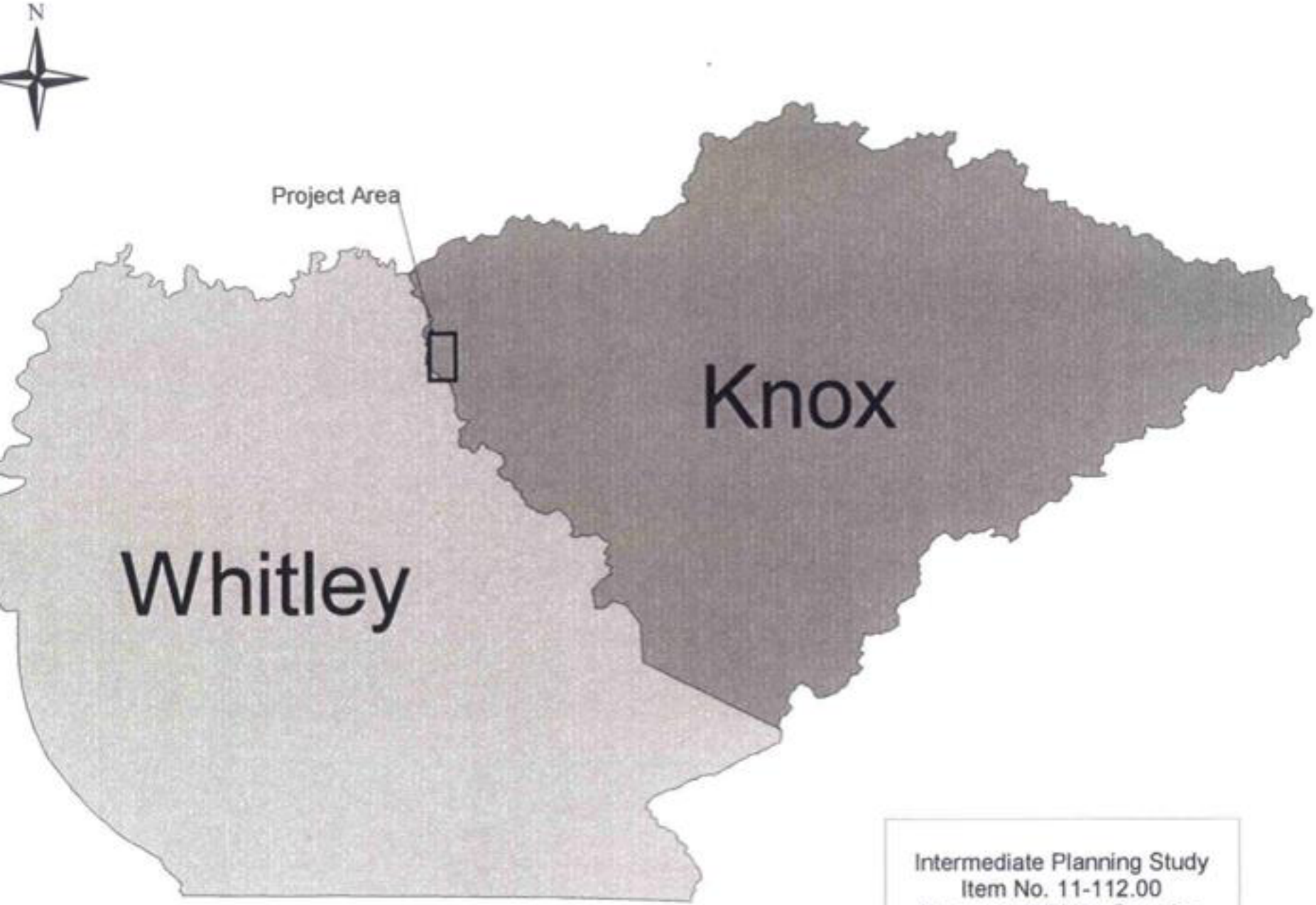
Local Businesses

A small number of local businesses are located alongside KY 6 near the KY 6 and KY 26 intersection in Woodbine. These businesses are not necessarily within walking distance of the project since KY 6 is a rural two-lane roadway with narrow shoulders. However, there are a small number of businesses located within close proximity to the three proposed intersections of the new connector and KY 6 or KY 1064. All of these businesses are located on the East side of KY 6 or KY 1064. These businesses are as follows:

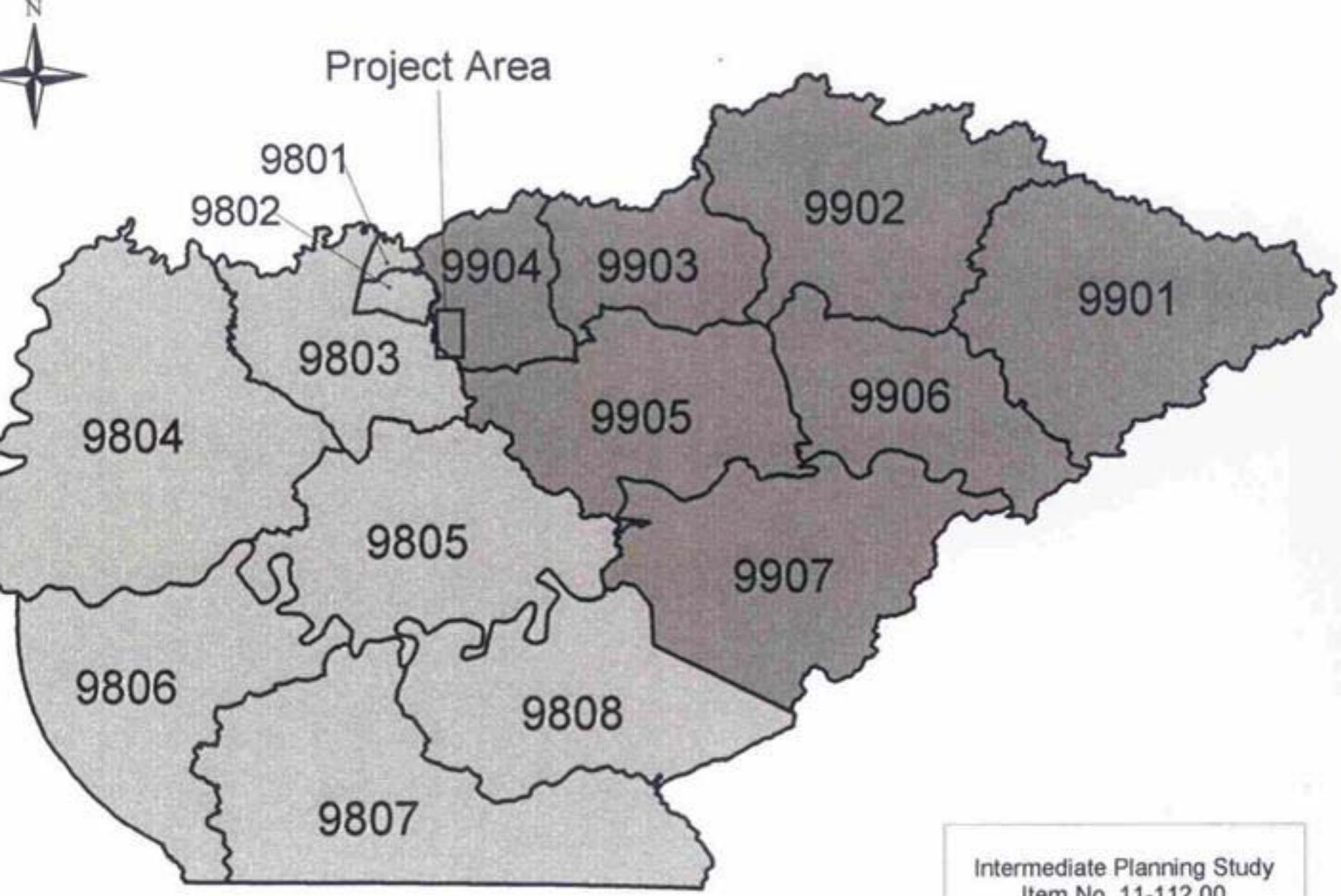
- Barton's Flea Market (606) 528-4542
- B, J, & K Tobacco (Portable Tobacco Store)

- Metal Works (Machine Welding Fabrication) (606) 526-1538
- Joefield Storage (606) 864-4015

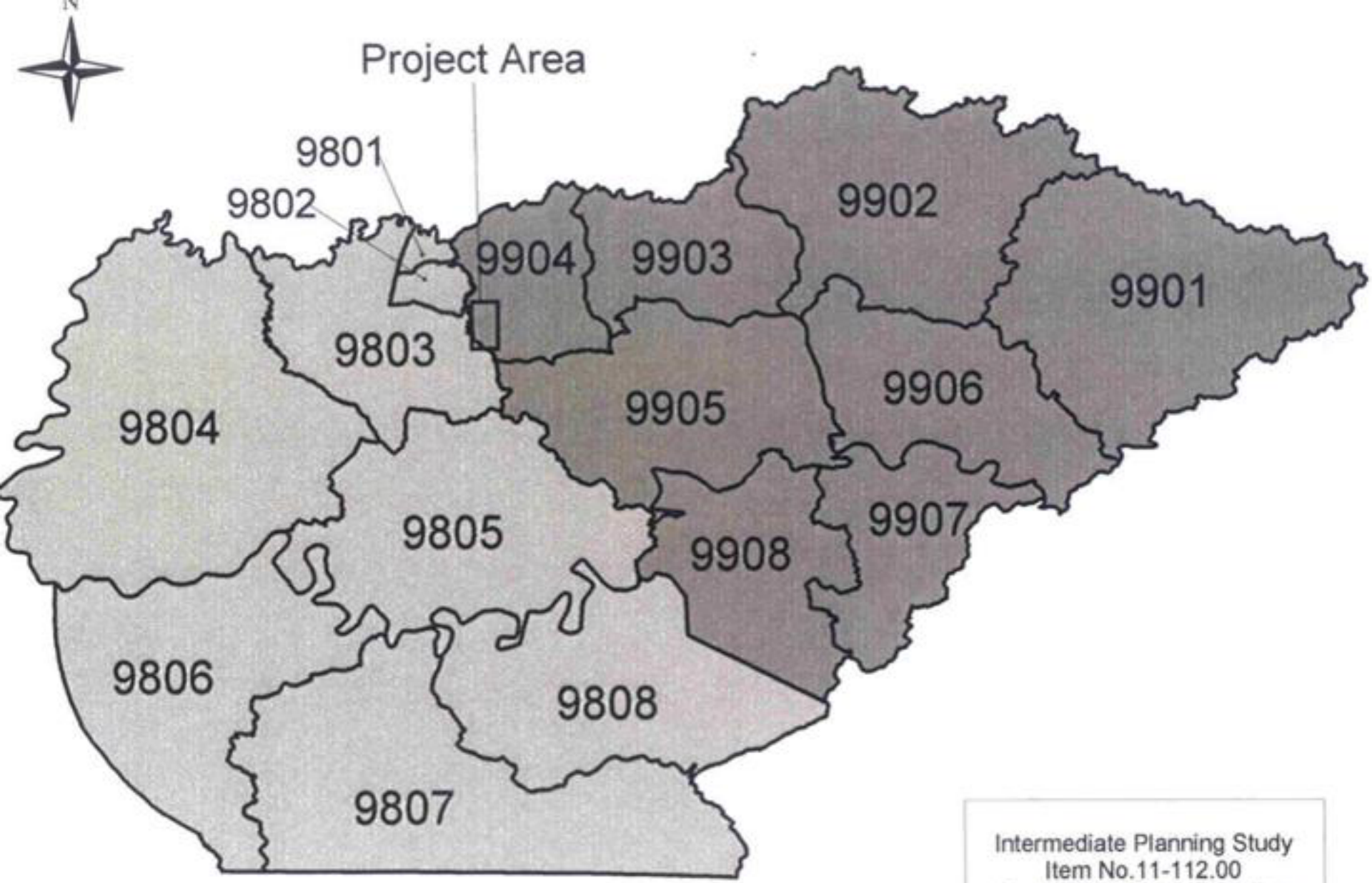
Also located at the fork of KY 6 and KY 1064 is the Woodbine Volunteer Fire & Rescue Building (606) 528-1199.



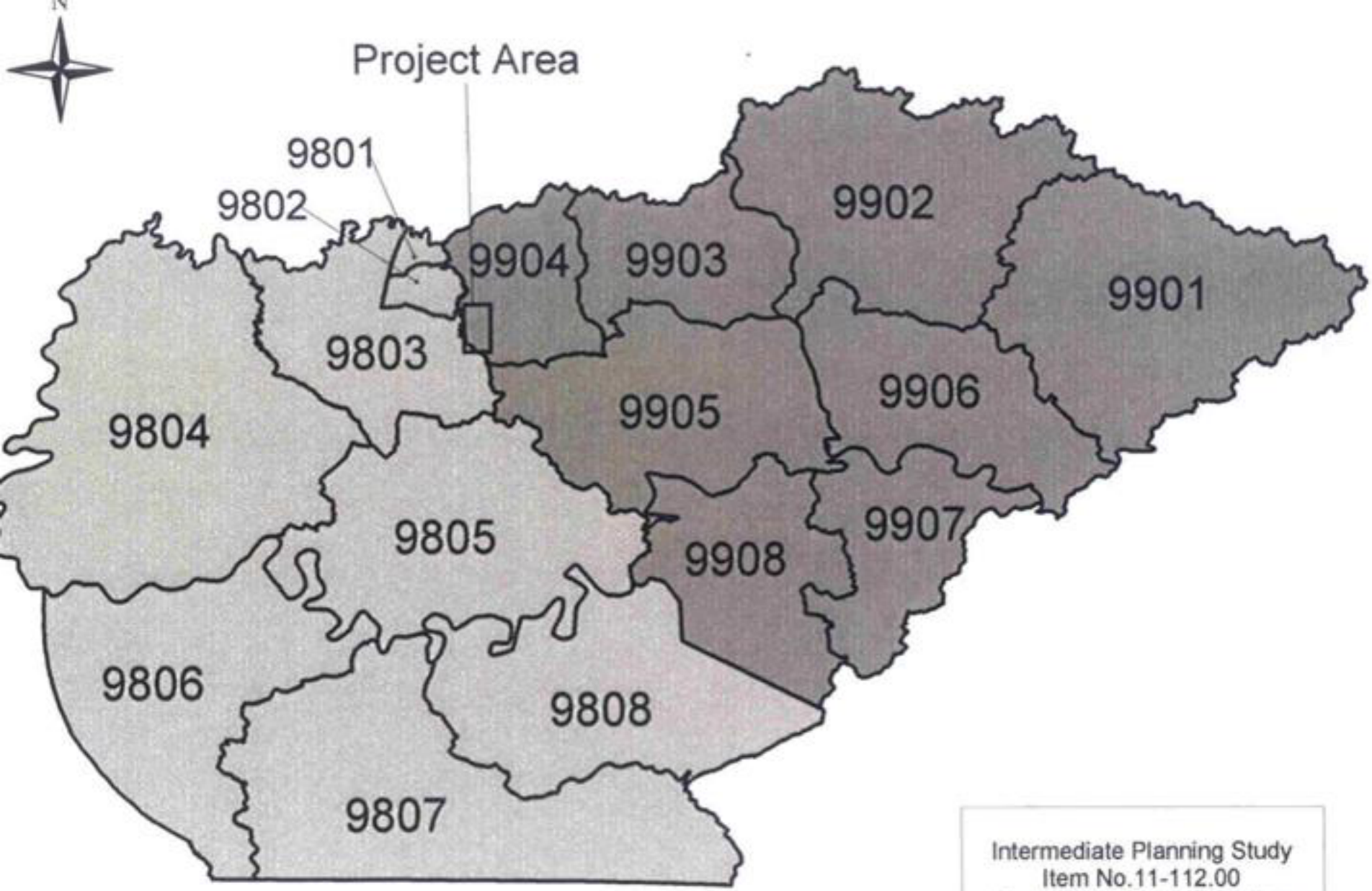
Intermediate Planning Study
Item No. 11-112.00
Knox and Whitley Counties
Proposed Project Area



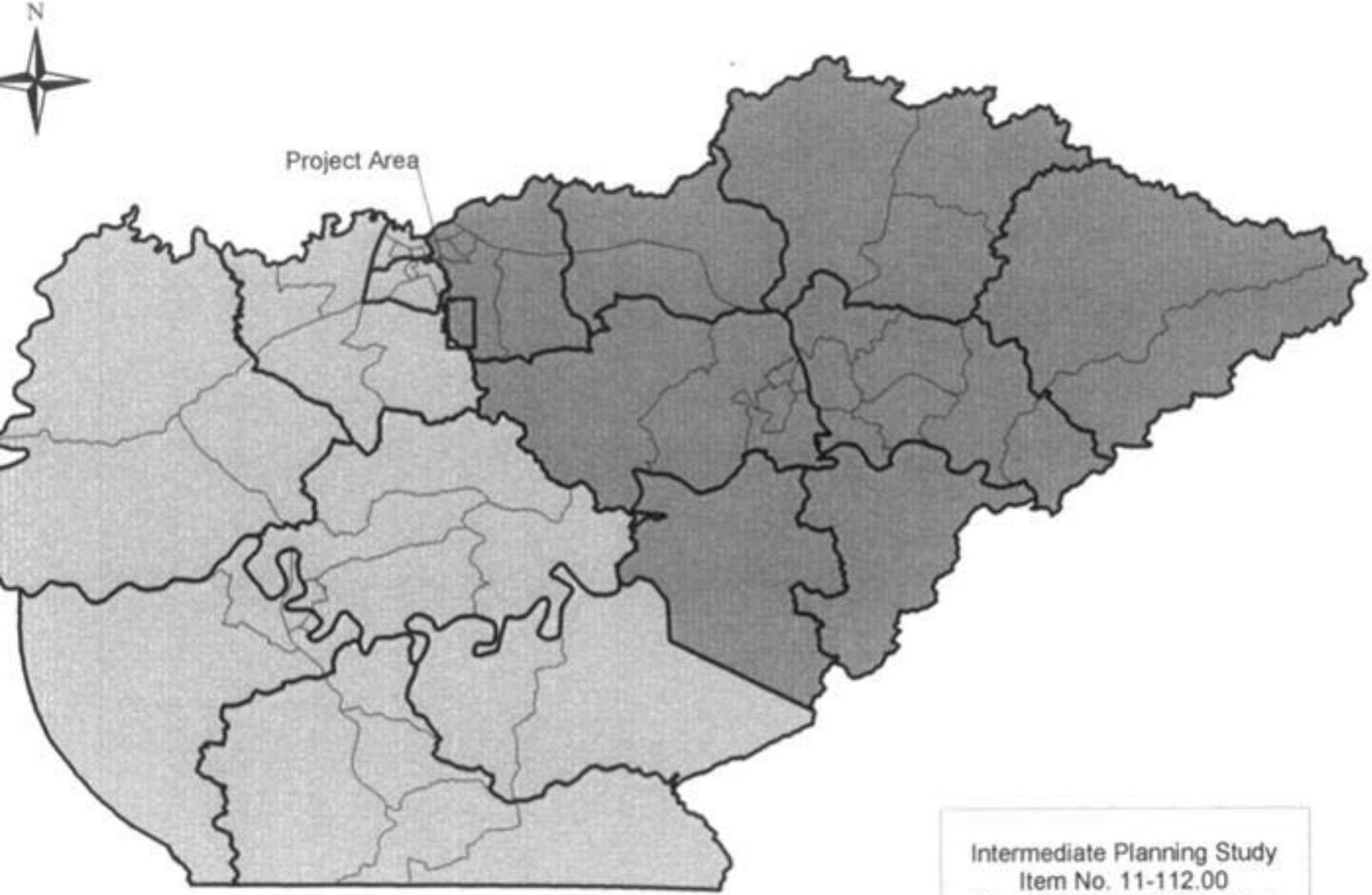
Intermediate Planning Study
Item No. 11-112.00
Knox and Whitley Counties
2000 Census Tracts



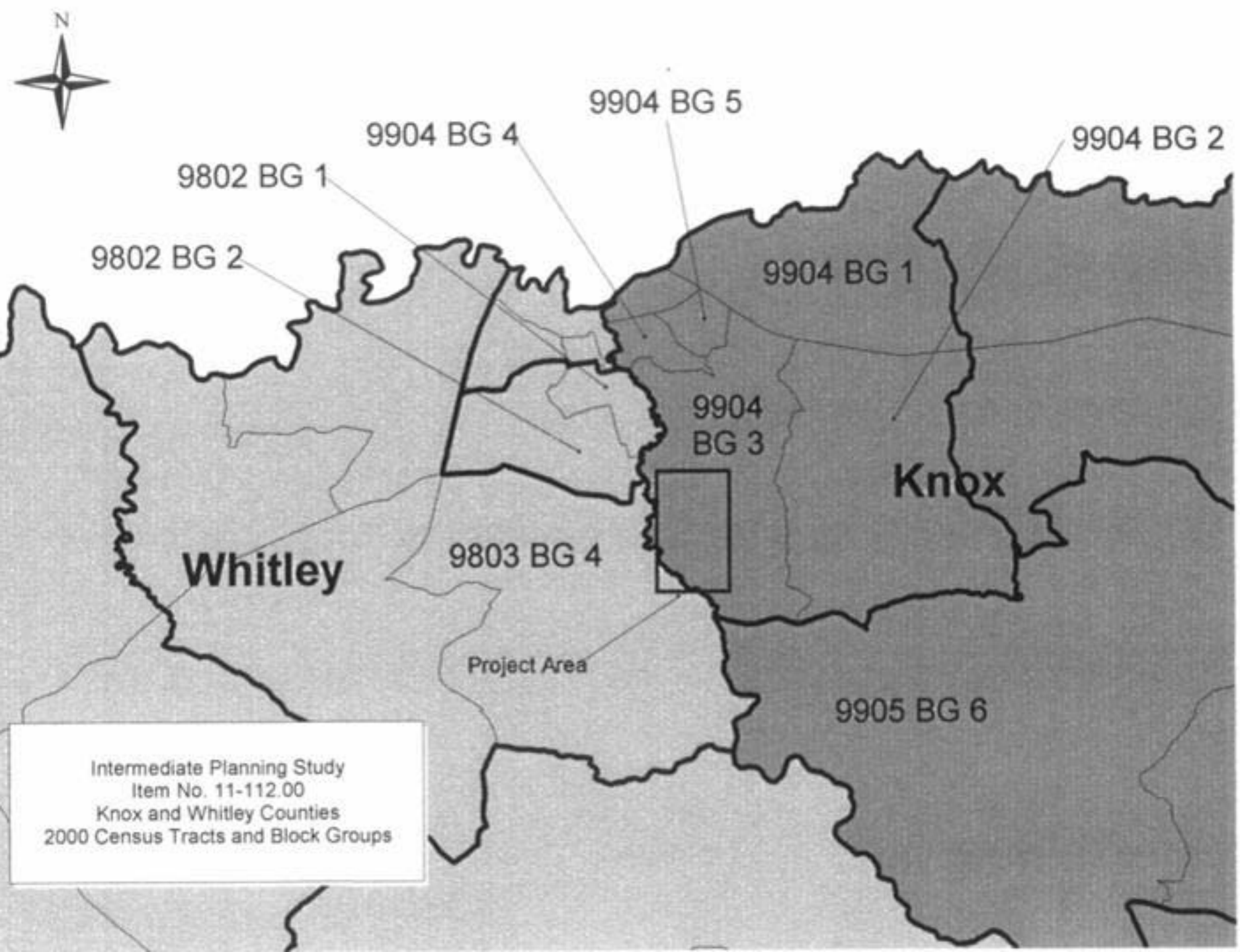
Intermediate Planning Study
Item No.11-112.00
Knox and Whitley Counties
1990 Census Tracts



Intermediate Planning Study
Item No.11-112.00
Knox and Whitley Counties
1990 Census Tracts



Intermediate Planning Study
Item No. 11-112.00
Knox and Whitley Counties
1990 Census Block Groups
(Outlined by Census Tracts)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9904 BG 5
9904 BG 4
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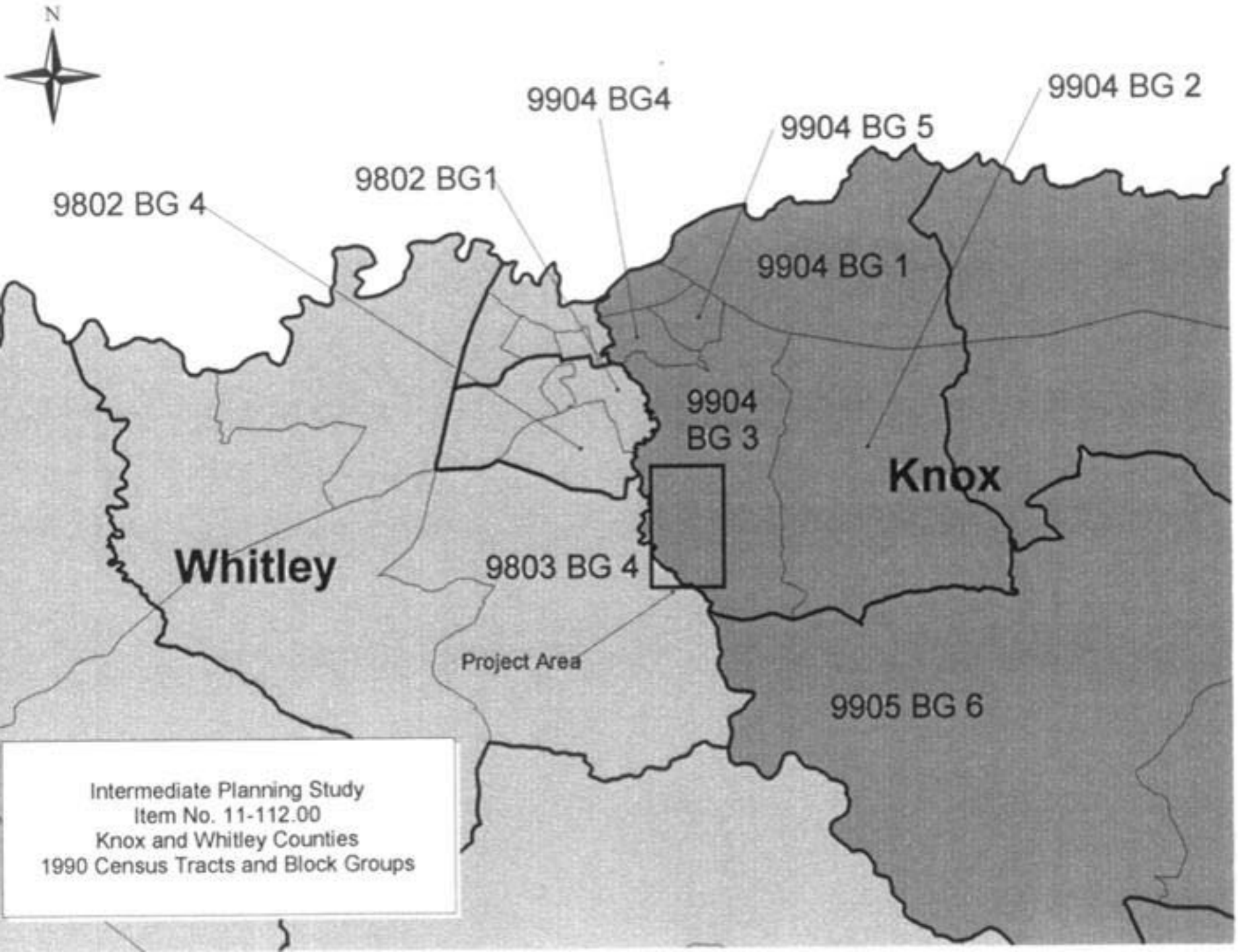
9802 BG 1
9802 BG 2
9904 BG 1
9904
BG 3
Knox
Whitley
9803 BG 4
Project Area
9905 BG 6
Intermediate Planning Study
Item No. 11-112.00
Knox and Whitley Counties
2000 Census Tracts and Block Groups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9904 BG 5
9802 BG1
9802 BG 4
9904 BG 1
9904
BG 3
Knox
Whitley
9803 BG 4
Project Area
9905 BG 6
Intermediate Planning Study
Item No. 11-112.00
Knox and Whitley Counties
1990 Census Tracts and Block Groups

Knox County Demographic Tables

Population By Race
Knox County, Kentucky
Intermediate Planning Study
New Connector from KY 6 in Woodbine to KY 3041 (Corbin Bypass)
Census Boundaries for Item No. 11-112.00

Census Boundary	White	% of pop.	Black	% of pop.	American Indian and Alaskan Native	% of pop.	Asian	% of pop.	Native Hawaiian and other Pacific Islander	% of pop.	Other	% of pop.	Total
.S.	211,460,626	75.14	34,658,190	12.31	2,475956	0.87	10,242,998	3.63	398,835	0.14	22,185,301	7.88	281,421,906
entucky	3,640,889	90.08	295,994	7.32	8,616	0.21	29,744	0.73	1,460	0.03	65,066	1.60	4,041,769
nox Co.	31,108	97.83	262	0.82	80	0.25	53	0.16	6	0.01	286	0.89	31,795
racts													
903	2,965	98.11	13	0.43	8	0.26	0	0.00	0	0.00	36	1.19	3,022
904	6,626	98.20	4	0.05	19	0.28	32	0.47	4	0.05	62	0.91	6,747
905	5,935	96.25	109	1.76	26	0.42	11	0.17	0	0.00	85	1.37	6,166
lock roups													
904-BG1	1,524	97.75	0	0.00	7	0.44	19	1.21	0	0.00	9	0.57	1,559
904-BG2	1,095	97.76	0	0.00	3	0.26	2	0.17	0	0.00	20	1.78	1,120
904-BG3	1,202	98.60	0	0.00	4	0.32	2	0.16	0	0.00	11	0.90	1,219
904-BG4	862	98.85	0	0.00	0	0.00	6	0.68	0	0.00	4	0.45	872
904-BG5	896	98.35	3	0.32	2	0.21	1	0.10	0	0.00	9	0.98	911
905-BG6	1,351	99.26	1	0.07	0	0.00	1	0.07	0	0.00	8	0.58	1,361

- U.S. Census Bureau, Census 2000 Summary File 1 (SF1)
- Shaded boundaries are those directly related to the project

Population By.Age
Knox County, Kentucky
Intermediate Planning Study
New Connector from KY 6 in Woodbine to KY 3041 (Corbin Bypass)
Census Boundaries for Item No. 11-112.00

s Boundary	Persons 0-17 yrs of Age	% of pop.	Persons 18-61 yrs of Age	% of pop.	Persons 62 and Over	% of pop.	Total Population
d States	72,293,812	25.86	167,872,065	59.65	41,256,029	14.65	281,421,906
cky	994,818	24.61	2,491,132	61.63	555,819	13.75	4,041,769
Co.	8,324	26.18	18,614	58.54	4,857	15.27	31,795
	838	27.72	1,787	59.13	397	13.13	3,022
	1,633	24.20	3,775	55.95	1,339	19.84	6,747
	1,530	24.81	3,613	58.59	1,023	16.59	6,166
Groups							
BG1	390	25.01	936	60.03	233	14.94	1,559
BG2	318	28.39	654	58.39	148	13.21	1,120
BG3	330	27.07	732	60.04	157	12.87	1,219
BG4	242	27.75	461	52.86	169	19.38	872
BG5	126	13.83	390	42.81	395	43.35	911
BG6	396	29.09	810	59.51	155	11.38	1,361

U.S. Census Bureau, Census 2000 Summary File 1 (SF1)
Shaded boundaries are those directly related to the project

Poverty Status
Knox County, Kentucky
Intermediate Planning Study
New Connector from KY 6 in Woodbine to KY 3041 (Corbin Bypass)
Census Boundaries for Item No. 11-112.00

Census Boundary	Persons Below Poverty Level	% of pop.	Persons 0-17 Below Poverty Level	% of Persons 0-17 Below Poverty Level
ted States	31,742,864	12.76	11,428,916	17.96
tucky	681,827	18.50	234,012	24.48
ox Co.	11,289	38.04	4,212	49.69
sus Tracts				
3	865	29.40	316	34.99
4	1,638	26.53	675	40.44
5	2,115	35.79	767	49.13
ck Groups				
4-BG1	200	16.83	92	29.77
4-BG2	464	42.72	234	57.21
4-BG3	254	24.00	84	28.00
4-BG4	209	24.85	96	44.44
4-BG5	237	26.96	77	37.01
5-BG6	279	27.00	105	36.71

- U.S. Bureau of the Census, 1990 Census of Population and Housing
- Shaded boundaries are those directly related to the project

Whitley County Demographic Tables

Population By Race
Whitley County, Kentucky
Intermediate Planning Study
New Connector from KY 6 in Woodbine to KY 3041 (Corbin Bypass)
Census Boundaries for Item No. 11-112.00

Census Boundary	White	% of pop.	Black	% of pop.	American Indian and Alaskan Native	% of pop.	Asian	% of pop.	Native Hawaiian and other Pacific Islander	% of pop.	Other	% of pop.	Total Population
U.S.	211,460,626	75.14	34,658,190	12.31	2,475956	0.87	10,242,998	3.63	398,835	0.14	22,185,301	7.88	281,421,906
Kentucky	3,640,889	90.08	295,994	7.32	8,616	0.21	29,744	0.73	1,460	0.03	65,066	1.60	4,041,769
Whitley	35,280	98.36	123	0.34	81	0.22	71	0.19	5	0.01	305	0.85	35,865
Tracts													
9801	2,717	98.26	1	0.03	3	0.10	5	0.18	1	0.03	38	1.37	2,765
9802	3,052	98.45	1	0.03	7	0.22	12	0.38	0	0.00	28	0.90	3,100
9803	6,170	98.70	2	0.03	18	0.28	22	0.35	1	0.01	38	0.60	6,251
Block Groups													
9802-1	1,376	98.99	1	0.07	6	0.43	1	0.07	0	0.00	6	0.43	1,390
9802-2	1,676	98.01	0	0.00	1	0.05	11	0.64	0	0.00	22	1.28	1,710
9803-1	1,691	98.77	1	0.05	7	0.40	3	0.17	0	0.00	10	0.58	1,712
9803-3	1,140	99.73	0	0.00	0	0.00	2	0.17	0	0.00	1	0.08	1,143
9803-4	1,581	98.25	1	0.06	7	0.43	1	0.06	1	0.06	18	1.11	1,609
9805-1	1,735	99.25	0	0.00	3	0.17	3	0.17	0	0.00	7	0.40	1,748

- U.S. Census Bureau, Census 2000 Summary File 1 (SF1)
- Shaded boundaries are those directly related to the project

Population By Age
Whitley County, Kentucky
Intermediate Planning Study
New Connector from KY 6 in Woodbine to KY 3041 (Corbin Bypass)
Census Boundaries for Item No. 11-112.00

Census Boundary	Persons 0-17 yrs of Age	% of pop.	Persons 18-61 yrs of Age	% of pop.	Persons 62 and Over	% of pop.	Total Population
United States	72,293,812	25.86	167,872,065	59.65	41,256,029	14.65	281,421,906
Kentucky	994,818	24.61	2,491,132	61.63	555,819	13.75	4,041,769
Whitley Co.	9,245	25.77	21,078	58.77	5,542	15.45	35,865
Tracts							
9801	630	22.78	1,630	58.95	505	18.26	2,765
9802	784	25.29	1,648	53.16	668	21.54	3,100
9803	1,632	26.10	3,610	57.75	1,009	16.14	6,251
Block Groups							
9802-BG 1	342	24.60	722	51.94	326	23.45	1,390
9802-BG2	442	25.84	926	54.15	342	20.00	1,710
9803-BG1	469	27.39	1,016	59.34	227	13.25	1,712
9803-BG3	312	27.29	679	59.40	152	13.29	1,143
9803-BG4	367	22.80	847	52.64	395	24.54	1,609
9805-BG1	502	28.71	1,035	59.21	211	12.07	1,748

- U.S. Census Bureau, Census 2000 Summary File 1 (SF1)
- Shaded boundaries are those directly related to the project

Poverty Status
Whitley County, Kentucky
Intermediate Planning Study
New Connector from KY 6 in Woodbine to KY 3041 (Corbin Bypass)
Census Boundaries for Item No. 11-112.00

Census Boundary	Persons Below Poverty Level	% of pop.	Persons 0-17 Below Poverty Level	% of Persons 0-17 Below Poverty Level
United States	31,742,864	12.76	11,428,916	17.96
Kentucky	681,827	18.50	234,012	24.48
Whitley Co.	10,622	31.87	3,873	42.92
Census Tracts				
9801	495	16.92	132	18.13
9802	724	23.01	321	42.46
9803	1,298	24.58	457	29.46
Block Groups				
9802-BG1	323	33.26	136	50.55
9802-BG2	63	13.04	29	28.43
9803-BG1	375	25.73	147	35.42
9803-BG3	371	38.05	129	41.08
9803-BG4	340	24.89	103	26.14
9805-BG1	515	32.97	211	44.14

- U.S. Bureau of the Census, 1990 Census of Population and Housing
- Shaded boundaries are those directly related to the project

Knox County
2000 Census
Tract and Block Group
Population Totals

Knox County Census 2000 Population Totals
Census Tracts and Block Groups

Total Population:	**31,795**
Census Tract 9901	**2,079**
Block Group 1	1,235
Block Group 2	844
Census Tract 9902	**3,730**
Block Group 1	1,969
Block Group 2	1,761
Census Tract 9903	**3,022**
Block Group 1	1,747
Block Group 2	1,275
Census Tract 9904	**6,747**
Block Group 1	1,559
Block Group 2	1,120
Block Group 3	1,219
Block Group 4	872
Block Group 5	911
Block Group 6	1,066
Census Tract 9905	**6,166**
Block Group 1	1,073
Block Group 2	924
Block Group 3	756
Block Group 4	838
Block Group 5	1,214
Block Group 6	1,361
Census Tract 9906	**7,999**
Block Group 1	1,070

Block Group 2	1,408
Block Group 3	1,380
Block Group 4	748
Block Group 5	1,402
Block Group 6	1,277
Block Group 7	714
Census Tract 9907	**2,052**
Block Group 1	1,123
Block Group 2	929

Whitley County
2000 Census
Tract and Block Group
Population Totals

Whitley County Census 2000 Population Totals
Census Tracts and Block Groups

Total Population:	**35,865**
Census Tract 9801	**2,765**
Block Group 1	715
Block Group 2	652
Block Group 3	1,398
Census Tract 9802	**3,100**
Block Group 1	1,390
Block Group 2	1,710
Census Tract 9803	**6,251**
Block Group 1	1,712
Block Group 2	1,787
Block Group 3	1,143
Block Group 4	1,609
Census Tract 9804	**5,392**
Block Group 1	1,609
Block Group 2	1,347
Block Group 3	2,436
Census Tract 9805	**5,956**
Block Group 1	1,748
Block Group 2	983
Block Group 3	1,042
Block Group 4	904
Block Group 5	1,279
Census Tract 9806	**5,280**
Block Group 1	948

Block Group 2	1,499
Block Group 3	776
Block Group 4	1,150
Block Group 5	907
Census Tract 9807	**4,940**
Block Group 1	617
Block Group 2	1,065
Block Group 3	1,212
Block Group 4	1,206
Block Group 5	840
Census Tract 9808	**2,181**
Block Group 1	1,087
Block Group 2	1,094

Kentucky State Data Center

Census 2000, Summary File 1
General Profile

Population and Housing Data

Kentucky, Knox Co., Whitley Co.

P1/P15/P16/P17/P31/P32/P33. POPULATION SUMMARY
Universe: Persons, Households, Families

Total Population	4,041,769	Total Families	1,104,398
Total Households	1,590,647	Population in Families	3,253,964
Population in Households	3,926,965	Average Family Size	2.97
Average Household Size	2.47		

P7/P8/P11. POPULATION BY RACE AND HISPANIC OR LATINO
Universe: Persons

	Total	Hispanic	Non-Hispanic
Total	4,041,769	59,939	3,981,830
White Alone	3,640,889	32,876	3,608,013
Black or African American Alone	295,994	2,355	293,639
American Ind. and Alaska Native Alone	8,616	677	7,939
Asian Alone	29,744	376	29,368
Native Hawaiian/Other Pacific Islander Alone	1,460	185	1,275
Some Other Race Alone	22,623	18,777	3,846
Two or More Races	42,443	4,693	37,750

P15A-I/P16A-I/P17A-I. HOUSEHOLDS AND HOUSEHOLD POPULATION BY RACE
Universe: Households and Population in Households

Householder:	Households	Pop. In HH	Avg. HH Size
White Alone	1,449,492	3,568,787	2.46
Black or African American Alone	110,754	277,179	2.50
American Ind. and Alaskan Native Alone	3,390	8,625	2.54
Asian Alone	9,411	25,483	2.71
Native Hawaiian/Other Pacific Islander Alone	375	1,153	3.07
Some Other Race Alone	5,278	17,696	3.35
Two or More Races	11,947	30,042	2.51
Hispanic or Latino (Any Race)	16,323	50,494	3.09
White Alone, Not Hispanic	1,439,875	3,538,702	2.46

P31A-I/P32A-I/P33A-I. FAMILIES AND POPULATION IN FAMILIES BY RACE
Universe: Families and Population in Families

Householder:	Families	Population In Families	Average Family Size
White Alone	1,012,814	2,994,872	2.96
Black or African American Alone	71,736	223,901	3.12
American Ind. and Alaska Native Alone	2,199	6,866	3.12
Asian Alone	6,322	20,987	3.32
Native Hawaiian/Other Pacific Islander Alone	260	918	3.53
Some Other Race Alone	3,621	13,122	3.62
Two or More Races	7,446	23,518	3.16
Hispanic or Latino (Any Race)	11,346	38,885	3.43
White Alone, Not Hispanic	1,008,106	2,972,572	2.95

P12/P13. POPULATION BY AGE AND SEX
Universe: Persons

	Both Sexes		Male		Female	
	Number	Pct.	Number	Pct.	Number	Pct.
Under 5	265,901	6.6	136,273	6.9	129,628	6.3
5 to 9	279,258	6.9	143,419	7.3	135,839	6.6
10 to 14	279,481	6.9	143,929	7.3	135,552	6.6
15 to 17	170,178	4.2	87,726	4.4	82,452	4.0
18 and 19	118,826	2.9	60,251	3.1	58,575	2.8
20	60,868	1.5	31,018	1.6	29,850	1.4
21	57,540	1.4	29,321	1.5	28,219	1.4
22 to 24	164,624	4.1	83,544	4.2	81,080	3.9
25 to 29	281,134	7.0	141,769	7.2	139,365	6.7
30 to 34	286,974	7.1	143,506	7.3	143,468	6.9
35 to 39	321,931	8.0	159,316	8.1	162,615	7.9
40 to 44	320,734	7.9	158,212	8.0	162,522	7.9
45 to 49	293,976	7.3	144,952	7.3	149,024	7.2
50 to 54	262,956	6.5	128,971	6.5	133,985	6.5
55 to 59	204,483	5.1	99,187	5.0	105,296	5.1
60 and 61	71,143	1.8	34,050	1.7	37,093	1.8
62 to 64	96,969	2.4	45,943	2.3	51,026	2.5
65 and 66	60,036	1.5	28,046	1.4	31,990	1.5
67 to 69	84,635	2.1	38,545	2.0	46,090	2.2
70 to 74	129,272	3.2	56,207	2.8	73,065	3.5
75 to 79	104,760	2.6	41,734	2.1	63,026	3.1
80 to 84	67,829	1.7	23,743	1.2	44,086	2.1
85 and over	58,261	1.4	15,706	0.8	42,555	2.1
65 and over	504,793	12.5	203,981	10.3	300,812	14.6
Median Age	35.9		34.6		37.1	

P19. HOUSEHOLDS BY TYPE AND PRESENCE OF PERSONS UNDER 18
Universe: Households

	Households With People Under 18	Households With No People Under 18
Family Households:	557,953	546,445
Married Couple Families	396,489	461,455
Other Families:	161,464	84,990
Male Householder, no wife present	34,659	23,838
Female Householder, no husband present	126,805	61,152
Nonfamily Households:	6,222	460,027
Male Householder	5,038	212,102
Female Householder	1,184	267,925

P34/P35. FAMILY TYPE BY PRESENCE AND AGE OF OWN AND RELATED CHILDREN

Universe: Families

	With Own Children	With Related Children
Married Couple Families:	857,944	857,944
Own Children Under 18:	375,211	394,813
Under 6 Only	90,543	97,388
Under 6 and 6 to 17	71,873	77,676
No Own Children Under 18	482,733	463,131
Other Families:		
Male Householder, No Spouse Present		
Own Children Under 18:	30,568	34,318
Under 6	8,504	9,592
Under 6 and 6 to 17	3,302	4,081
No Own Children Under 18	27,929	24,179
Female Householder, No Spouse Present		
Own Children Under 18:	110,565	126,465
Under 6 Only	25,910	30,363
Under 6 and 6 to 17	17,009	21,280
No Own Children Under 18	77,392	61,492

P21. HOUSEHOLD TYPE BY AGE OF HOUSEHOLDER

Universe: Households

Householder Age:	Family Households	Nonfamily Households
15 to 24	53,205	40,871
25 to 34	206,857	68,739
35 to 44	273,907	71,082
45 to 54	238,196	78,088
55 to 64	157,148	66,869
65 to 74	109,552	70,617
75 to 84	55,224	65,466
85 and over	10,511	24,517

P27/P30. RELATIONSHIP BY HOUSEHOLD TYPE

Universe: Persons

	Total	65 and Over
Population in Households:	3,926,965	475,359
In Family Households:	3,348,636	310,980
Householder:	1,104,398	175,287
Male	818,674	136,881
Female	285,724	38,406
Spouse	857,944	107,604
Parent	21,041	13,277
Child:	1,162,259	
Natural born or adopted	1,085,682	
Step	76,577	
Grandchild	70,435	
Brother or Sister	26,514	
Other relatives	41,393	13,002
Nonrelatives	64,652	1,810
In Nonfamily Households:	578,329	164,379
Male Householder:	217,140	38,736
Living alone	174,348	36,363
Not living alone	42,792	2,373
Female Householder:	269,109	121,864
Living alone	239,747	119,551
Not living alone	29,362	2,313
Nonrelatives	92,080	3,779
Pop. in Group Quarters:	114,804	29,434
Institutional	62,057	27,213
Noninstitutional	52,747	2,221

PCT14. HOUSEHOLDS BY SEX OF UNMARRIED PARTNERS

Universe: Households

Unmarried Partner Households:	71,268
Male householder and male partner	3,310
Male householder and female partner	34,599
Female householder and female partner	3,804
Female householder and male partner	29,553
All Other Households	1,519,381

P28. RELATIONSHIP BY HOUSEHOLD TYPE FOR THE POPULATION UNDER 18

Universe: Persons under 18

Total:	994,818
In Households:	990,111
Householder or Spouse	1,488
Related Child:	970,540
Own Child:	901,105
In Married Couple Family	669,954
In Other Family	
(No Spouse Present):	231,151
Male Householder	46,215
Female Householder	184,936
Other Relatives:	69,435
Grandchild	57,141
Other relatives	12,294
Nonrelatives	18,083
In Group Quarters	4,707
Institutional	2,373
Noninstitutional	2,334

P18. HOUSEHOLD SIZE, HOUSEHOLD TYPE AND PRESENCE OF OWN CHILDREN

Universe: Households

1-Person Households:	414,095
Male Householder	174,348
Female Householder	239,747
2 or More Person Households:	1,176,552
Family Households:	1,104,398
Married couple families:	857,944
With Own Child. Under 18	375,211
No Own Child. Under 18	482,733
Other Families	
(No spouse present):	246,454
Male Householder:	58,497
With Own Child. Under 18	30,568
No Own Child. Under 18	27,929
Female Householder	187,957
With Own Child. Under 18	110,565
No Own Child. Under 18	77,392
Nonfamily Households:	72,154
Male Householder	42,792
Female Householder	29,362

State: KY

P34/P35. FAMILY TYPE BY PRESENCE AND AGE OF OWN AND RELATED CHILDREN

Universe: Families

	With Own Children	With Related Children
Married Couple Families:	857,944	857,944
Own Children Under 18:	375,211	394,813
Under 6 Only	90,543	97,388
Under 6 and 6 to 17	71,873	77,676
No Own Children Under 18	482,733	463,131
Other Families:		
Male Householder, No Spouse Present		
Own Children Under 18:	30,568	34,318
Under 6	8,504	9,592
Under 6 and 6 to 17	3,302	4,081
No Own Children Under 18	27,929	24,179
Female Householder, No Spouse Present		
Own Children Under 18:	110,565	126,465
Under 6 Only	25,910	30,363
Under 6 and 6 to 17	17,009	21,280
No Own Children Under 18	77,392	81,492

P21. HOUSEHOLD TYPE BY AGE OF HOUSEHOLDER

Universe: Households

Householder Age:	Family Households	Nonfamily Households
15 to 24	53,205	40,871
25 to 34	206,657	68,739
35 to 44	273,907	71,082
45 to 54	238,196	78,088
55 to 64	157,146	66,869
65 to 74	109,552	70,617
75 to 84	55,224	65,468
85 and over	10,511	24,517

P27/P30. RELATIONSHIP BY HOUSEHOLD TYPE

Universe: Persons

	Total	65 and Over
Population in Households:	3,926,965	475,359
In Family Households:	3,348,636	310,980
Householder:	1,104,398	175,287
Male	818,674	136,881
Female	285,724	38,406
Spouse	857,944	107,604
Parent	21,041	13,277
Child:	1,162,259	
Natural born or adopted	1,085,682	
Step	76,577	
Grandchild	70,435	
Brother or Sister	26,514	
Other relatives	41,393	13,002
Nonrelatives	64,652	1,810
In Nonfamily Households:	578,329	164,379
Male Householder:	217,140	38,736
Living alone	174,348	36,363
Not living alone	42,792	2,373
Female Householder:	269,109	121,864
Living alone	239,747	119,551
Not living alone	29,362	2,313
Nonrelatives	92,080	3,779
Pop. in Group Quarters:	114,804	29,434
Institutional	62,057	27,213
Noninstitutional	52,747	2,221

PCT14. HOUSEHOLDS BY SEX OF UNMARRIED PARTNERS

Universe: Households

Unmarried Partner Households:	71,268
Male householder and male partner	3,310
Male householder and female partner	34,599
Female householder and female partner	3,804
Female householder and male partner	29,553
All Other Households	1,519,381

P28. RELATIONSHIP BY HOUSEHOLD TYPE FOR THE POPULATION UNDER 18

Universe: Persons under 18

Total:	994,818
In Households:	990,111
Householder or Spouse	1,488
Related Child:	970,540
Own Child:	901,105
In Married Couple Family	669,954
In Other Family	
(No Spouse Present):	231,151
Male Householder	46,215
Female Householder	184,936
Other Relatives:	69,435
Grandchild	57,141
Other relatives	12,294
Nonrelatives	18,063
In Group Quarters	4,707
Institutional	2,373
Noninstitutional	2,334

P18. HOUSEHOLD SIZE, HOUSEHOLD TYPE AND PRESENCE OF OWN CHILDREN

Universe: Households

1-Person Households:	414,095
Male Householder	174,348
Female Householder	239,747
2 or More Person Households:	1,176,552
Family Households:	1,104,398
Married couple families:	857,944
With Own Child. Under 18	375,211
No Own Child. Under 18	482,733
Other Families	
(No spouse present):	246,454
Male Householder:	58,497
With Own Child. Under 18	30,568
No Own Child. Under 18	27,929
Female Householder	187,957
With Own Child. Under 18	110,565
No Own Child. Under 18	77,392
Nonfamily Households:	72,154
Male Householder	42,792
Female Householder	29,362

P14. SEX BY AGE FOR THE POPULATION UNDER 20 YEARS
Universe: Population Under 20 Years

	Total	Pct.	Male	Pct.	Female	Pct.
Total	1,113,644	100	571,598	100	542,046	100
Under 1	53,156	4.8	27,211	4.8	25,945	4.8
1 year	53,682	4.8	27,431	4.8	26,251	4.8
2 years	52,681	4.7	26,838	4.7	25,843	4.8
3 years	52,678	4.7	27,103	4.7	25,575	4.7
4 years	53,704	4.8	27,690	4.8	26,014	4.8
5 years	54,479	4.9	25,013	4.9	26,466	4.9
6 years	54,524	4.9	26,093	4.9	26,431	4.9
7 years	55,786	5.0	28,559	5.0	27,227	5.0
8 years	56,886	5.1	29,202	5.1	27,684	5.1
9 years	57,583	5.2	29,552	5.2	28,031	5.2
10 years	57,607	5.2	29,828	5.2	27,779	5.1
11 years	55,755	5.0	28,633	5.0	27,122	5.0
12 years	55,009	4.9	28,202	4.9	26,807	4.9
13 years	55,113	4.9	28,415	5.0	26,698	4.9
14 years	55,997	5.0	28,851	5.0	27,146	5.0
15 years	55,846	5.0	28,841	5.0	27,005	5.0
16 years	56,314	5.1	28,979	5.1	27,335	5.0
17 years	58,018	5.2	29,906	5.2	28,112	5.2
18 years	57,601	5.2	29,300	5.1	28,301	5.2
19 years	61,225	5.5	30,951	5.4	30,274	5.6

P36. OWN CHILDREN UNDER 18 YEARS BY FAMILY TYPE AND AGE
Universe: Own Children Under 18 Years

	Total	In Married Couple Families	In Male Householder, No Wife Families	In Female Householder, No Husband Families
Total < 18 Years:	901,105	669,954	46,215	184,936
Under 3 Years	140,860	107,398	7,698	25,766
3 and 4 Years	96,032	71,661	4,622	19,749
5 Years	49,430	36,772	2,363	10,295
6 to 11 Years	310,112	229,024	15,096	65,992
12 to 17 Years	304,671	225,099	18,436	63,134

P38. GROUP QUARTERS POPULATION BY SEX BY AGE BY G.Q. TYPE
Universe: Population in Group Quarters

	Total	Male	Pct of Total	Female	Pct of Total
Total	114,804	66,202	57.7	48,602	42.3
Under 18 years:	4,707	3,173	67.4	1,534	32.6
Institutionalized population:	2,373	1,690	71.2	683	28.8
Correctional institutions	186	159	85.5	27	14.5
Nursing homes	0	0	0.0	0	0.0
Other institutions	2,187	1,531	70.0	656	30.0
Non-Institutional population:	2,334	1,483	63.5	851	36.5
College dormitories	101	54	53.5	47	46.5
Military quarters	72	72	100.0	0	0.0
Other noninstitutional G.Q.	2,161	1,357	62.8	804	37.2
18 to 64 years:	80,663	55,577	68.9	25,086	31.1
Institutionalized population:	32,471	28,013	86.3	4,458	13.7
Correctional institutions	27,875	25,535	91.6	2,340	8.4
Nursing homes	3,068	1,493	48.7	1,575	51.3
Other institutions	1,528	985	64.5	543	35.5
Non-Institutional population:	48,192	27,564	57.2	20,628	42.8
College dormitories	31,779	14,553	45.8	17,226	54.2
Military quarters	7,205	6,779	94.1	426	5.9
Other noninstitutional G.Q.	9,208	6,232	67.7	2,976	32.3
65 Years and over:	29,434	7,452	25.3	21,982	74.7
Institutionalized population:	27,213	6,882	25.3	20,331	74.7
Correctional institutions	327	312	95.4	15	4.6
Nursing homes	26,198	6,276	24.0	19,922	76.0
Other institutions	688	294	42.7	394	57.3
Non-Institutional population:	2,221	570	25.7	1,651	74.3
College dormitories	3	1	33.3	2	66.7
Military quarters	0	0	0.0	0	0.0
Other noninstitutional G.Q.	2,218	569	25.7	1,649	74.3

Area Name: Kentucky
State: KY

Area Type: State (Summary Level 040)

P22/23/24. HOUSEHOLDS BY PRESENCE OF PEOPLE 60(65/75) YEARS AND OVER, HOUSEHOLD SIZE AND HOUSEHOLD TYPE
Universe: Households

	60+ Years	Pct.	65+ Years	Pct.	75+ Years	Pct.
Total	1,590,647	100.0	1,590,647	100.0	1,590,647	100.0
Households w/ one or more over 60/65/75:	469,188	29.5	363,000	22.8	175,192	11.0
1-person households	185,968		155,914		88,270	
2-or-more person households:	283,200		207,086		86,922	
Family households	274,816		201,281		84,631	
Non-family households	8,384		5,805		2,291	
Households with no people over 60/65/75:	1,121,459	70.5	1,227,647	77.2	1,415,455	89.0
1-person households	228,107		258,181		325,825	
2-or-more person households:	893,352		969,466		1,089,630	
Family households	829,582		903,117		1,019,767	
Non-family households	63,770		66,349		69,863	

P25. HOUSEHOLDS BY PRESENCE OF NONRELATIVES
Universe: Households

Total	1,590,647
Households with one or more non-relatives	126,617
Households with no non-relatives	1,464,030

P20. HOUSEHOLDS BY AGE OF HOUSEHOLDER BY HOUSEHOLD TYPE (INCLUDING LIVING ALONE) BY PRESENCE OF OWN CHILDREN
Universe: Households

	Total Households	Householder 15 to 64	Householder 65 and Over
Total	1,590,647	1,254,760	335,887
Family households:	1,104,396	929,111	175,287
Married couple families:	857,944	719,599	138,345
With own children under 18	375,211	374,025	1,186
No own children under 18	482,733	345,574	137,159
Other families:	246,454	209,512	36,942
Male householder, no wife present:	58,497	51,510	6,987
With own children under 18	30,568	30,340	228
No own children under 18	27,929	21,170	6,759
Female householder, no husband present:	187,957	158,002	29,955
With own children under 18	110,565	110,446	119
No own children under 18	77,392	47,556	29,836
Non-family households:	486,249	325,649	160,600
Householder living alone	414,095	258,181	155,914
Householder not living alone	72,154	67,468	4,686

H15. TENURE BY HOUSEHOLD SIZE
Universe: Occupied Housing Units

	Total	Owner Occupied	Pct. Owner Occ.	Renter Occupied	Pct. Renter Occ.
Total Occupied Units:	1,590,647	1,125,397	70.8	465,250	29.2
1-person households	414,095	238,763	57.7	175,332	42.3
2-person households	539,711	412,453	76.4	127,258	23.6
3-person households	292,375	214,658	73.4	77,717	26.6
4-person households	223,407	171,716	76.9	51,691	23.1
5-person households	84,207	62,142	73.8	22,065	26.2
6-person households	24,943	17,611	70.6	7,332	29.4
7+person households	11,909	8,054	67.6	3,855	32.4

P29. RELATIONSHIP BY AGE FOR THE POPULATION UNDER 18 YEARS
Universe: Population Under 18 Years

			In Households				Group Quarters		
				Related Child					
	Excluding Head/Spouse Total	Excluding Head/Spouse In Households	Householder or Spouse	Own Child	Other Relatives	Nonrelatives	Total	Institutionalized Pop.	Noninstitutionalized Pop.
Under 18	993,330	988,623	1,488	901,105	89,435	18,093	4,707	2,373	2,334
Under 3	159,519	159,361		140,880	18,541	1,960	158	25	133
3 and 4 years	106,382	106,292		96,032	8,461	1,799	90	19	71
5 years	54,479	54,436		49,430	4,030	976	43	16	27
6 to 11 years	338,141	337,553		310,112	21,318	6,123	588	311	277
12 and 13 years	110,122	109,667		101,758	6,035	1,874	455	283	172
14 years	55,997	55,567		51,507	3,110	950	430	284	146
15 to 17 years	168,690	165,747		151,406	9,940	4,401	2,943	1,435	1,508
% Under 3	16.1%	16.1%		15.6%	23.8%	10.8%	3.4%	1.1%	5.7%
% 3 and 4 years	10.7%	10.8%		10.7%	12.2%	9.9%	1.9%	0.8%	3.0%
% 5 years	5.5%	5.5%		5.5%	5.8%	5.4%	0.9%	0.7%	1.2%
% 6 to 11 years	34.0%	34.1%		34.4%	30.7%	33.9%	12.5%	13.1%	11.9%
% 12 and 13 years	11.1%	11.1%		11.3%	8.7%	10.4%	9.7%	11.9%	7.4%
% 14 years	5.6%	5.6%		5.7%	4.5%	5.3%	9.1%	12.0%	6.3%
% 15 to 17 years	17.0%	16.8%		16.8%	14.3%	24.3%	62.5%	60.5%	64.6%

H17. TENURE BY HOUSEHOLD TYPE (INCLUDING LIVING ALONE) BY AGE OF HOUSEHOLDER
Universe: Occupied Housing Units

	Owner Occupied					Renter Occupied				
	Householder Any Age	Householder 15 to 34	Householder 35 to 64	Householder 65+	Pct. 65+	Householder Any Age	Householder 15 to 34	Householder 35 to 64	Householder 65+	Pct. 65+
Family households:	858,166	143,292	553,483	159,391	18.6	249,232	116,570	115,766	15,896	6.4
Married-couple family:	720,726	119,977	471,895	128,854	17.9	137,218	63,046	64,681	9,491	6.9
Other family:	135,440	23,315	81,588	30,537	22.5	111,014	53,524	51,085	6,405	5.8
Male householder, no wife	38,373	7,608	22,936	5,829	15.0	22,124	10,165	10,801	1,158	5.2
Female householder, no husband	99,067	15,707	58,652	24,708	24.9	88,890	43,359	40,284	5,247	5.9
Nonfamily households:	269,231	29,900	124,661	114,670	42.6	217,018	79,710	91,378	45,930	21.2
Male householder:	108,520	20,473	60,658	27,189	25.1	108,620	47,047	50,026	11,547	10.6
Living alone	90,583	14,564	50,652	25,367	28.0	83,765	29,561	43,206	10,996	13.1
Not living alone	17,937	5,909	10,206	1,822	10.2	24,855	17,486	6,818	551	2.2
Female householder:	160,711	9,427	63,803	87,481	54.4	108,398	32,663	41,352	34,383	31.7
Living alone	148,180	6,483	55,977	85,720	57.8	91,567	20,703	37,033	33,831	36.9
Not living alone	12,531	2,944	7,826	1,761	14.1	16,831	11,960	4,319	552	3.3

Area Name: Knox County
State: KY County: 121

Area Type: State-County (Summary Level 050)

P1/P15/P16/P17/P31/P32/P33. POPULATION SUMMARY

Universe: Persons, Households, Families

Total Population	31,795	Total Families	8,936
Total Households	12,416	Population in Families	26,891
Population in Households	31,150	Average Family Size	3.01
Average Household Size	2.51		

P7/P8/P11. POPULATION BY RACE AND HISPANIC OR LATINO

Universe: Persons

	Total	Hispanic	Non-Hispanic
Total	31,795	180	31,615
White Alone	31,108	138	30,970
Black or African American Alone	262	0	262
American Ind. and Alaska Native Alone	80	6	74
Asian Alone	53	3	50
Native Hawaiian/Other Pacific Islander Alone	6	0	6
Some Other Race Alone	25	11	14
Two or More Races	261	22	239

P15A-I/P16A-I/P17A-I. HOUSEHOLDS AND HOUSEHOLD POPULATION BY RACE

Universe: Households and Population in Households

Householder:	Households	Pop. In HH	Avg. HH Size
White Alone	12,168	30,561	2.51
Black or African American Alone	106	244	2.30
American Ind. and Alaskan Native Alone	33	74	2.24
Asian Alone	14	39	2.79
Native Hawaiian/Other Pacific Islander Alone	0	0	0.00
Some Other Race Alone	2	3	1.50
Two or More Races	93	229	2.46
Hispanic or Latino (Any Race)	64	164	2.56
White Alone, Not Hispanic	12,114	30,429	2.51

P31A-I/P32A-I/P33A-I. FAMILIES AND POPULATION IN FAMILIES BY RACE

Universe: Families and Population in Families

Householder:	Families	Population In Families	Average Family Size
White Alone	8,784	26,415	3.01
Black or African American Alone	72	207	2.88
American Ind. and Alaska Native Alone	20	59	2.95
Asian Alone	10	33	3.30
Native Hawaiian/Other Pacific Islander Alone	0	0	0.00
Some Other Race Alone	1	2	2.00
Two or More Races	49	175	3.57
Hispanic or Latino (Any Race)	49	140	2.86
White Alone, Not Hispanic	8,743	26,301	3.01

P12/P13. POPULATION BY AGE AND SEX

Universe: Persons

	Both Sexes		Male		Female	
	Number	Pct.	Number	Pct.	Number	Pct.
Under 5	2,244	7.1	1,194	7.8	1,050	6.4
5 to 9	2,371	7.5	1,203	7.9	1,168	7.1
10 to 14	2,332	7.3	1,198	7.8	1,134	6.9
15 to 17	1,377	4.3	681	4.4	696	4.2
18 and 19	962	3.0	504	3.3	458	2.8
20	472	1.5	236	1.5	236	1.4
21	420	1.3	203	1.3	217	1.3
22 to 24	1,239	3.9	623	4.1	616	3.7
25 to 29	2,182	6.9	1,069	7.0	1,113	6.8
30 to 34	2,159	6.8	1,073	7.0	1,086	6.6
35 to 39	2,314	7.3	1,116	7.3	1,198	7.3
40 to 44	2,277	7.2	1,106	7.2	1,171	7.1
45 to 49	2,144	6.7	1,020	6.7	1,124	6.8
50 to 54	2,096	6.6	1,004	6.6	1,092	6.6
55 to 59	1,743	5.5	831	5.4	912	5.5
60 and 61	606	1.9	303	2.0	303	1.8
62 to 64	801	2.5	375	2.4	426	2.6
65 and 66	518	1.6	237	1.5	281	1.7
67 to 69	646	2.0	303	2.0	343	2.1
70 to 74	917	2.9	392	2.6	525	3.2
75 to 79	853	2.7	318	2.1	535	3.2
80 to 84	599	1.9	200	1.3	399	2.4
85 and over	523	1.6	121	0.8	402	2.4
65 and over	4,056	12.8	1,571	10.3	2,485	15.1
Median Age	35.3		33.5		37.0	

P19. HOUSEHOLDS BY TYPE AND PRESENCE OF PERSONS UNDER 18

Universe: Households

	Households With People Under 18	Households With No People Under 18
Family Households:	4,713	4,223
Married Couple Families	3,315	3,421
Other Families:	1,398	802
Male Householder, no wife present	313	203
Female Householder, no husband present	1,085	599
Nonfamily Households:	34	3,446
Male Householder	23	1,420
Female Householder	11	2,026

ate: KY County: 121

04/P35. FAMILY TYPE BY PRESENCE AND AGE
OF OWN AND RELATED CHILDREN
niverse: Families

	With Own Children	With Related Children
arried Couple Families:	6,736	6,736
Own Children Under 18:	3,079	3,296
Under 6 Only	762	851
Under 6 and 6 to 17	563	626
No Own Children Under 18	3,657	3,440
ther Families:		
Male Householder, No Spouse Present		
Own Children Under 18:	272	310
Under 6	67	76
Under 6 and 6 to 17	32	39
No Own Children Under 18	244	206
Female Householder, No Spouse Present		
Own Children Under 18:	920	1,084
Under 6 Only	202	245
Under 6 and 6 to 17	168	200
No Own Children Under 18	764	600

21. HOUSEHOLD TYPE BY AGE OF HOUSEHOLDER
niverse: Households

Householder Age:	Family Households	Nonfamily Households
15 to 24	561	177
25 to 34	1,791	317
35 to 44	2,055	424
45 to 54	1,836	581
55 to 64	1,324	624
65 to 74	849	581
75 to 84	429	562
85 and over	91	214

P27/P30. RELATIONSHIP BY HOUSEHOLD TYPE
Universe: Persons

	Total	65 and Over
Population in Households:	31,150	3,728
In Family Households:	27,312	2,347
Householder:	8,936	1,369
Male	6,280	1,000
Female	2,656	369
Spouse	6,736	697
Parent	191	115
Child:	9,641	
Natural born or adopted	9,110	
Step	531	
Grandchild	723	
Brother or Sister	290	
Other relatives	374	160
Nonrelatives	421	6
In Nonfamily Households:	3,838	1,381
Male Householder:	1,443	316
Living alone	1,275	296
Not living alone	168	20
Female Householder:	2,037	1,041
Living alone	1,911	1,021
Not living alone	126	20
Nonrelatives	358	24
Pop. in Group Quarters:	645	328
Institutional	403	323
Noninstitutional	242	5

PCT14. HOUSEHOLDS BY SEX OF UNMARRIED PARTNERS
Universe: Households

Unmarried Partner Households:	410
Male householder and male partner	30
Male householder and female partner	187
Female householder and female partner	24
Female householder and male partner	169
All Other Households	12,006

P28. RELATIONSHIP BY HOUSEHOLD TYPE
FOR THE POPULATION UNDER 18
Universe: Persons under 18

Total:	8,324
In Households:	8,310
Householder or Spouse	28
Related Child:	8,159
Own Child:	7,413
In Married Couple Family	5,338
In Other Family	
(No Spouse Present):	2,075
Male Householder	420
Female Householder	1,655
Other Relatives:	746
Grandchild	610
Other relatives	136
Nonrelatives	123
In Group Quarters	14
Institutional	3
Noninstitutional	11

P18. HOUSEHOLD SIZE, HOUSEHOLD TYPE
AND PRESENCE OF OWN CHILDREN
Universe: Households

1-Person Households:	3,186
Male Householder	1,275
Female Householder	1,911
2 or More Person Households:	9,230
Family Households:	8,936
Married couple families:	6,736
With Own Child. Under 18	3,079
No Own Child. Under 18	3,657
Other Families	
(No spouse present):	2,200
Male Householder:	516
With Own Child. Under 18	272
No Own Child. Under 18	244
Female Householder	1,684
With Own Child. Under 18	920
No Own Child. Under 18	764
Nonfamily Households:	294
Male Householder	168
Female Householder	126

ate: KY County: 121

H1/H3/H4/H5/H10/H11/H12. HOUSING UNITS AND HOUSEHOLD POPULATION BY TENURE; VACANCY STATUS BY TYPE

Universe: Housing Units and Population

	Units	Percent	Population	Average HH Size
Total:	13,999	100.0		
Occupied	12,416	88.7	31,150	2.51
Owner occupied	8,869	63.4	22,775	2.57
Renter occupied	3,547	25.3	8,375	2.36
Vacant	1,583	11.3		
For rent	507	3.6		
For sale only	154	1.1		
Rented or sold, not occupied	143	1.0		
Seasonal, recreational, or occasional use	90	0.6		
For migrant worker	0	0.0		
Other	689	4.9		

P26/H13. HOUSEHOLD SIZE BY HOUSEHOLD TYPE

Universe: Households

Household Size	Total Households	Percent	Family Households	Percent	Nonfamily Households	Percent
1-Person	3,186	25.7	N/A		3,186	91.6
2-Person	3,939	31.7	3,688	41.3	251	7.2
3-Person	2,580	20.8	2,548	28.5	32	0.9
4-Person	1,712	13.8	1,706	19.1	6	0.2
5-Person	673	5.4	671	7.5	2	0.1
6-Person	218	1.8	217	2.4	1	0.0
7 or more Person	108	0.9	106	1.2	2	0.1

H6/H7. HOUSING UNITS BY HOUSEHOLDER'S RACE BY HISPANIC OR LATINO

Universe: Occupied Housing Units

Race of Householder	Total		Hispanic		Non-Hispanic	
Total	12,416	100.0	64	100.0	12,352	100.0
White Alone	12,168	98.0	54	84.4	12,114	98.1
Black/African American Alone	106	0.9	0	0.0	106	0.9
American Ind./Alaska Native Alone	33	0.3	2	3.1	31	0.3
Asian Alone	14	0.1	0	0.0	14	0.1
Native Hawaiian/Other Pacific Islander Alone	0	0.0	0	0.0	0	0.0
Some Other Race Alone	2	0.0	2	3.1	0	0.0
Two or More Races	93	0.7	6	9.4	87	0.7

PCT15. NONRELATIVES BY HOUSEHOLD TYPE

Universe: Nonrelatives

Nonrelatives	Family Households	Nonfamily Households
Roomer or boarder	15	24
Housemate or roommate	38	81
Unmarried partner	235	175
Foster child	32	17
Other nonrelatives	101	61

H14. HOUSING UNITS BY HOUSEHOLDER'S RACE BY TENURE

Universe: Occupied Housing Units

Race of Householder	Owner Occupied Number	Pct.	Renter Occupied Number	Pct.
Total	8,869	100.0	3,547	100.0
White Alone	8,733	98.5	3,435	96.8
Black/African American Alone	53	0.6	53	1.5
American Ind./Alaska Native Alone	19	0.2	14	0.4
Asian Alone	8	0.1	6	0.2
Native Hawaiian/Other Pacific Islander Alone	0	0.0	0	0.0
Some Other Race Alone	1	0.0	1	0.0
Two or More Races	55	0.6	38	1.1

H16. HOUSING UNITS BY HOUSEHOLDER'S AGE BY TENURE

Universe: Occupied Housing Units

Age of Householder	Owner Occupied Number	Pct.	Renter Occupied Number	Pct.
15 to 24	292	3.3	446	12.6
25 to 34	1,319	14.9	789	22.2
35 to 44	1,749	19.7	730	20.6
45 to 54	1,873	21.1	544	15.3
55 to 64	1,539	17.4	409	11.5
65 to 74	1,122	12.7	308	8.7
75 to 84	758	8.5	233	6.6
85 and over	217	2.4	88	2.5

Area Name: Knox County
State: KY County: 121

Area Type: State-County (Summary Level 050)

P22/23/24. HOUSEHOLDS BY PRESENCE OF PEOPLE 60(65/75) YEARS AND OVER, HOUSEHOLD SIZE AND HOUSEHOLD TYPE

Universe: Households

	60+ Years	Pct.	65+ Years	Pct.	75+ Years	Pct.
Total	12,416	100.0	12,416	100.0	12,416	100.0
Households w/ one or more over 60/65/75:	3,871	31.2	2,928	23.6	1,470	11.8
1-person households	1,611		1,317		757	
2-or-more person households:	2,260		1,611		713	
Family households	2,201		1,568		692	
Non-family households	59		43		21	
Households with no people over 60/65/75:	8,545	68.8	9,488	76.4	10,946	88.2
1-person households	1,575		1,869		2,429	
2-or-more person households:	6,970		7,619		8,517	
Family households	6,735		7,368		8,244	
Non-family households	235		251		273	

P25. HOUSEHOLDS BY PRESENCE OF NONRELATIVES

Universe: Households

Total	12,416
Households with one or more non-relatives	654
Households with no non-relatives	11,762

P20. HOUSEHOLDS BY AGE OF HOUSEHOLDER BY HOUSEHOLD TYPE (INCLUDING LIVING ALONE) BY PRESENCE OF OWN CHILDREN

Universe: Households

	Total Households	Householder 15 to 64	Householder 65 and Over
Total	12,416	9,690	2,726
Family households:	8,936	7,567	1,369
Married couple families:	6,736	5,736	1,000
With own children under 18	3,079	3,066	13
No own children under 18	3,657	2,670	987
Other families:	2,200	1,831	369
Male householder, no wife present:	516	449	67
With own children under 18	272	270	2
No own children under 18	244	179	65
Female householder, no husband present:	1,684	1,382	302
With own children under 18	920	917	3
No own children under 18	764	465	299
Non-family households:	3,480	2,123	1,357
Householder living alone	3,186	1,869	1,317
Householder not living alone	294	254	40

H15. TENURE BY HOUSEHOLD SIZE

Universe: Occupied Housing Units

	Total	Owner Occupied	Pct. Owner Occ.	Renter Occupied	Pct. Renter Occ.
Total Occupied Units:	12,416	8,869	71.4	3,547	28.6
1-person households	3,186	1,903	59.7	1,283	40.3
2-person households	3,939	3,033	77.0	906	23.0
3-person households	2,580	1,939	75.2	641	24.8
4-person households	1,712	1,294	75.6	418	24.4
5-person households	673	497	73.8	176	26.2
6-person households	218	135	61.9	83	38.1
7+person households	108	68	63.0	40	37.0

ate: KY County: 235

P1/P15/P16/P17/P31/P32/P33. POPULATION SUMMARY
Jniverse: Persons, Households, Families

Total Population	35,865	Total Families	9,888
Total Households	13,780	Population in Families	29,762
Population in Households	34,660	Average Family Size	3.01
Average Household Size	2.52		

P7/P8/P11. POPULATION BY RACE AND HISPANIC OR LATINO
Jniverse: Persons

	Total	Hispanic	Non-Hispanic
Total	35,865	249	35,616
White Alone	35,280	218	35,062
Black or African American Alone	123	1	122
American Ind. and Alaska Native Alone	81	3	78
Asian Alone	71	1	70
Native Hawaiian/Other Pacific Islander Alone	5	2	3
Some Other Race Alone	31	17	14
Two or More Races	274	7	267

P15A-I/P16A-I/P17A-I. HOUSEHOLDS AND HOUSEHOLD POPULATION BY RACE
Jniverse: Households and Population in Households

Householder:	Households	Pop. In HH	Avg. HH Size
White Alone	13,583	34,184	2.52
Black or African American Alone	35	68	1.94
American Ind. and Alaskan Native Alone	29	84	2.90
Asian Alone	22	60	2.73
Native Hawaiian/Other Pacific Islander Alone	1	4	4.00
Some Other Race Alone	5	17	3.40
Two or More Races	105	243	2.31
Hispanic or Latino (Any Race)	66	210	3.18
White Alone, Not Hispanic	13,521	33,986	2.51

31A-I/P32A-I/P33A-I. FAMILIES AND POPULATION IN FAMILIES BY RACE
niverse: Families and Population in Families

ouseholder:	Families	Population In Families	Average Family Size
White Alone	9,765	29,382	3.01
Black or African American Alone	18	46	2.56
American Ind. and Alaska Native Alone	23	70	3.04
Asian Alone	17	51	3.00
Native Hawaiian/Other Pacific Islander Alone	1	4	4.00
Some Other Race Alone	4	13	3.25
Two or More Races	60	196	3.27
Hispanic or Latino (Any Race)	51	187	3.67
White Alone, Not Hispanic	9,716	29,202	3.01

P12/P13. POPULATION BY AGE AND SEX
Universe: Persons

	Both Sexes		Male		Female	
	Number	Pct.	Number	Pct.	Number	Pct.
Under 5	2,277	6.3	1,191	6.9	1,086	5.9
5 to 9	2,683	7.5	1,342	7.8	1,341	7.2
10 to 14	2,672	7.5	1,358	7.8	1,314	7.1
15 to 17	1,613	4.5	838	4.8	775	4.2
18 and 19	1,261	3.5	622	3.6	639	3.4
20	638	1.8	312	1.8	326	1.8
21	568	1.6	278	1.6	290	1.6
22 to 24	1,407	3.9	692	4.0	715	3.9
25 to 29	2,223	6.2	1,079	6.2	1,144	6.2
30 to 34	2,401	6.7	1,153	6.7	1,248	6.7
35 to 39	2,623	7.3	1,269	7.3	1,354	7.3
40 to 44	2,548	7.1	1,216	7.0	1,332	7.2
45 to 49	2,403	6.7	1,207	7.0	1,196	6.4
50 to 54	2,340	6.5	1,165	6.7	1,175	6.3
55 to 59	1,977	5.5	921	5.3	1,056	5.7
60 and 61	689	1.9	339	2.0	350	1.9
62 to 64	908	2.5	446	2.6	462	2.5
65 and 66	576	1.6	279	1.6	297	1.6
67 to 69	735	2.0	316	1.8	419	2.3
70 to 74	1,189	3.3	526	3.0	663	3.6
75 to 79	942	2.6	381	2.2	561	3.0
80 to 84	629	1.8	233	1.3	396	2.1
85 and over	563	1.6	148	0.9	415	2.2
65 and over	4,634	12.9	1,883	10.9	2,751	14.8
Median Age	35.4		34.1		36.5	

P19. HOUSEHOLDS BY TYPE AND PRESENCE OF PERSONS UNDER 18
Universe: Households

	Households With People Under 18	Households With No People Under 18
Family Households:	5,085	4,803
Married Couple Families	3,612	3,956
Other Families:	1,473	847
Male Householder, no wife present	303	232
Female Householder, no husband present	1,170	615
Nonfamily Households:	41	3,651
Male Householder	32	1,697
Female Householder	9	2,154

Area Name: Whit County
State: KY County: 235

Area Type: State-County (Summary Level 050)

P34/P35. FAMILY TYPE BY PRESENCE AND AGE OF OWN AND RELATED CHILDREN
Universe: Families

	With Own Children	With Related Children
Married Couple Families:	7,568	7,568
Own Children Under 18:	3,368	3,598
Under 6 Only	745	821
Under 6 and 6 to 17	640	698
No Own Children Under 18	4,200	3,970
Other Families:		
Male Householder, No Spouse Present		
Own Children Under 18:	271	302
Under 6	59	67
Under 6 and 6 to 17	30	38
No Own Children Under 18	264	233
Female Householder, No Spouse Present		
Own Children Under 18:	1,001	1,168
Under 6 Only	217	263
Under 6 and 6 to 17	153	181
No Own Children Under 18	784	617

P21. HOUSEHOLD TYPE BY AGE OF HOUSEHOLDER
Universe: Households

Householder Age:	Family Households	Nonfamily Households
15 to 24	546	284
25 to 34	1,848	352
35 to 44	2,310	470
45 to 54	2,076	641
55 to 64	1,489	688
65 to 74	999	673
75 to 84	511	565
85 and over	109	219

P27/P30. RELATIONSHIP BY HOUSEHOLD TYPE
Universe: Persons

	Total	65 and Over
Population in Households:	34,660	4,310
In Family Households:	30,246	2,819
Householder:	9,888	1,619
Male	7,239	1,231
Female	2,649	388
Spouse	7,568	903
Parent	201	132
Child:	10,681	
Natural born or adopted	9,994	
Step	687	
Grandchild	752	
Brother or Sister	240	
Other relatives	432	152
Nonrelatives	484	13
In Nonfamily Households:	4,414	1,491
Male Householder:	1,729	389
Living alone	1,491	368
Not living alone	238	21
Female Householder:	2,163	1,068
Living alone	1,982	1,043
Not living alone	181	25
Nonrelatives	522	34
Pop. in Group Quarters:	1,205	324
Institutional	455	320
Noninstitutional	750	4

PCT14. HOUSEHOLDS BY SEX OF UNMARRIED PARTNERS
Universe: Households

Unmarried Partner Households:	475
Male householder and male partner	30
Male householder and female partner	222
Female householder and female partner	26
Female householder and male partner	197
All Other Households	13,305

P28. RELATIONSHIP BY HOUSEHOLD TYPE FOR THE POPULATION UNDER 18
Universe: Persons under 18

Total:	9,245
In Households:	9,224
Householder or Spouse	21
Related Child:	9,065
Own Child:	8,324
In Married Couple Family	6,157
In Other Family	
(No Spouse Present):	2,167
Male Householder	462
Female Householder	1,705
Other Relatives:	741
Grandchild	620
Other relatives	121
Nonrelatives	138
In Group Quarters	21
Institutional	6
Noninstitutional	15

P18. HOUSEHOLD SIZE, HOUSEHOLD TYPE AND PRESENCE OF OWN CHILDREN
Universe: Households

1-Person Households:	3,473
Male Householder	1,491
Female Householder	1,982
2 or More Person Households:	10,307
Family Households:	9,888
Married couple families:	7,568
With Own Child. Under 18	3,368
No Own Child. Under 18	4,200
Other Families	
(No spouse present):	2,320
Male Householder:	535
With Own Child. Under 18	271
No Own Child. Under 18	264
Female Householder	1,785
With Own Child. Under 18	1,001
No Own Child. Under 18	784
Nonfamily Households:	419
Male Householder	238
Female Householder	181

Area Name: Whit County
State: KY County: 235

Area Type: State-County (Summary Level 050)

P34/P35. FAMILY TYPE BY PRESENCE AND AGE OF OWN AND RELATED CHILDREN
Universe: Families

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Married Couple Families:	7,568	7,568
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Living alone	1,982	1,043
Not living alone	181	25
Nonrelatives	522	34
Pop. in Group Quarters:	1,205	324
Institutional	455	320
Noninstitutional	750	4

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Universe: Households

Unmarried Partner Households:	475
Male householder and male partner	30
Male householder and female partner	222
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Other Relatives:	741
Grandchild	620
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Institutional	6
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H1/H3/H4/H5/H10/H11/H12. HOUSING UNITS AND HOUSEHOLD POPULATION BY TENURE; VACANCY STATUS BY TYPE

Universe: Housing Units and Population

	Units	Percent	Population	Average HH Size
Total:	15,288	100.0		
Occupied	13,780	90.1	34,660	2.52
Owner occupied	10,008	65.5	25,696	2.57
Renter occupied	3,772	24.7	8,964	2.38
Vacant	1,508	9.9		
For rent	486	3.2		
For sale only	177	1.2		
Rented or sold, not occupied	205	1.3		
Seasonal, recreational, or occasional use	102	0.7		
For migrant worker	1	0.0		
Other	537	3.5		

P26/H13. HOUSEHOLD SIZE BY HOUSEHOLD TYPE

Universe: Households

Household Size	Total Households	Percent	Family Households	Percent	Nonfamily Households	Percent
1-Person	3,473	25.2	N/A		3,473	89.2
2-Person	4,546	33.0	4,201	42.5	345	8.9
3-Person	2,673	19.4	2,620	26.5	53	1.4
4-Person	1,922	13.9	1,908	19.3	14	0.4
5-Person	805	5.8	799	8.1	6	0.2
6-Person	229	1.7	228	2.3	1	0.0
7 or more Person	132	1.0	132	1.3	0	0.0

H6/H7. HOUSING UNITS BY HOUSEHOLDER'S RACE BY HISPANIC OR LATINO

Universe: Occupied Housing Units

Race of Householder	Total		Hispanic		Non-Hispanic	
Total	13,780	100.0	66	100.0	13,714	100.0
White Alone	13,583	98.6	62	93.9	13,521	98.6
Black/African American Alone	35	0.3	0	0.0	35	0.3
American Ind./Alaska Native Alone	29	0.2	1	1.5	28	0.2
Asian Alone	22	0.2	0	0.0	22	0.2
Native Hawaiian/Other Pacific Islander Alone	1	0.0	0	0.0	1	0.0
Some Other Race Alone	5	0.0	2	3.0	3	0.0
Two or More Races	105	0.8	1	1.5	104	0.8

PCT15. NONRELATIVES BY HOUSEHOLD TYPE

Universe: Nonrelatives

Nonrelatives	Family Households	Nonfamily Households
Roomer or boarder	49	35
Housemate or roommate	48	171
Unmarried partner	252	223
Foster child	40	8
Other nonrelatives	95	85

H14. HOUSING UNITS BY HOUSEHOLDER'S RACE BY TENURE

Universe: Occupied Housing Units

Race of Householder	Owner Occupied Number	Pct.	Renter Occupied Number	Pct.
Total	10,008	100.0	3,772	100.0
White Alone	9,887	98.8	3,696	98.0
Black/African American Alone	17	0.2	18	0.5
American Ind./Alaska Native Alone	18	0.2	11	0.3
Asian Alone	13	0.1	9	0.2
Native Hawaiian/Other Pacific Islander Alone	0	0.0	1	0.0
Some Other Race Alone	1	0.0	4	0.1
Two or More Races	72	0.7	33	0.9

H16. HOUSING UNITS BY HOUSEHOLDER'S AGE BY TENURE

Universe: Occupied Housing Units

Age of Householder	Owner Occupied Number	Pct.	Renter Occupied Number	Pct.
15 to 24	280	2.8	550	14.6
25 to 34	1,290	12.9	910	24.1
35 to 44	1,994	19.9	786	20.8
45 to 54	2,132	21.3	585	15.5
55 to 64	1,750	17.5	427	11.3
65 to 74	1,415	14.1	257	6.8
75 to 84	883	8.8	193	5.1
85 and over	264	2.6	64	1.7

State: KY County: 235

P22/23/24. HOUSEHOLDS BY PRESENCE OF PEOPLE 60(65/75) YEARS AND OVER, HOUSEHOLD SIZE AND HOUSEHOLD TYPE

Universe: Households

	60+ Years	Pct.	65+ Years	Pct.	75+ Years	Pct.
Total	13,780	100.0	13,780	100.0	13,780	100.0
Households w/ one or more over 60/65/75:	4,388	31.8	3,343	24.3	1,610	11.7
1-person households	1,744		1,411		766	
2-or-more person households:	2,644		1,932		844	
Family households	2,570		1,880		821	
Non-family households	74		52		23	
Households with no people over 60/65/75:	9,392	68.2	10,437	75.7	12,170	88.3
1-person households	1,729		2,062		2,707	
2-or-more person households:	7,663		8,375		9,463	
Family households	7,318		8,008		9,067	
Non-family households	345		367		396	

P25. HOUSEHOLDS BY PRESENCE OF NONRELATIVES

Universe: Households

Total	13,780
Households with one or more non-relatives	841
Households with no non-relatives	12,939

P20. HOUSEHOLDS BY AGE OF HOUSEHOLDER BY HOUSEHOLD TYPE (INCLUDING LIVING ALONE) BY PRESENCE OF OWN CHILDREN

Universe: Households

	Total Households	Householder 15 to 64	Householder 65 and Over
Total	13,780	10,704	3,076
Family households:	9,888	8,269	1,619
Married couple families:	7,568	6,343	1,225
With own children under 18	3,368	3,361	7
No own children under 18	4,200	2,982	1,218
Other families:	2,320	1,926	394
Male householder, no wife present:	535	461	74
With own children under 18	271	266	5
No own children under 18	264	195	69
Female householder, no husband present:	1,785	1,465	320
With own children under 18	1,001	1,000	1
No own children under 18	784	465	319
Non-family households:	3,892	2,435	1,457
Householder living alone	3,473	2,062	1,411
Householder not living alone	419	373	46

H15. TENURE BY HOUSEHOLD SIZE

Universe: Occupied Housing Units

	Total	Owner Occupied	Pct. Owner Occ.	Renter Occupied	Pct. Renter Occ.
Total Occupied Units:	13,780	10,008	72.6	3,772	27.4
1-person households	3,473	2,189	63.0	1,284	37.0
2-person households	4,546	3,515	77.3	1,031	22.7
3-person households	2,673	1,978	74.0	695	26.0
4-person households	1,922	1,487	77.4	435	22.6
5-person households	805	583	72.4	222	27.6
6-person households	229	159	69.4	70	30.6
7+person households	132	97	73.5	35	26.5

Local Officials and Stakeholders Contact List

onorable Gerald K. West
nox County Judge Executive
O. Box 173
ourville, KY 40906

isaster and Emergency Services
TTN: Joe Bradshaw
O. Box 173
arbourville, KY 40906

heriff Wilber Bingham
nox County Sheriff
01 Court Square
arbourville, KY 40906

entucky State Police
ost 10 Harlan
319 US 421 South
arlan, KY 40831

Mr. Bill Ed Cannon
City Manager
P.O. Box 1343
Corbin, KY 40701

Williamsburg Chamber of
Commerce
87 Hwy 92 West
Williamsburg, KY 40769

Corbin Chamber of Commerce
101 N. Lynn Avenue
Corbin, KY 40701

Kentucky State Police, Post 11
ATTN: Capt. Paul Hays
11 State Police Road
London, KY 40741

Honorable Charles L. Siler
State Representative
570 Tackett Creek Road
Williamsburg, KY 40769

Mayor Patrick Hauser
City of Barbourville
P.O. Box 1300
Barbourville, KY 40906

Knox County Health Dept.
ATTN: Ray Kennedy
P.O. Box 1689
Barbourville, KY 40906

Knox Co. Chamber of Commerce
205 Municipal Building
Barbourville, KY 40906

Honorable Mike Patrick
Whitley Co. Judge Executive
P.O. Box 237
Williamsburg, KY 40769

Whitley County EMS
2245 Prewitt Bend Road
Williamsburg, KY 40769

Sheriff Ancil Carter
Whitley County Sheriff
P.O. Box 118
Williamsburg, KY 40769

Southeast Kentucky Industrial
Authority
ATTN: Charles Buchanan
102 N. Lynne Avenue
Corbin, KY 40701

Honorable Albert Robinson
State Senator
1249 South Main Street
London, KY 40741

Honorable David L. Williams
State Senator
P.O. Box 666
Burkesville, KY 42717

Mr. Jim Tye
City Manager, City of Barbourvill
P.O. Box 1300
Barbourville, KY 40906

Jerry Bargo
Knox County Road Foreman
P.O. Box 173
Barbourville, KY 40906

Knox Co. Board of Education
ATTN: Supt. Michael Jones
200 Daniel Boone Dr.
Barbourville, KY 40906

Mayor Scott Williamson
City of Corbin
805 S. Main Street
Corbin, KY 40701

Whitley County Health Dept.
114 N. 2nd Street
Williamsburg, KY 40769

Whitley Co. Road Foreman
P.O. Box 237
Williamsburg, KY 40769

Whitley County Board of Educati
ATTN: Supt. Lonnie Anderson
116 N. Fourth Street
Williamsburg, KY 40769

Honorable Jim Stewart
State Representative
HC 76, P.O. Box 556
Flat Lick, KY 40935

APPENDIX F.

MEETING MINUTES

MEETING MINUTES
Project Team Meeting
New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041)
Knox/Whitley Counties, Item No. 11-112.00
KYTC-DOH District 11 Conference Room
Wednesday, September 26, 2001,

On Wednesday, September 26, 2001 at 10:00 a.m. a Project Team Meeting was held in Manchester, Kentucky to discuss the New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041).

Attendees at the meeting included the following:

Danny Jewell, P.E., TEBM for Pre-construction, KYTC – District 11
Lois Hubbard, District 11 Right of Way
Dean Croft, District 11 Environmental Coordinator
Clay McKnight, Kentucky River Area Development District
Ananias Calvin III, P.E., KYTC Highway Design
Jim Simpson, P.E., KYTC Project Manager Division of Planning
Ted Noe, P.E., KYTC Project Manager Division of Planning
Scott LeCount, AICP, WSA
Dave Campbell, WSA
Bill Leake, P.E., P.L.S., WSA

Jim Simpson provided opening comments regarding the project and then turned the meeting over to Bill Leake.

Bill Leake distributed handouts. A location map was provided along with traffic forecast maps to illustrate Level Of Service for the years 2001 and future predictions for 2025. USGS topographic and DOQQ maps, each with environmental and utility information, were also provided.

The discussion quickly turned to the project goals and objectives. The project is defined as a new connector east of the CSX railroad that would connect KY 6 with the Corbin Bypass (KY 3041). The proposed connector is a need due to the increased traffic buildup resulting from frequent train blockages of crossings. Numerous incidents of long coal trains and yard switching regularly block access to KY 26 from KY 6. These blockages extend for long periods of time and thwart local and emergency traffic.

The Transportation Cabinet's Six Year Plan defines this project as a new corridor, which eliminates the need to study over or under passes in the Woodbine community. Not only has the public has been provided with information regarding this connector, the Governor has also been meeting locally with concerned citizens.

Danny Jewell provided an aerial photo with the connector location shown, which was used when the Governor met with the local public. Mr. Jewell said there was newer photography available that was flown in 1997. He also provided as-built plans of the Corbin Bypass and copies of the typical section used for that project. This will be the same typical sections to be used on the new connector.

Jim Simpson is to follow up with Annette Coffey regarding aerial photography. Aerial work was not included in the consultant's proposal.

Mr. Jewell stated that the Southeast Kentucky Regional Industrial Authority had a six hundred plus acre track of land adjacent to the new bypass. Clay McKnight informed the group that Mayes, Sudderth and Etheredge Inc. were the engineers for the Industrial Authority and said they had digital information on the site. Our contact would be Glenn Ross, the project engineer. Mr. Jewell expressed some concern regarding the new connector location and impact on the Industrial Park. WSA will follow up with the Industrial Authority to gain input as to what location would work best for them.

Bill Leake started through the agenda items to make sure that each was given adequate consideration. The following is a list of key issues that were discussed:

- Project goals:

1. ***Eliminate stoppages due to railroad traffic and switching operations at two intersections north of KY 6/KY26***
2. ***Provide uninhibited alternate routes for movement of emergency vehicles to the community and area***
3. ***Provide Woodbine and KY 6 traveling public a more direct access to KY 3041/Corbin Bypass***
4. ***Improve travel time for the community and area***
5. ***Improve safety of general traveling public by providing a standard roadway section with 12 foot lanes, 10 foot shoulders and turning lanes to match the existing KY 3041/Corbin Bypass section.***
6. ***Provide new access to the Industrial Park***

- Danny provided WSA with existing project information.
- Danny requested that on the traffic forecast and level of service maps, volumes shown inside to Corbin City Limits be omitted since it is confusing and does not have an impact on the KY 6 project.
- Due to the State Network being down, no accident information was available for the meeting. WSA will follow up with this information once it is available and mail to all attendees.
- Existing KY 6 is a narrow roadway (9-foot lanes) with no shoulders.
- Project termini were defined (a location from KY 6 to Corbin Bypass upon reviewing all possible alternates).
- Any corridor being considered for this improvement will require an in-depth review of all environmental issues to reduce and minimize adverse impacts.
- WSA will check property ownership by going to the PVA office and reviewing property tax documents.
- Danny provided a corridor that had been shown to the Woodbine community as a possible new route.
- The new roadway may be a collector connection between two state routes with a design speed of 45 mph, 12-foot lanes, 10-foot shoulder (8-foot to be paved) and 12-foot from shoulder to ditch line. Access spacing along the new connector shall match that used on the bypass (600 feet as shown on bypass plans). Right and left turn lanes shall be provided at both intersections, KY 6 and the Corbin Bypass (KY 3041). Costs for these lanes are to be included in cost estimate. Geotechnical data on the bypass is to be used for informational use on connector project. Alignments will be identified and buffered by

a 1000-foot zone left and right of the centerline. The selected corridor shall be detailed enough that mapping can be identified by the District.

- The benefits of this project are to improve safety, reduce time delays, and improve corridor access for the general traveling public.
- Agency coordination, local officials, interest groups (the ADD helps but it is Planning's responsibility to set-up meetings) will be coordinated through and by the CVADD.
- Local officials and interest group meeting dates to be set at latter date.
- Public meeting will be open format type from 6 to 8 p.m. Follow up information from the public meeting will be handled through press release rather than a second public meeting.
- Reports shall be both draft and final documents.

With no further comments, the meeting closed at 11:30 a.m.

MEETING MINUTES
Local Officials and Interest Groups Meeting
New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041)
Knox/Whitley Counties, Item No. 11-112.00
Economic Development Office, Corbin, Kentucky
Monday, November 19, 2001, 10:00 a.m.

On Monday, November 19, 2001 at 10:00 a.m. a Local Officials and Interest Groups Meeting were held in Corbin, Kentucky to discuss the New Connector from KY 6 at Woodbine to KY 3041/Corbin Bypass.

Attendees at the meeting included the following:

Mike Patrick, Whitley County Judge Executive
Jim Stewart III, State Representative
Scott Williamson, Mayor of Corbin
Bill Cannon, Corbin City Manager
Troy Foley, City of Corbin
Bryan Sunderland, Office of Senator Williams
Clay McKnight, Cumberland Valley ADD
Capt. Paul Hayes, Commander KSP Post 11 London
Lt. Mike Smith, Operations Officer KSP Post 10, Harlan
Danny Jewell, P.E., TEBM for Pre-construction KYTC District 11
Dean Croft, Environmental Coordinator, KYTC District 11
Ted Noe, P.E., KYTC Division of Planning
Jim Simpson, P.E., KYTC Division of Planning
Brady Johnson, WSA
Dave Campbell, WSA
Bill Leake, P.E., P.L.S., WSA

Ted Noe provided opening comments regarding the project and then turned the meeting over to Bill Leake.

Bill Leake distributed handouts. A location map was provided along with traffic forecast maps to illustrate Level Of Service for the years 2001 and future predictions for 2025. USGS topographic and DOQQ maps, each with environmental and utility information, were also provided.

The discussion quickly turned to the project goal and objectives. The project is defined as a new connector east of the CSX railroad that would connect KY 6 with KY 3041/Corbin Bypass. The proposed connector is a need due to the increased traffic buildup resulting from frequent train blockages at crossings. Numerous incidents of long coal trains and yard switching regularly block access to KY 26 from KY 6. These blockages extend for long periods of time and thwart local and emergency traffic.

A large aerial map of the area was available for review by all in attendance and showed three possible corridors. Of those three, one was the corridor that had reportedly been presented to the public by the Governor at earlier meetings. Individual handouts also reflected these same three corridors.

The Transportation Cabinet's Six Year Plan defines this project as a new corridor, which eliminates the need to study over or under passes in the Woodbine community. Not only has the

public reportedly been provided with information regarding this connector; the Governor has also been meeting locally with concerned citizens.

Bill Leake started through the agenda items to make sure that each was given adequate consideration. The following is a list of key issues that were discussed:

- Project goals:

1. ***Eliminate stoppages due to railroad traffic and switching operations at two intersections north of KY 6/KY26***
2. ***Provide uninhibited alternate routes for movement of emergency vehicles to the community and area***
3. ***Provide Woodbine and KY 6 traveling public a more direct access to KY 3041/Corbin Bypass***
4. ***Improve travel time for the community and area***
5. ***Improve safety of general traveling public by providing a standard roadway section with 12 foot lanes, 10 foot shoulders and turning lanes to match the existing KY 3041/Corbin Bypass section.***
6. ***Provide new access to the Industrial Park***

Items of discussion:

- Danny discussed the development of the KY 3041/Corbin Bypass and explained the reason for not providing access to KY 6 when the Bypass was constructed. He stated that a lack of funding at that time prevented this need from being addressed. He stated that this has been an on going need and was not new to the Cabinet.
- The Mayor of Corbin asks about citizen involvement, cost of the project, the intersection point on KY 6, and a construction date, stated that this project has been on his plate for 3 years and that the Eastern Kentucky University has purchased property on the Bypass for a new campus, which this new access will enhance.
- The County Judge Executive favors the project and stated that the benefit is greater than the cost.
- Bill and Danny stated that this project had two major benefits in that it improved access to KY 6 and provided an additional access to the industrial park property.
- Project termini of each corridor were agreed upon (a location from KY 6 to Corbin Bypass upon reviewing all possible alternates).
- Any corridor being considered for this improvement will require and in-depth review of all environmental issues to minimize adverse impacts.
- Danny stated that a major benefit to the project was that industrial park owned land that can be obtained easily and at a reasonable cost that is a major benefit in acquiring right of way for the project.
- The new roadway may be a collector connection between two state routes with a design speed of 45 mph, 12-foot lanes, 10-foot shoulder (8-foot to be paved) and 12-foot from shoulder to ditch line. Access control was brought up as it applies to the industrial park and Danny stated that for this short project that would not be an issue.
- The KSP officers in attendance endorsed the need for this connector and stated that they now have GPS units in their vehicles that will greatly improve identification of traffic accident locations.
- Ted Noe stated that the first public meeting would be held in mid-January and the following would be invited: school officials, emergency ambulance services, police and fire officials as well as the general public.
- The public meeting should be set so the State Senator and Representatives can attend since the State Legislature will be in session by mid-January.

- Public meeting will be open format type with time and location to be identified at a future date.

With no further comments, the meeting closed at 11:45 a.m.

MEETING MINUTES
Media Group Meeting
New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041)
Knox/Whitley Counties, Item No. 11-112.00
Monday, November 19, 2001, 1:00 p.m.

On Monday, November 19, 2001 at 1:00 p.m. a Media Group Meeting was held in Corbin, Kentucky to discuss the New Connector from KY 6 at Woodbine to KY 3041/Corbin Bypass.

Attendees at the meeting included the following:

Don Estep, Editor, Corbin News Journal
Eddie Arnold, Writer, Corbin News Journal
Economic Development Office, Corbin, Kentucky
Loren Hooker, WCTT-WRDP, Corbin
J Griffitts Powers, Corbin Times Tribune
Jerry Deaton, WFTG-AM, Corbin
James Bolton, WWEL-FM, Corbin
District Judge Paul E. Braden, 34 District, Corbin
Twelve (12) Residents of Woodbine
Clay McKnight, Cumberland Valley ADD
Danny Jewell, P.E., TEBM for Pre-construction KYTC District 11
Dean Croft, Environmental Coordinator, KYTC District 11
Ted Noe, P.E., KYTC Division of Planning
Jim Simpson, P.E., KYTC Division of Planning
Brady Johnson, WSA
Dave Campbell, WSA
Bill Leake, P.E., P.L.S., WSA

Ted Noe provided opening comments regarding the project and stated that this was a meeting to inform the media regarding the connector project. However, the local news media announced that this was a public meeting and twelve residents from Woodbine were welcomed to attend the meeting. All attendees were provided with handouts for their use and information. Jim Simpson made a statement to the group that this meeting was to provide information to the media however, those residents from Woodbine who came to the meeting were more than welcomed to stay and ask questions. Ted then turned the meeting over to Bill Leake.

Bill Leake distributed handouts. A location map was provided along with traffic forecast maps to illustrate Level Of Service for the years 2001 and future predictions for 2025. USGS topographic and DOQQ maps, each with environmental and utility information, were also provided.

The discussion quickly turned to the project description, which was defined as a new connector east of the CSX railroad that would connect KY 6 with KY 3041/Corbin Bypass. The proposed connector is a need due to the increased traffic buildup resulting from frequent train blockages at crossings. Numerous incidents of long coal trains and yard switching regularly block access to KY 26 from KY 6. These blockages extend for long periods of time and thwart local and emergency traffic.

A large aerial map of the area was available for review by all in attendance and showed three possible corridors. Of those three, one was the corridor that had reportedly been presented to the public by the Governor at earlier meetings. Individual handouts also reflected these same three corridors.

The Transportation Cabinet's Six Year Plan defines this project as a new corridor, which eliminates the need to study over or under passes in the Woodbine community. Not only has the public been provided with information regarding this connector; the Governor reportedly has also been meeting locally with concerned citizens.

- Project goals:

❖ ***Eliminate stoppages due to railroad traffic and switching operations at two intersections north of KY 6/KY26***

❖ ***Provide uninhibited alternate routes for movement of emergency vehicles to the community and area***

❖ ***Provide Woodbine and KY 6 traveling public a more direct access to KY 3041/Corbin Bypass***

❖ ***Improve travel time for the community and area***

❖ ***Improve safety of general traveling public by providing a standard roadway section with 12 foot lanes, 10 foot shoulders and turning lanes to match the existing KY 3041/Corbin Bypass section.***

❖ ***Provide new access to the Industrial Park***

Items of discussion:

Bill Leake started through the agenda items to make sure that each was given adequate consideration. The following is a list of key issues that were discussed:

- The first item of concern was school bus routes. Would this require buses to come into Woodbine and then return to the new connector to access the Bypass? Bill stated that this would be an item to discuss with school officials if they attend the public meeting.
- Danny discussed the development of the KY 3041/Corbin Bypass and the reason for not providing an access to KY 6 when the Bypass was constructed. He stated that a lack of funding at that time prevented this need from being addressed. He stated that this has been an on going need and was not new to the Cabinet.
- Local Woodbine residents ask why we could not use a corridor adjacent to the railroad. Bill stated that this corridor would impact wetland areas and an existing wetland bank located in that area.
- Danny discussed possible construction dates
- District judge Paul E. Braden asked if funding was available. Danny stated that would be an issue for the next legislative session. This project is possibly one well suited for funding due to the relatively low project cost.
- Danny described rules on wetlands when dealing with the Corps of Engineers in terms of wetlands mitigation and minimization of impacts to the local community.
- Bill and Danny stated that this project had two major benefits in that it improved access to KY 6 and provided an additional access to the industrial park property.
- A project terminus of each corridor was agreed upon (a location from KY 6 to Corbin Bypass upon reviewing all possible alternates).
- Any corridor being considered for this improvement will require an in-depth review of all environmental issues to minimize adverse impacts.

- Danny stated that a major benefit to the project was that industrial park owned land that can be obtained easily and at a reasonable cost that is a major benefit in acquiring right of way for the project.
- The new roadway may be a collector connection between two state routes with a design speed of 45 mph, 12-foot lanes, 10-foot shoulder (8-foot to be paved) and 12-foot from shoulder to ditch line. Access control was brought up as it applies to the industrial park and Danny stated that for this short project that would not be an issue.
- The public meeting should be set so the State Senator and Representatives can attend since the State Legislature will be in session by mid-January.
- Public meeting will be open format type with time and location to be identified at a future date.

With no further comments, the meeting closed at 2:45 p.m.

Public Informational Meeting Minutes
New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041)
Intermediate Planning Study
District 11, Item No. 11-112.00
New Corbin City Hall Community Room
January 29, 2002 from 5:00 to 7:00 p.m.

The Kentucky Transportation Cabinet held a public meeting on the subject project on Tuesday, January 29, 2002 from 5:00 to 7:00 p.m. in the Community Room of the New Corbin City Hall, Corbin, Kentucky.

The following KYTC and consultant staff members were in attendance:

Andy Buell, P.E.	KYTC District 11, Chief District Engineer
Danny Jewell, P.E.	KYTC District 11, TEBM for Pre-Construction
Debbie Dixon	KYTC District 11, TEBM for Pre-Const. Secretary
Dean Croft	KYTC District 11, Environmental Coordinator
Jim Ball	KYTC District 11, Design
Lonnie Morgan	KYTC District 11, Design
Quentin Smith	KYTC District 11, Design
Sandy Rudder	KYTC District 11, Design
Lois Hubbard	KYTC District 11, Right of Way Agent
Virgil Clark	KYTC District 11, Right of Way Agent
Wilma Mintar	KYTC District 11, Secretary Right of Way Section
Clay McKnight	Cumberland Valley ADD
Ted Noe, P.E.	KYTC Division of Planning
Jim Simpson, P.E.	KYTC Division of Planning Project Manager
Brady Johnson	Wilbur Smith Associates
Bill Leake, P.E.,P.L.S.	Wilbur Smith Associates

The meeting began at 5:00 p.m. comment sheets, handouts, with project goals and issues statement were given to all attendees (see attached sign-in sheets). Copies of these materials are attached hereto. The room was set up with two locations that displayed exhibits of digital orthophotography and an environmental footprint map of the project area with the three (3) possible corridors. A flip board was used for writing down public comments. KYTC planning, district staff and the consultant manned each location to address any questions or comments.

Corbin Mayor Scott Williamson provided opening remarks regarding the project, the objectives of the public meeting and introduced Danny Jewell. Danny Jewell outlined the project objectives, needs and goals for the project.

Upon completion of his remarks, a Mr. William H. Smith requested five minutes to read a statement regarding comments about the Industrial Park and how it began. He offered a new location some 1000 feet further east of the corridors presented. He defined this as a 125-acre track of land that had no buildings or relocations that would impact the corridor. The Department should purchase the land, take the required right of way needed for the connector and give the surplus land to the Industrial Park. Mr. Smith claimed that by selecting this corridor it would save the State $2.5 to $3.0 million dollars in cost for the project.

Danny explained that the Cabinet could not do that type of transaction and that his proposed corridor went through one of the largest wetlands within the project area. Danny explained that the proposed project had been discussed with the Industrial Park and that they supported any connector that would aid the residents of Woodbine.

Other residents of Woodbine complained that the proposed project would create a dam where the corridor crossed Lynn Camp Creek and cause an increase in flooding. Danny explained that the corridor would bridge the flood way and would not increase flooding. Flooding along Lynn Camp Creek is caused by poor channel alignment which falls outside of the scope of this project.

A resident asked, what happens to the project if there is a change in state administration? Danny stated that past experience has shown that if a project is in the State Highway Six Year Plan then it probably would not be impacted by any change.

A resident asked, what is the difference in price of doing an overpass at Woodbine rather than the New Connector route? Danny stated that the overpass would require the taking of numerous homes along KY 26 due to the height of the structure required and the ramps associated with it, plus no suitable location.

A resident asked, what is the cost of the proposed new connector? Danny stated that the cost for the new connector would be between $3.5 and $4.0 million.

At this point Mayor Williamson asked the 37 attending residents of the project how many favor the project. Thirty-two (32) were for the project and five (5) did not favor the project due to flooding concerns.

Upon completion of the presentation, Danny invited the public to look at the exhibits, ask questions and provide comments. A total of thirty-seven (37) persons were in attendance. Attendees provided constructive comments regarding the project. It should be noted that Whitley County Judge Executive Mike Patrick, Corbin Mayor Scott Williamson and Corbin City Manager Bill Ed Cannon were a part of the thirty-seven (37) public attendees.

Comments from the meeting included the following:

- All in attendance who expressed an opinion strongly support the project regardless of the corridor selected
- Prefer access closer to Woodbine
- Prefer the third or green corridor
- Need access to Hart Road on both sides of the new connector

The general consensus among those who attended was that the community and residents that live along KY 6 support the need for the New Connector Road as a means of gaining a safer access to the KY3041/Corbin Bypass and reducing the need to travel KY 26 to reach outside service areas.

The meeting closed at 7:00 p.m.

MINUTES

KYTC Interdisciplinary Team Meeting
New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041)
District 11, Manchester
March 1, 2002, 10:00 a.m.

An Interdisciplinary Team Meeting was held on March 1, 2002 in the District 11 office in Manchester to review and select a corridor for the New Connector from KY 6 at Woodbine to the Corbin Bypass (KY 3041). The following team members were in attendance:

Danny Jewell, P.E., KYTC District 11, TEBM for Pre-construction
Dean Croft, KYTC District 11, Environmental Coordinator
George Best, P.E., KYTC Central Office, Highway Design
Bruce Neely, P.E., KYTC Central Office, Operations
Virgil Clark, KYTC District 11, Right of Way
Phillip Howard, P.E., KYTC District 11, TEBM for Construction
Mike Calebs, KYTC District 11, Construction
Jim Ball, KYTC District 11, Design
Lonnie Morgan, KYTC District 11, Design
Quentin Smith, KYTC District 11, Design
David Fields, KYTC District 11, Design
Jim Simpson, P.E. KYTC Division of Planning, Project Manager
Ted Noe, P.E., KYTC Division of Planning, Co-Project Manager
Clay McKnight, Cumberland Valley Area Development Office
Brady Johnson, Wilbur Smith Associates
Bill Leake, P.E.,P.L.S., Wilbur Smith Associates

Jim Simpson opened the meeting with the following comments:

- Goal of the project was to identify a new connector from KY 6 at Woodbine to KY 3041/Corbin Bypass.
- Discussed the various meetings that have transpired throughout the study (team meetings, local officials and interest groups, public meetings).
- Outlined the evaluation process and procedures that were used also, concerns within the project area were addressed.
- Stated that the purpose of this meeting was to identify a preferred corridor.

Jim then turned the meeting over to Danny Jewell to identify the concerns of the District with regard to the project and provide his comments from the public meeting.

Bill addressed the Agenda for the meeting and went through the items. Included in the handouts were the Study Purpose, Issues and Project Goals.

Bill then moved to Item No. 2, “Review Study Purpose, Issues and Project Goals” with the following comments:

a) Identify the project area.
   The KY 6 New Connector project lies between existing KY 6 at Woodbine and the existing KY 3041/Corbin Bypass.
b) Discuss problems and reason for the project.
   The community of Woodbine and the traveling public using KY 6 and KY 1064 are restricted in outside access due to trains blocking two (2) railroad crossings in Woodbine. This causes problems for emergency vehicles, school buses and law enforcement officers trying to access the area. The new connector project is to provide unrestricted access for the area that is not impacted by the railroad.
c) Discuss the existing conditions of the project area.
   The Woodbine community is south of Corbin in a rural area and lies east of the existing CSX railroad tracks to their Corbin switching yard. Access to the community and area are blocked at two crossing locations when trains are accessing the yard.
d) Discuss handouts.
   Handouts included the Agenda, Summary of Public Survey Comments, Summary of Coordinating Agency Review Comments, Study purpose, Issues and Project Goals, Project Location Map, Year 2001 Traffic and Level of Service, Year 2025 Traffic and Level of Service, Accident Information By Accident Severity, USGS Topographic Environmental Footprint Map, and Digital Orthophotograph Environmental Footprint Map.

Item No. 3 Discuss possible corridors:

Three corridors were identified on the mapping in the handouts; the blue corridor was the most westerly, while the red corridor was more centrally located, with the green corridor being the most easterly under consideration. At the public meeting, a fourth corridor was identified some 1000 foot east of the green corridor.

Item No. 4 Identify environmental concerns:

Wetlands are a prime issue for consideration on all corridors being proposed as well as avoidance of floodplain impacts by bridging Lynn Camp Creek. Cemeteries and oil wells in the project area need to be addressed in preparing the environmental document for this project. The Indiana Bat needs to be addressed but is not found within the area at this time.

Item No. 5 Discuss design criteria:

It should be noted that existing KY 6 is a narrow two lane rural roadway with no shoulders and flooding problems. KY 3041/Corbin

Bypass is a new two-lane improvement with twelve-foot lanes, twelve-foot truck climbing lanes and eight-foot paved shoulders.

a) Design speed:
The new connector will have a recommended 45 mph design speed.

b) Typical section:
The typical section for the new connector will match that of the Corbin Bypass: two twelve-foot lanes with eight-foot paved shoulders.

c) Access control:
KYTC Division of Permits requests partial control access and access control fencing. The District states that with a length of 1.25 miles, control of access and access fencing are not needed. They would prefer access locations at 600-foot intervals.

d) Turning lanes:
Turning lanes will be included in the design of the new connector at both the KY 6 and KY 3041/Corbin Bypass ends of the project. This will allow for safe turning to and from the new connector from both KY 6 and KY 3041, while continuing the movement of through traffic.

Item No. 6 Discuss local officials, interest groups and public meetings:

Meetings were held in Corbin with local officials, media and interest groups and the general public. Most of those in attendance were in favor of the project regardless of which corridor. At the public meeting, an additional corridor was recommended which lies 1000 feet beyond the most easterly green corridor.

a) Review survey comments:
There were seven responses mailed back to the Cabinet and all support a new connector. Five stated any of the corridors, while two supported the corridor beyond the shown green corridor.

b) Discuss responses from resource agencies:
One hundred eighty-five letters were mailed to resource agencies with twelve responses to date. The Knox County Public School Bus Transportation Director prefers the middle or red corridor and needs access to Hart Road on both sides of the new connector. The Corbin Office of Economic Development prefers the red corridor since it fits its site development plan for the 700-acre park. Kentucky State police favor any corridor. City of Barbourville, Office of the Mayor Patrick Hauser favors any corridor. Hauser, who is an attorney, represents a client who had a heart attack and did not survive due to blocked crossings. The Corps of Engineers and Conservation Service warn of floodplain impacts and wetlands.

Item No.7 Open discussion of possible corridors:

a) Discuss staff concerns with corridors:
Due to small number of agency responses, staff fear Phase I design cost may rise when additional issues come out.

b) Discussed overpass at KY 26 and outlined why costs are high for this option. Overpass would divide the Woodbine community.

The consultant recommended the red corridor as the preferred corridor.

Structures to bridge floodplains and Lynn Camp Creek all would be about the same length on each corridor. Red corridor has fewer impacts on wetlands.

The Industrial Park wants the red corridor since this had been previously discussed with them. They have developed their site plan around this corridor. Not sure if Industrial Park will donate land for new connector through park property at this time. Utilities exist through Industrial Park property. Infrastructure is 80% complete according to Clay McKnight.

Red corridor would be an at-grade intersection with Hart Road.

No archaeological or historical sites known within red corridor.

Indiana Bat needs to be addressed in Phase I design.

Homes and trailers may require relocation were the new connector connects with KY 6.

Danny wants red corridor to address alternatives to improve a common intersection at KY 6 and KY 1064 with the new connector. This may require minor revisions to red corridor in design phase as well raising KY 6 at the intersection with the new connector.

Summary of Corridors Considered:

A. At the early meeting with local officials, interest groups and media representatives, some residents of the Woodbine community attended this meeting to hear about the connector project. After an explanation of the proposed corridors, some residents asked why we did not look at improving the existing paved and gravel road that parallels the CSX railroad. Upon reviewing this corridor the consultant found that this alignment would require the relocations of many homes, impact existing wetlands and existing wetland bank, and provide a poor access to KY 3041/Corbin Bypass. This corridor was no longer considered as a possible alternate route.
B. The proposed blue or west corridor was reviewed to find the following issues: impacted Lynn Camp Creek as well as existing wetlands and floodplain, would impact existing radio towers, would cause major relocations at the crossing of Hart Road and intersected the Industrial

Park Property at a poor location. This corridor accesses KY 3041/Corbin Bypass at the location of an existing truck lane on the Bypass causing turning movement problems.

C. The proposed red or middle corridor was identified to have the least impact on Lynn Camp Creek, the floodplain/wetlands, and addressed the Industrial Park Property at the location of a proposed internal park roadway. Within this corridor there were no major environmental issues found. This corridor has an at grade intersection with Hart Road, has reduced relocations and intersects KY 3041/Corbin Bypass at a proposed bypass access point and intersection of existing side road as well as being at the end of an existing truck climbing lane.
D. The proposed green or easterly corridor was considered and found to have major impacts to Lynn Camp Creek floodplain/wetlands, there would be major relocations along existing KY 6, it would intersect the Industrial Park Property at a location being developed for a proposed park tenant and it also intersects KY 3041/Corbin Bypass at an existing bypass access point.
E. At the public meeting and in a mail back response, a corridor some 1000-feet beyond the green or east corridor was identified. When reviewing this corridor, it was found to have major impacts to Lynn Camp Creek floodplain/wetlands, increased length of the route, did not address the concerns of local residents and intersected the industrial Park Property at the location of the green corridor.

Bill requested a vote for the preferred corridor from those in attendance. Danny stated that the red corridor best fits the project needs and the Industrial Parks Master Plan. All in attendance concurred that the red corridor is the preferred corridor selected for the project.

With no further discussion, the meeting closed at 11:30 a.m.

APPENDIX G.

RESOURCE AGENCY COORDINATION

AGENCY COORDINATION LETTERS

1. Agency Coordination Letter with Mailing List
2. Letter from Alex Barber
3. Appalachian Regional Commission
4. City of Barbourville, Office of the Mayor
5. City of Corbin, Office of the City Manager
6. City of Corbin, Office of the Mayor
7. Commonwealth of Kentucky, President of the Senate
8. Corbin Office of Economic Development, Southeast Kentucky Industrial Development Authority
9. Cumberland Valley Area Development District
10. Kentucky Cabinet for Economic Development, Office of Coal County Development
11. Kentucky Department for Environmental Protection, Division of Waste Management
12. Kentucky Department for Environmental Protection, Division of Water
13. Kentucky Department for Natural Resources, Division of Conservation
14. Kentucky Department of Agriculture, Office of Environmental Services
15. Kentucky Department of Fish and Wildlife Resources
16. Kentucky Department of Highways, Division of Materials
17. Kentucky Department of Highways, Division of Multimodal Programs
18. Kentucky Department of Highways, Permits Branch
19. Kentucky State Police, Post 10, Harlan, Kentucky
20. Kentucky Transportation Cabinet, Office of Transportation Delivery
21. Knox County Board of Education, Transportation Director
22. Knox County Judge/Executive
23. United States Department of Agriculture, Natural Resources Conservation Service
24. United States Department of Energy, Offices of Transportation, Environmental Management, and Integration and Disposition
25. United States Department of Housing and Urban Development, Kentucky State Office
26. United States Department of the Army, Nashville District, Corps of Engineers
27. United States Department of the Interior, Fish and Wildlife Service
28. United States Department of Transportation, Federal Aviation Administration
29. Whitley County Judge/Executive

Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Clifford C. Linkes, P.E.
Deputy Secretary

Paul E. Patton
Governor

January 16, 2002

(See Attached List)
«Mailing_Title» «First_Name» «Last_Name»«Suffix»
«Title»
«Organization»
«Address1»
«Address2»
«City», «State» «Zip»

Dear «Letter_Title» «Last_Name»:

We are requesting your agency's input and comments on a planning study to determine the need and potential impacts for a proposed highway project. The Kentucky Transportation Cabinet has assembled a study team to evaluate the proposed construction of a new route from KY 6 in northern Whitley County to the Corbin Bypass (KY 3041) in western Knox County. The study is currently in the initial data-gathering stage.

We ask that you identify specific issues or concerns of your agency that could affect the development of the project. We believe that early identification of issues or concerns can help us select highway project alternatives that avoid or minimize negative impacts.

We respectfully ask that you provide us with your comments by February 15, 2002, to ensure timely progress in this planning effort.

During the development of this planning study, comments will be solicited from appropriate Federal, state, and local agencies, as well as other interested persons and the general public, in accordance with requirements set forth in the National Environmental Policy Act (NEPA) of 1969. The Federal Highway Administration is partnering with us in these efforts. A copy of a public notice placed in state and local newspapers concerning this project is attached. Other Transportation Cabinet offices or consultants working on behalf of the Transportation Cabinet may also contact you seeking more detailed data or information to assist them in completing their environmental studies for this phase of the project.

EDUCATION PAYS

KENTUCKY TRANSPORTATION CABINET
"PROVIDE A SAFE, EFFICIENT, ENVIRONMENTALLY SOUND, AND FISCALLY RESPONSIBLE TRANSPORTATION SYSTEM
WHICH PROMOTES ECONOMIC GROWTH AND ENHANCES THE QUALITY OF LIFE IN KENTUCKY."
"AN EQUAL OPPORTUNITY EMPLOYER M/F/D"

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

- A draft statement of Study Purpose and Project Goals
- Project Location Map
- Accident Locations
- Existing Traffic and Future Traffic
- Environmental Overview
- Existing Geometric Data

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to James Simpson of the Division of Planning at 502/564-7183 or at jim.simpson@mail.state.ky.us. Please address all written correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 125 Holmes Street, Frankfort, KY 40622.

Sincerely,

Annette Coffey

Annette Coffey, P.E.
Director
Division of Planning

AC:JS:RC

Enclosures

c: Jose Sepulveda (w/a)
Glenn Jilek (w/a)
Andy Buell
Danny Jewell
Dean Croft
Sandy Rudder
Ananias Calvin
David Waldner

STUDY PURPOSE, ISSUES AND PROJECT GOALS

KY 6 New Connector Intermediate Planning Study

New Connector from KY 6 at Woodbine to KY 3041/Corbin Bypass
Knox/Whitley Counties
Item No. 11-112.00

Study Purpose

The purpose of the KY 6 New Connector Intermediate Planning Study is to define and gather critical information on the project prior to the design phase, which is scheduled in the Kentucky Transportation Cabinet's Six Year Highway Plan. The study is intended to help define the location and purpose of the project and better meet Federal requirements regarding consideration of environmental issues, as defined in the National Environmental Policy Act (NEPA). Items involved with this study include:

- Discuss project needs and issues with public officials, resource agencies and other groups which have a special interest in the project;
- Define project goals, needs and issues;
- Define the beginning and ending points of the project corridor;
- Identify any known environmental concerns;
- Listen to, and share information with, the public.

Issues

Major issues and concerns have been identified within the study area that will be addressed in the Intermediate Planning Study. These include:

- Stoppages due to railroad traffic and switching operations at KY 6/KY 26 and a Woodbine community street crossing
- Lack of uninhibited alternate routes for emergency vehicles to the community and area
- Environmental concerns (wetlands, blue line streams)
- *Possible* environmental justice issues (low income)
- Impacts to blue line streams and or wetlands
- Relocations (home, farms, businesses)

Project Goals

For the KY 6 New Connector Intermediate Planning Study project several goals and objectives were identified. These include:

- Eliminate stoppages due to railroad traffic and switching operations;
- Provide uninhibited alternate routes for movement of emergency vehicles to the community and area;
- Provide Woodbine and KY 6 traveling public a more direct access to KY 3041/Corbin Bypass;
- Improve travel time for the community and area;

Project Goals Continued:

- Improve safety of general traveling public by providing a standard roadway section with 12 foot lanes, 10 foot shoulders and turning lanes to match existing KY 3041/Corbin Bypass;
- Provide new access to Industrial Park.

Project Schedule

The current schedule for the project is:

Phase	Fiscal Year	Funding[1]
Design	2003	$400,000
Right-Of-Way Acquisition	2005	$500,000
Utilities	2005	$250,000
Construction	Not scheduled	-------

[1]From the *Kentucky Transportation Cabinet (KYTC) "Approved 2000-2002 Biennial Highway Construction Program and Identified Preconstruction Program Plan for FY 2003 Through 2006" (Six Year Highway Plan) and the KYTC Statewide Transportation Plan*

Contacts

Address written comments to: Or, you may contact by phone or e-mail:

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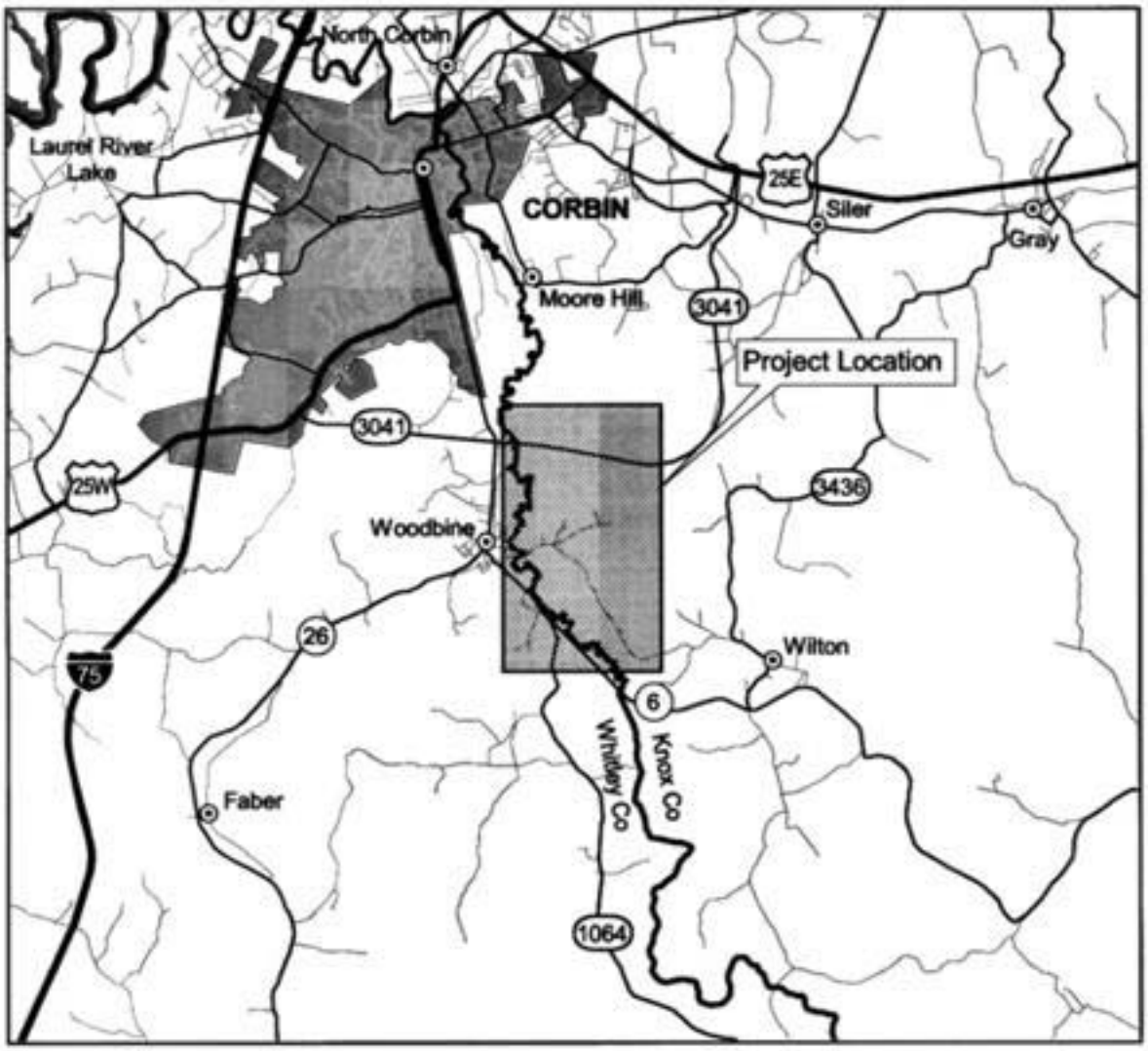
Visit our web page at: http://www.kytc.state.ky.us/planning/index.htm

KENTUCKY TRANSPORTATION CABINET

Location Map



Legend

- Interstates
- U.S. Highways
- State Roads
- Local Roads
- Towns
- Corporate Boundary

1 0 1 Miles

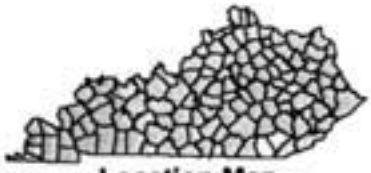
EDUCATION PAYS

Wilbur Smith Associates

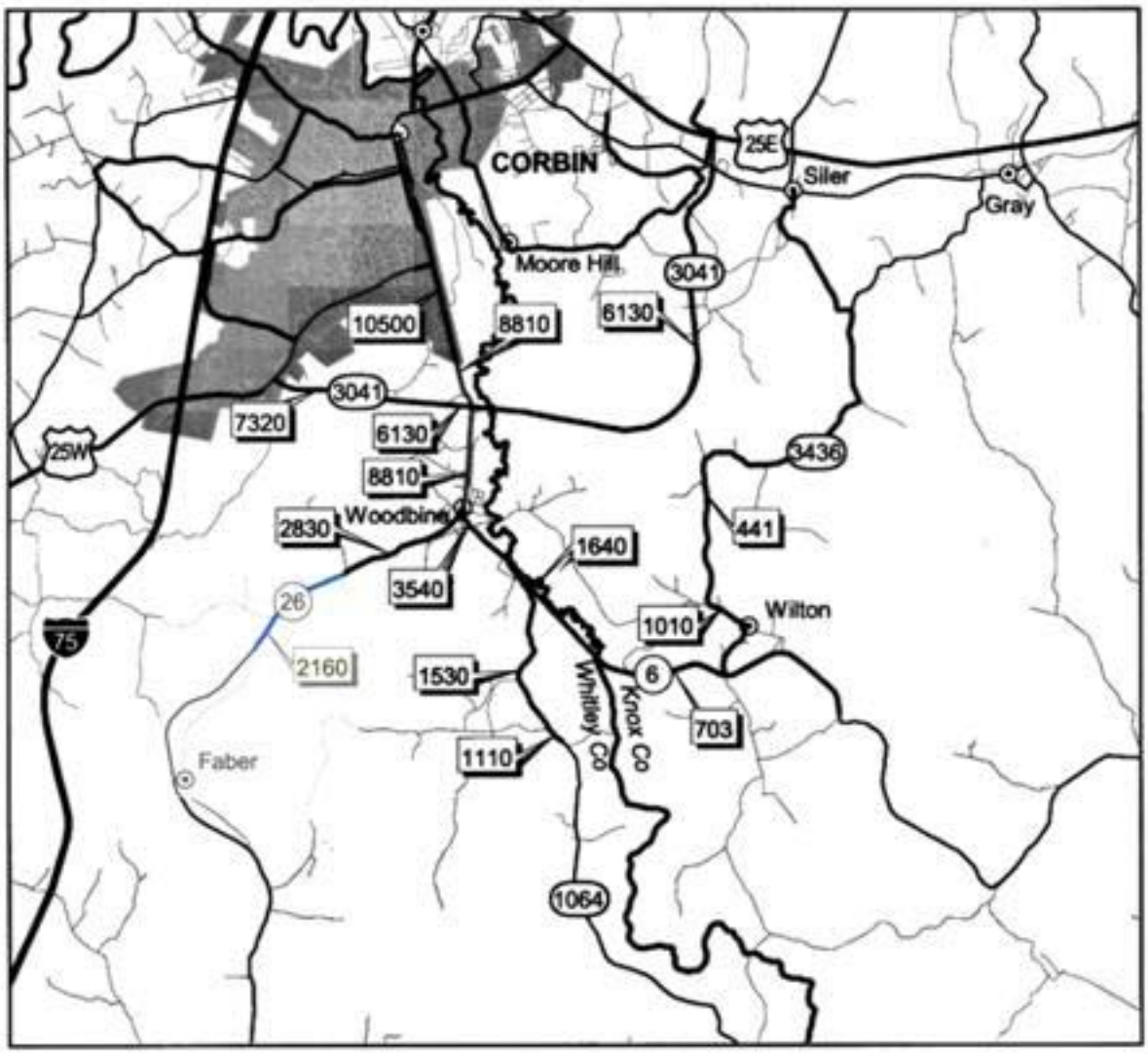
Project Location Map

NEW CONNECTOR from
KY 6 at WOODBINE to
KY 3041 / CORBIN BYPASS

KNOX / WHITLEY COUNTIES
ITEM NO. 11-112.00



Location Map



Legend

2160	Estimated 2001 ADT
	C or Better
	D
	E
	F

1 0 1 Miles

EDUCATION PAYS

Wilbur Smith Associates

Year 2001 Traffic and Level of Service

New Connector from KY 6 at Woodbine to KY 3041 / Corbin Bypass

KNOX / WHITLEY COUNTIES
ITEM NO. 11-112.00

Hart Cem
1100
1220
BM 1082
3041
Gas Well
Substation
Gas Wells
1100
26
NASHVILLE
Gas Well
Whitley Co
Knox Co
1200
Cem
Gas Wells
Woodbine
1200
Gas Well
Radio Towers (WCTT)
6
Gas Well
1100
HART
Camp
Branch
6
Cem
Gas Well
Gas Well
1090
Clayton
1100
1500
1300
Cem

2000 0 2000 Feet

- Historical Structures
- Power Plants
- Ports
- Locks
- Dams
- NRC Nuclear Facilities
- National Register Listed Property
- Paging Towers
- Cellular Towers
- Antenna Structures
- Archaeological Sites
- Underground Storage Tanks
- Airport
- Landfills
- Public Water Source
- EPA Site [TRIS]
- EPA Site [RCRIS]
- EPA Pollutant Discharge Site
- EPA Site [FINDS]
- EPA Site [ERNS]
- Superfund Site
- EPA Site [AIRS]
- Intermodal Terminals
- Amtrak Stations
- Abandoned Mine Lands
- Tire Dump
- Sewage Treatment Plants
- Parks
- Coal Exploration Sites
- Waterwells
- Water Gages
- Cemetery
- Church
- School
- Oil well
- Combined Oil and Gas Wells
- Gas Well
- Dry and Abandoned Well
- Secondary Recovery Injection Well
- Well Location
- Miscellaneous Well
- Stratigraphic (Core) Test
- National Wetlands Inventory
- Wild Rivers
- Wildlife Management Areas
- U.S. Forest Service
- National Park Service_Units
- Military
- State Parks
- State Forests
- Lake
- Land To Be Purchased
- County Boundry
- Water Lines
- Sewer Lines
- Railroads
- Faults
- Streams
- Power Lines

Location Map

N W E S

Note: Archaeological sites are not shown due to the sensitive nature of the data.

EDUCATION PAYS

KENTUCKY TRANSPORTATION CABINET

Wilbur Smith Associates
ENGINEERS PLANNERS ECONOMISTS

U.S.G.S Topographic Environmental Footprint

New Connector from
KY 6 at Woodbine to
KY 3041 / Corbin Bypass

KNOX / WHITLEY COUNTIES
ITEM NO. 11-112.00

Printed: 09/13/2001

Ms. LaVerne Reid
District Manager
Airports District Office, Federal Aviation Administration
3385 Airways Blvd., Suite 302
Memphis TN 38116

American Association of Truckers
P.O. Box 487
Benton KY 42025

Mr. James P. Fenton
Director, Office of State Archaeology
Dept. of Anthropology, University of Kentucky
211 Lafferty Hall
Lexington KY 40506-0024

Mr. Jose Sepulveda
Division Administrator
Federal Highway Administration, Kentucky Division
330 West Broadway
P.O. Box 536
Frankfort KY 40602

Mr. Glenn Jilek
Federal Highway Administration, Kentucky Division
330 West Broadway
P.O. Box 536
Frankfort KY 40602

Mr. Joe M. Allbaugh
Director
FEMA
Federal Center Plaza
500 C St. SW
Washington D.C. 20742

Ms. Margie Shouse
Independent Hauler Association
905 Nebo Road
P.O. Box 178
Madisonville KY 42431

Mr. Jack Fish
President
Kentuckians for Better Transportation
10332 Bluegrass Parkway
Louisville KY 40299

Kentuckians for Job Growth
P.O. Box 197
Frankfort KY 40602-0197

Mr. Ron Bland
Kentucky Airport Zoning Commission
3rd Floor State Office Bldg. Annex
125 Holmes Street
Frankfort KY 40622

Mr. Bob Arnold
Executive Director
Kentucky Association of Counties
380 King's Daughters Drive
Frankfort KY 40601

Mr. Ken Oilschlager
President
Kentucky Chamber of Commerce Executives, Inc.
464 Chenault Road
P.O. Box 817
Frankfort KY 40602

Kentucky Community Development Society, Inc.
517 Ashley Way
Lexington KY 40503

Mr. Ismon Burks , Jr.
Commissioner
Kentucky Department of State Police
919 Versailles Road
Frankfort KY 40601

Kentucky Disabilities Coalition
P.O. Box 1589
Frankfort KY 40602-1589

Mr. John Bird
Executive Director
Kentucky Forward
416 Chenault Road
P.O. Box 1628
Frankfort KY 40602-1628

Mr. John D. Overing
Kentucky Heritage Resource Conservation & Development Council
227 Morris Drive
Harrodsburg KY 40330

Kentucky Industrial Development Council, Inc.
109 Consumer Lane, Ste. A
Frankfort KY 40601-8489

Mr. Ned Sheehy
President
Kentucky Motor Transport Association
134 Walnut Street
Frankfort KY 40601

Mr. Barry Barker
Executive Director
Kentucky Public Transit Association
1000 West Broadway
Louisville KY 40203

Ms. Ann R. Latta
Secretary
Kentucky Tourism Development Cabinet
Capital Plaza Tower,24 Floor
500 Mero St.
Frankfort KY 40601

Mr. Kenneth Frost
Director
Kentucky Division of Vehicle Enforcement
State Office Building, 8th Floor
Frankfort KY 40622

Mr. Jim Cobb
State Geologist & Director
Kentucky Geological Survey, University of Kentucky
228 Mining and Mineral Resources Bldg.
Lexington KY 40506

Mr. Kevin Graffagnino
Director
Kentucky Historical Society
100 W. Broadway
Frankfort KY 40601

Ms. Sylvia L. Lovely
Executive Director
Kentucky League of Cities, Inc.
101 East Vine Street, Ste. 600
Lexington KY 40507

Ms. Vickie Bourne
Executive Director
Kentucky Office of Transportation Delivery
State Office Bldg. Annex
125 Holmes Street
Frankfort KY 40622

Ms. Marcheta Sparrow
President
Kentucky Tourism Council
TARC,1100 US127 S., Bldg. C
Frankfort KY 40601

Mr. Steve Goodpaster
Director
Kentucky Transportation Cabinet, Division of Bridge Design
State Office Building, 7th Floor
Frankfort KY 40622

Mr. Dexter Newman
Director
Kentucky Transportation Cabinet, Division of Construction
State Office Building, 4th Floor
Frankfort KY 40622

Mr. Wesley Glass
Acting Director
Kentucky Transportation Cabinet, Division of Materials
Frankfort KY 40622

Mr. Chuck Knowles
Director
Kentucky Transportation Cabinet, Division of Operations
State Office Building, 7th Floor
Frankfort KY 40622

Mr. Simon Cornett
Director
Kentucky Transportation Cabinet, Division of Traffic
State Office Building, 1st Floor
Frankfort KY 40622

Mr. Allen D. Rose
Secretary
Kentucky Workforce Development Cabinet
Capital Plaza Tower, 2nd Floor
Frankfort KY 40601

Mr. James Aldridge
Director
Nature Conservancy - Kentucky Chapter
642 West Main Street
Lexington KY 40508

Mr. Oscar Geralds
Sierra Club
259 West Short Street
Lexington KY 40507

Mr. David Waldner
Director
Kentucky Transportation Cabinet, Division of Environmental Analysis
State Office Bldg. Annex
125 Holmes Street
Frankfort KY 40622

Mr. Mike Hill
Director
Kentucky Transportation Cabinet, Division of Multimodal Programs
State Office Bldg. Annex
125 Holmes Street
Frankfort KY 40622

Mr. Ralph Devine
Director
Kentucky Transportation Cabinet, Division of Right of Way and Utilities
State Office Building, 4th Floor
Frankfort KY 40622

Ms E. Sue Perkins
Branch Manager
Kentucky Transportation Cabinet, Permits Branch
State Office Building, 1st Floor
Frankfort KY 40622

Mr. Alex Barber
State Environmental Review Officer
Natural Resources and Environmental Protection Cabinet
Frankfort Office Park
14 Reilly Road
Frankfort KY 40601

Ms. Helen Cleary
President
Scenic Kentucky
P. O. Box 2646
Louisville KY 40201

Mr. David Huizenga
Deputy Assist. Sec. for Integration and Disposition
U. S. Dept. of Energy, Office of Environmental Management
1000 Independence Avenue SW
Washington D.C. 20585

Mr. Heinz Mueller
Attorney
U. S. Environmental Protection Agency, Region 4 office
13th Floor, Atlanta Federal Ctr.
61 Forsyth St. SW
Atlanta GA 30303

Mr. Kenneth W. Holt
U.S. Dept. of Health & Human Serv., Center for Disease Control,
Emergency And Environmental Health Services Division
Mail Stop F-16
4770 Buford Highway, N.E.
Atlanta GA 30341-3724

Dr. Lee A. Barclay , Ph.D.
Field Supervisor
U.S. Dept. of the Interior, Fish and Wildlife Service
446 Neal St.
Cookeville TN 38501

The Honorable Jim Bunning
United States Senator
United States Senate
502 Hart Senate Building
Washington D.C. 20510

The Honorable Mitch McConnell
United States Senator
United States Senate
361-A Senate Russell Office Building
Washington D.C. 20510

Mr. Thomas M. Hunter
Executive Director
Appalachian Regional Commission
1666 Connecticut Ave., NW
Washington D.C. 20235

Mr. Charles Turner
Coordinator
Pennyrile RC&D
530 Noel Avenue
Hopkinsville KY 42220

Lt. Colonel Steve Gay
District Engineer
U. S. Army Corps of Engineers, Nashville District
P.O. Box 1070
Nashville TN 37202-1070

The Honorable Harold Rogers
United States Representative - District 5
U. S. House of Representatives
2470 Rayburn House Office Building
Washington D.C. 20515

Mr. John Milchick , Jr.
KY State Coordinator
U.S. Department of Housing & Urban Development, KY State Office
P.O. Box 1044
Louisville KY 40201

The Honorable Gerald K. West
Knox County Judge Executive
P.O. Box 173
Barbourville KY 40906

The Honorable Patrick Hauser
Mayor, City of Barbourville
P.O. Box 1300
Barbourville KY 40906

Mr. Jim Tye
City Manager
City of Barbourville
P.O. Box 1300
Barbourville KY 40906

Mr. Joe M. Bradshaw
Disaster and Emergency Services
P.O. Box 173
Barbourville KY 40906

Mr. Ray Kennedy
Knox County Health Department
P.O. Box 1689
Barbourville KY 40906

Mr. Jerry Bargo
Knox County Road Foreman
P.O. Box 173
Barbourville KY 40906

Mr. Wilber Bingham
Sheriff
Knox County Sheriff
401 Court Square
Barbourville KY 40906

Knox County Chamber of Commerce
205 Municipal Building
Barbourville KY 40906

Mr. Michael Jones
Superintendent
Knox County Board of Education
200 Daniel Boone Drive
Barbourville KY 40906

Kentucky State Police
Post 10 Harlan
3319 US 421 South
Harlan KY 40831

The Honorable Mike Patrick
Whitley County Judge Executive
P.O. Box 237
Williamsburg KY 40769

The Honorable Scott Williamson
Mayor, City of Corbin
805 S. Main Street
Williamsburg KY 40769

Mr. Bill Ed Cannon
City Manager
P.O. Box 1343
Corbin, KY 40701

Whitley County EMS
2245 Prewitt Bend Road
Williamsburg KY 40769

Whitley County Health Department
114 N. 2nd Street
Williamsburg KY 40769

Williamsburg Chamber of Commerce
187 Hwy 92 West
Williamsburg KY 40769

Mr. Ancil Carter
Sheriff
Whitley County Sheriff
P.O. Box 118
Williamsburg KY 40769

Whitley County Road Foreman
P.O. Box 237
Williamsburg KY 40769

Corbin Chamber of Commerce
101 N. Lynn Avenue
Corbin KY 40701

Mr. Charles Buchanan
Southeast Kentucky Industrial Authority
102 N. Lynne Avenue
Corbin KY 40701

Mr. Lonnie Anderson
Superintendent
Whitley County Board of Education
116 N. Fourth Street
Williamsburg KY 40769

Mr. Paul Hays
Captain
Kentucky State Police, Post 11
11 State Police Road
London KY 40741

The Honorable Albert Robinson
State Senator
1249 South Main Street
London KY 40741

The Honorable Jim Stewart
State Representative
HC 76, P.O. Box 556
Flat Lick KY 40935

The Honorable Charles L. Siler
State Representative
3570 Tackett Creek Road
Williamsburg KY 40769

The Honorable David L. Williams
State Senator
P.O. Box 666
Burkesville KY 42717

JAMES E. BICKFORD
SECRETARY

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING
MAR 21 11 23 AM '02

PAUL E. PATTON
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
FRANKFORT OFFICE PARK
14 REILLY RD
FRANKFORT KY 40601

March 19, 2002

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

Re: Planning Study on proposed construction of new route from KY 6 in northern Whitley county to the Corbin Bypass (KY 3041) in western Knox County. (SERO 2002-04)

Dear Ms. Coffey:

The Natural Resources and Environmental Protection Cabinet (NREPC) serves as the state clearinghouse for review of environmental documents generated pursuant to the National Environmental Policy Act (NEPA). Within the Cabinet, the Commissioner's Office in the Department for Environmental Protection **coordinates** the review for Kentucky State Agencies.

The Kentucky agencies listed on the attached sheet have been provided an opportunity to review the above referenced report. Responses were received from 9 (also marked on attached sheet) of the agencies that were forwarded a copy of the document. Attached are comments from the Kentucky Divisions of Water, Waste Management, and Conservation, the Department of Agriculture, and the Department of Fish and Wildlife Resources.

If you should have any questions, please contact me at (502) 564-2150, ext. 112.

Sincerely,

Alex Barber

Alex Barber
State Environmental Review officer

Enclosure

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NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
ENVIRONMENTAL REVIEW

Planning Study on proposed construction of new route from KY 6 in northern Whitley county to the Corbin Bypass (KY 3041) in western Knox County.

The following agencies were asked to review the above referenced project. Each agency that returned a response will appear below with their comments and the date the project response was returned.

C denotes Comments
NC denotes No Comment
IR denotes Information Request
NR denotes No Response

REVIEWING AGENCIES:

Division of Water	comments
Division of Waste Management	comments
Division for Air Quality	
Department of Health Services	
Economic Development Cabinet	ns
Division of Forestry	
Department of Surface Mining Reclamation & Enforcement	nc
Department of Parks	nc
Department of Agriculture	comments
Nature Preserves Commission	nc
Kentucky Heritage Council	
Division of Conservation	comments
Department for Natural Resources	ns
Department of Fish & Wildlife Resources	comments
Transportation Cabinet	ns
Department for Military Affairs	nc

APPALACHIAN REGIONAL COMMISSION
A Proud Past, A New Vision

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DIVISION OF PLANNING

FEB 27 9 44 AM '02

February 22, 2002

REC'D 3-5-02
WILLIAMS
LEAKE
TRAFFIC/PLANNING
DESIGN
ENVIRO

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

Dear Ms. Coffey:

We recently received your January 16, 2002 letter offering the Appalachian Regional Commission an opportunity to comment on the proposed construction of a new route from KY 6 in Whitley County to the Corbin Bypass in Knox County.

The proposed project will not have any adverse effect on the Appalachian Development Highway System.

Should you have any questions please do not hesitate to contact me at (202) 884 7706.

Sincerely:

Edward A. Terry, Jr.; P.E.
Senior Transportation Advisor

Cc: Mr. Jose M. Sepulveda - FHWA

1666 CONNECTICUT AVENUE, NW, SUITE 700 WASHINGTON, DC 20009-1068 (202) 884-7799 FAX (202) 884-7691

City of Barbourville

DANIEL BOONE DRIVE AT LIBERTY STREET
P. O. BOX 1300 • BARBOURVILLE, KENTUCKY 40906
Phone: (606) 546-6197

TDD Number:
1-800-247-2510

FAX:
606-546-4543

January 28, 2002

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

RE: KY 6 New Connector at Woodbine, Knox County, Kentucky

Dear Ms. Coffey:

This letter is written in response to your January 16, 2002 letter to my office regarding comments or concerns on the above project. I personally feel that the proposed KY 6 connector to the Corbin Bypass is a needed and important highway project.

As an attorney, I represented a family of a man who suffered a heart attack in the Woodbine area. While the ambulance attempted to transport him to the Baptist Regional Medical Center in Corbin, Kentucky, it was substantially delayed by train blocked crossings as Ky. 6 crosses the CSX track at Woodbine. The man did not survive this event.

Should you desire further comments from me regarding this matter, please do not hesitate in giving my office a call.

Very truly yours,

W. Patrick Hauser

WPH/sb

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING
JAN 29 11 28 AM '02

City of Corbin

Office of the City Manag

REC'D 3-6-02
WILLIAMS
LEAKE
TRAFFIC/PLANNING
DESIGN
ENVIRONMENTAL

March 1, 2002

Ms. Annette S. Coffey, Director
Division of Planning
Transportation Cabinet
125 Holmes Street
Frankfort, KY 40622

Re: New Connector from KY 6 at Woodbine to KY 3041/Corbin Bypass

Dear Ms. Coffey:

In my official capacity as City Manager of the City of Corbin, please accept this correspondence as my full support of the project that involves a new connector from KY 6 to KY 3041. The project will greatly improve conditions for the residents of Woodbine and support economic development activities currently being undertaken at the Southeast Kentucky Regional Industrial Park.

The City of Corbin and the Southeast Kentucky Industrial Development Authority have worked diligently over the past several years to secure funding for, and implement development of the "super" regional industrial park. Ultimately, successful development of the park will result in enhanced economic opportunities for individuals residing in the region.

I have assessed the three corridors developed during the study and determined that the middle (or red) corridor offers the most benefit. This corridor will have the least impact on development of the industrial park and fewer environmental impacts for the entire project area.

I appreciate your time and concern regarding this issue, and if I can be of further assistance please do not hesitate to call me.

Sincerely,

Bill Ed Cannon
City Manager, City of Corbin

P.O. Box 1343 ■ 805 South Main St. ■ Corbin, Kentucky 40701

City of Corbin

Office of the Mayor

March 1, 2002

REC'D 3-6-02
WILLIA...
LEAKE
TRAFFIC/PLANNING
DESIGN
ENVIRONMENT

Ms. Annette S. Coffey, Director
Division of Planning
Transportation Cabinet
125 Holmes Street
Frankfort, KY 40622

Re: New Connector from KY 6 at Woodbine to KY 3041/Corbin Bypass

Dear Ms. Coffey:

In my official capacity as Mayor of the City of Corbin, please accept this correspondence as my full support of the project that involves a new connector from KY 6 to KY 3041. The project will greatly improve conditions for the residents of Woodbine and support economic development activities currently being undertaken at the Southeast Kentucky Regional Industrial Park.

The City of Corbin and the Southeast Kentucky Industrial Development Authority have worked diligently over the past several years to secure funding for, and implement development of the "super" regional industrial park. Ultimately, successful development of the park will result in enhanced economic opportunities for individuals residing in the region.

I have assessed the three corridors developed during the study and determined that the middle (or red) corridor offers the most benefit. This corridor will have the least impact on development of the industrial park and fewer environmental impacts for the entire project area.

I appreciate your time and concern regarding this issue, and if I can be of further assistance please do not hesitate to call me.

Sincerely,

J. Scott Williamson

J. Scott Williamson
Mayor, City of Corbin

P.O. Box 1444 ■ 805 South Main St. ■ Corbin, Kentucky 40701
Phone (606) 523-6520 Fax (606) 523-6500

Commonwealth of Kentucky

STATE CAPITOL, ROOM 323
FRANKFORT, KENTUCKY 40601
502-564-3120
MESSAGE LINE 800-372-7181

DISTRICT OFFICE
P.O. BOX 666
BURKESVILLE, KENTUCKY 42717
270-864-5636

DAVID L. WILLIAMS
PRESIDENT OF THE SENATE

2002 FEB 15 A 9:16
TRANSPORTATION CABINET
OFFICE OF THE SECRETARY

February 14, 2002

James C. Codell, III
Secretary of Transportation
Transportation Cabinet
Frankfort, KY 40622

Dear Secretary Codell:

Thank you for taking the time to write to me concerning the proposed route from KY 6 in northern Whitley County to the Corbin Bypass (KY 3941) in western Knox County. This is listed as item number 11-112.00. I appreciate the opportunity to provide feedback on this project that impacts my constituents.

The community of Woodbine is currently isolated by railroad traffic and switching operations. Due to the lack of an alternate route in or out of the community, at times, emergency vehicles are prevented from entering or exiting from the community. Additionally, the proposed connector can significantly improve travel time for the citizens in the area.

I wholeheartedly support the aforementioned project. I believe that it is a needed project that will significantly improve public safety in the community. Again, thank you for the opportunity to provide feedback. Please feel free to contact me if you have any further questions about this or any other matter.

Sincerely,

David L. Williams
President of the Senate

Corbin

OFFICE OF ECONOMIC DEVELOPMENT

Greater Corbin Chamber of Commerce • Corbin Industrial Development Commission • Corbin Tourist & Convention Commission • Tri-County and SEKY Industrial Development Authorities

January 25, 2002

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING
JAN 28 11 27 AM '02

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

RE: KY 6 - Woodbine Connector, Knox County 6

Dear Ms. Coffey:

The Southeast Regional Industrial Authority has reviewed the three preliminary routes for the Woodbine Connector as presented in the environmental information provided to us. We are in support of the Woodbine Connector and the benefits it would bring to the area. As planned, all three routes have a major impact on the development of our Southeast Regional industrial Park located on Highway 3041 (Corbin Bypass). We can support either the western (blue) route or the middle (red) route through our park.

However, we are definitely opposed to the easter (green) route. The impact of the eastern route on the planned development of our park is too great and would limit our ability to develop a "regional" park. Consequently, we would vigorously oppose the eastern route in our park should it be considered beyond the planning stage. Thank you for allowing us to participate in your planning process.

Sincerely,

Charles W. Buchanan

Charles Buchanan, Chairman
Southeast Kentucky Industrial Development Authority

CB/ jr

101 NORTH DEPOT STREET
CORBIN, KENTUCKY 40701
PHONE 606-528-6390 • FAX 606-523-6536 OR 606-528-1583
E-MAIL corbinoed@2geton.net • WEB www.corbinky.com

Chairman
Judge/Executive
James Garrison
Clay County

Chairman
Judge Executive
Gerald West
Knox County

2nd Vice Chairman
Mr. Mike Howard
Whitley County

Cumberland Valley
Area Development District

P.O. Box 1740
342 Old Whitley Road
London, Kentucky
40743-1740

Secretary
Judge/Executive
Tommy Slone
Jackson County

Treasurer
Mr. F. N. Hazen
Harlan County

Executive Director
Mr. John L. Bruner II

March 11, 2002

REC 3-14-02
WILLIA
LEAKE
TRAFFIC/PLANNING
DESIGN
ENVIRONMENTAL

Ms. Annette S. Coffey, Director
Division of Planning
Transportation Cabinet
125 Holmes Street
Frankfort, KY 40622

Re: New Connector from KY 6 at Woodbine to KY 3041/Corbin Bypass

Dear Ms. Coffey:

The Cumberland Valley ADD wishes to express support for the above-referenced project. A new connector from the Woodbine community to the Corbin Bypass will significantly improve the quality of life for residents in the project area and enhance further economic development activities in the Southeast Kentucky Regional Industrial Park.

Following a review of the three proposed corridors, we have concluded that the middle corridor would be the most beneficial location for the project. This corridor will be less intrusive to the overall development of the industrial park and will also minimize environmental impacts.

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

Sincerely,

John L. Bruner, II
Executive Director

PAUL E. PATTON
GOVERNOR

CABINET FOR ECONOMIC DEVELOPMENT
OFFICE OF COAL COUNTY DEVELOPMENT
31 FOUNTAIN PLACE
FRANKFORT, KENTUCKY 40601
TELEPHONE: 502/564-5645 FAX: 502/564-5611

JERRY D. JOHNSON
EXECUTIVE DIRECTOR

March 4, 2002

3-7-02
LEAD F
TRAFFIC PLANNING
DESIGN
ENVIRONMENTAL

Ms. Annette Coffey, P.E., Director
Kentucky Transportation Cabinet
Division of Planning
125 Holmes Street
Frankfort, KY 40601

Re: Southeast Regional Industrial Park
Knox County Woodbine Connector

Dear Director Coffey:

The Department for Coal County Development is the funding agency for Southeast Park. To date, we have obligated over $6.4 million for acquisition and infrastructure at the park and have high hopes to recruit major employers there.

We understand that you are considering three routes for the Woodbine Connector. I would like to voice support for the options chosen by the Southeast Kentucky Industrial Development Authority and submitted to you by letter of January 25. Their recommendation as we understand it, is to go with either the "blue" route or the "red" route.

This connector will have a major impact on the park and we hope you see fit to select one of the two alternatives that will most benefit the park.

Sincerely,

Jerry D. Johnson

Jerry D. Johnson
Commissioner

Cc: Bill Locke
Clay McKnight

JAMES E. BICKFORD
SECRETARY

PAUL E. PATTON
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
FRANKFORT OFFICE PARK
14 REILLY RD
FRANKFORT KY 40601

February 5, 2002

Division of Waste Management

Comments for Project #SER02002-4

The Division of Waste Management would be concerned that all solid waste generated by this project be disposed at a permitted facility.

Another concern is that during this type of project, old regulated and non-regulated underground storage tanks may be encountered, as well as other contamination. Should tanks or contamination be encountered they must be properly reported and remediated.

Sincerely, Linda Howard

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JAMES E. BICKFORD
SECRETARY

PAUL E. PATTON
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
FRANKFORT OFFICE PARK
14 REILLY RD
FRANKFORT KY 40601

MEMORANDUM

TO: Alex Barber
State Environmental Review Officer
Department for Environmental Protection

FROM: Timothy Kuryla TK
EIS Coordinator
Division of Water

DATE: March 18, 2002

SUBJECT: SN, Bypass, KY6 (Whitley County), to KY3041 (Knox County), SERO 020124-004

IN GENERAL

The Division of Water has reviewed the Scoping Notice prepared by the Transportation Cabinet regarding the construction of a bypass, near Corbin, from KY6 (Whitley County) to KY3041 (Knox County). The Division comments on matters the Division desires considered in the Environmental Assessment.

The applicant needs to consult, before construction can begin, with the U.S. Army Corps of Engineers to ascertain if a 33 USC § 1341 ("401") water quality certification by the Division of Water, or a 33 USC § 1344 ("404") dredge or fill material permit, or both, are required. Any impact to 200 linear feet or more of any stream or stream bank (below ordinary highwater) (as shown on U.S. Geological Survey 7.5 minute topographical maps for the project area) or one acre or more of any wetland, will require a "401" water quality certification. This includes excavations and impoundments. Thus, impacts to streams and wetlands must be considered in the EA.

Stream crossings except for Outstanding Resource Waters (ORWs), Cold water Aquatic Habitats (CAHs), and high quality waters are covered by a general certification. ORW, CAH, and high quality water stream crossings require an individual water quality certification and mitigation.

The Division of Water will require mitigation for stream loss (if more than 250 acres are involved above the construction impact) and for wetland loss (if more than 1 acre).

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If a floodplain outside the right of way is involved, prior approval must be obtained from the Division of Water before construction may begin. The EA needs to address the impacts on flooding of each stream crossing, all fills in floodplains, and any channel relocation or alteration.

The submitted data are general. With specific data as are found in the Transportation Cabinet Land and Water Ecology Section "404" checklist, plus Corps of Engineers or Coast Guard Public Notice, the Division of Water may find a problem relating to floodplain construction and water quality. Therefore, the Division requests an opportunity to review, at the Preliminary Design stage, the land and water ecology checklist for the proposed project should it be funded. (If a Public Notice is prepared for the proposed project, the Division will review it).

The Division of Water notes the relevant portions of the Transportation Cabinet's Standard Specifications for Road and Bridge Construction are Sections 212 and 213. Section 212 governs the protection and stabilization of those areas exposed to erosion as the result of construction practices. Section 213 protects water quality by governing construction practices that can result in nonpoint source pollution.

The Division of Water finds that these guidelines adequately address possible highway construction impacts on aquatic habitat and propose appropriate mitigation measures that insure minimal sediment and other damage to water quality. These sections need to be cited in the EA.

The Division of Water recommends that the Transportation Cabinet use the Groundwater Sensitivity Regions of Kentucky map published by the Kentucky Geological Survey (KGS) to determine sensitive groundwater areas. These areas must be considered in the EA.

If sinkholes are modified for drainage, the Division of Water notes U.S. Environmental Protection Agency (EPA) requires an Underground Injection Control Permit (40 CFR §§ 144.11, 144.25, 146.51). The activity is classified as a Class V well (40 CFR § 144.6).

The Division of Water has data and maps regarding wellhead protection areas located throughout the Commonwealth. The EA and highway design must take into account these areas.

Owners of onsite wastewater disposal systems must have Groundwater Protection Plans (GPP). Purchasing right of way lands on which these systems are located means assuming the obligations imposed by 401 KAR 5:037.

Deep road cuts can act as "French" drains. These cuts could drain aquifers that are used as domestic and public water supply sources. Highway design needs to take into account the location of these aquifers. The Division of Water maintains data on wells drilled since 1985 and of all wells it inspects. The EA needs to consider the effect on domestic and public water supplies.

James E. Bickford
Secretary

Paul E. Patton
Governor

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR NATURAL RESOURCES
DIVISION OF CONSERVATION
663 TETON TRAIL
FRANKFORT, KENTUCKY 40601

MEMORANDUM

TO: Alex Barber
Department of Environmental Protection

FROM: Mark Davis MD
Division of Conservation

DATE: February 22, 2002

SUBJECT: Environmental Review of Project #SERO2002-4

As requested, the Division of Conservation has reviewed the planning study for the proposed construction of a new route from KY 6 in northern Whitley County to the Corbin Bypass (KY3041) in western Knox County.

There are no agricultural districts established within or adjacent to the project area. Therefore, impacts to land enrolled in the Agricultural District Program will not have to be mitigated by the Department of Transportation.

We would, however, like to see the issue of loss of Prime Farmland and Farmland of Statewide Importance addressed in the planning study. There are two publications that could be utilized to identify these farmland designations: *The Soil Survey of Knox County and Eastern Part of Whitley County, Kentucky* (NRCS 1988), and *Important Farmland Soils of Kentucky* (NRCS 1985). Both publications are available through this office.

One other concern we would like to comment on is that of controlling erosion and sedimentation during and after earth-disturbing activities once this project begins. We strongly recommend best management practices (BMPs) be utilized to prevent nonpoint source water pollution. The manual, *Best Management Practices for Construction Activities,* contains information on BMPs appropriate for this project and is available through either the Knox or Whitley County Conservation District, the Division of Water, or this office.

We appreciate the opportunity to comment on this project. If you have any questions please contact this office anytime.

MJD/aeh

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BILLY RAY SMITH
COMMISSIONER

OFFICE TELEPHONE
(502) 564-4696
FAX: (502) 564-2133
TTY: (502) 564-2075

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF AGRICULTURE
500 MERO STREET, 7TH FLOOR
FRANKFORT, KY 40601

February 22, 2002

Mr. Alex Barber
State Environmental Review Officer
Department for Environmental Protection
14 Reilly Road
Frankfort, KY 40601

Reference: Planning study on proposed construction of new route from KY 6 in northern Whitley County to the Corbin Bypass (KY 3041) in western Knox County.

Dear Mr. Barber:

The Kentucky Department of Agriculture wants to make sure that the following issues are addressed in the planning study for the above-referenced project:

1. Impact to farmland, particularly the permanent loss of prime farmland; and

2. Economic and other impact to area farms.

Thank you for the opportunity to comment on this proposed project.

Sincerely,

Ira Linville

Ira Linville
Executive Director
Office of Environmental Services

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COMMONWEALTH OF KENTUCKY
DEPARTMENT OF FISH AND WILDLIFE RESOURCES
C. THOMAS BENNETT, COMMISSIONER

February 8, 2002

Alex Barber
Commissioners Office
Department for Environmental Protection
14 Reilly Road
Frankfort, KY 40601

Re: Threatened/Endangered species review: Planning Study of Proposed Construction of New Route from KY 6 in Northern Whitley County to the Corbin Bypass in Western Knox County, Kentucky

Dear Mr. Barber:

The Kentucky Department of Fish and Wildlife Resources (KDFWR) has received your request for the above-referenced information. The Kentucky Fish and Wildlife Information System indicates that no federally threatened or endangered species are known to occur in the Corbin and Rockholds 7.5 minute USGS quadrangle(s). Please be aware that our database system is a dynamic one that only represents our current knowledge of the various species distributions.

Based on the information and map provided, KDFWR cannot determine the extent of impacts to fish and wildlife resources without knowing the extent of the proposed project. When further information is available to our agency we can make a final determination regarding environmental impacts.

The KDFWR also recommends the following for any portion of the project that will be instream or near streams:

1. Development/excavation during a low flow period to minimize disturbance;
2. Proper placement of erosion control structures below highly disturbed areas to minimize entry of silt to the stream;
3. Replanting of disturbed areas after construction, including stream banks and right-of-ways, with native vegetation for soil stabilization and enhancement of fish and wildlife populations;
4. Return all disturbed instream habitat to its original condition upon completion of construction in the area;
5. Use of existing transportation corridors as the main crossing of streams during bridge construction if possible to minimize impacts to the aquatic resources, and;
6. Preservation of tree canopy overhanging the stream.

I hope this information will be helpful to you. Should you require additional information, please contact me at (502) 564-7109, ext. 367.

Sincerely,

Marla T. Barbour
Fisheries Biologist III

cc: Environmental Section File
Alex Barber

C-17 Geotech
BLEVINS

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING

MEMORANDUM

P-5-02 FEB 8 2 59 PM '02

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

REC'D 4-1-02
WILLIAMS
LEAKE
TRAFFIC/PLANNING
DESIGN
ENVIRONMENTAL

FROM: William Broyles P. E.
Geotechnical Engineering
Branch Manager
Division of Materials

BY: Michael Blevins P. G.
Geotechnical Branch

DATE: February 6, 2002

SUBJECT: Whitley & Knox Counties
Connector From KY 6 To Corbin By-Pass
Item 11-112.00
Mars # 7127301D
Intermediate Planning Study

At your request, personnel from the Geotechnical Branch have completed a preliminary office review of the subject project.

Geological formations along the three project corridors are part of the Quaternary and Pennsylvanian Systems. The Quaternary System consist of Alluvium deposits which are composed of silt , sandy silt and minor amounts of clay ranging from 0 to 10 feet in thickness. The Pennsylvanian System consists of the Breathitt Formation. The Breathitt Formation contains Shale, Siltstone, Sandstone and Clay. The shale is generally described as gray to dark gray in color, micaceous and locally carbonaceous. The sandstone's are described as yellow to gray in color, fine to medium grained, micaceous and generally friable and occurs in three discontinuous zones ranging from 30 to 45 feet in thickness. The clay is gray in color and occurs in discontinuous zones. These formations can be located on the attached geologic map of the Corbin Quadrangle.

Commercial coal seams are not anticipated on any of the corridors, therefore no coal mines should be encountered. Clay pits may be encountered along the green alternate (as shown on the attached Geologic Quadrangle Map) and should be avoided. All of the alternates may encounter clay beds which weather rapidly when exposed in cut sections.

All three corridors encounter wetlands identified in the National Wetlands Inventory. Any alignment crossing a wetland could encounter soft and wet foundations in

embankment sections. Type III fabric and one foot of durable rock may be needed for stabilization through the wetlands. Three feet of durable rock and no fabric may be used if sufficient quantities of durable rock are available.

The regional dip is from the northwest to the southeast and wet side-hill conditions and embankment foundations may be encountered on the east side of the ridges. The area is located in the Seismic Risk Zone 2 which means minor amounts of earthquake damage could occur.

The branch has no preferred corridor but recommends avoiding any wetland areas and clay pits if possible.

If there are any questions, please advise.

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FEB 15 1 06 PM '02

Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Clifford C. Linkes, P.E.
Deputy Secretary

Paul E. Patton
Governor

MEMORANDUM

TO: Annette Coffey, Director
Division of Planning

FROM: Michael L. Hill, Director
Division of Multimodal Programs

DATE: February 15, 2002

SUBJECT: Item No. 11-112.00
New Connector Intermediate Planning Study
Knox/Whitley Counties

Thank you for the opportunity to comment on this project in Knox and Whitley Counties.

The coordination and connectivity of bicycle and pedestrian facilities is important in the early planning and design stages of projects. Design Guidance from the United States Department of Transportation in February, 2000, states "bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist."

Although Whitley County has 128.925 miles of designated bicycle routes, they are not within the scope of this proposed construction. The designated bicycle routes in Whitley County provide bicyclists ample opportunity to circumvent the connector proposed in this project. District 11 personnel have indicated this new connector may be of similar design as the current KY 3041 with 10' paved shoulders, partial access control, and high speeds. As such, this new connector would not be a bicycle-friendly route. However, the 10' paved shoulder would be adequate for bicycle travel.

Sidewalks are not recommended for the new connector due to the rural nature of the surrounding area, the lack of sidewalk connectivity on KY 3041, and little evidence of community development along the proposed connector.

Please contact Paula Nye of this Division, at (502) 564-7686, for information or questions about bicycle and pedestrian concerns.

We look forward to working with your Division to facilitate your study efforts in our SUA and MPO areas, and by increasing awareness of bicycle and pedestrian issues.

MLH/LJS/PEN/AJT

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Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Clifford C. Linkes, P.E.
Deputy Secretary

Paul E. Patton
Governor

MEMORANDUM

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

FROM: Edward Sue Perkins, P.E.
Branch Manager
Permits Branch

DATE: January 30, 2002

RE: Whitley & Knox Counties
Proposed Highway Project
KY 6 to KY 3041

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

1. We urge the Cabinet to make this all-new facility partial control access.

2. Assuming the project is partial control access, we encourage all possible access points be set on the plans in accordance with 603 KAR 5:120, even if they are not to be constructed at that time.

3. We further would like to see every effort possible to have the design speed to be the same as anticipated posted speed when the project is complete.

4. We would like to see access control fence installed with the project.

Thank you for the opportunity to verbalize our concerns.

ESP/JPR/tm

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JAN 28 11 33 AM '02

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KENTUCKY STATE POLICE
919 VERSAILLES ROAD
FRANKFORT 40601

PAUL E. PATTON
GOVERNOR

ISHMON F. BURKS
COMMISSIONER

January 23, 2002

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

Dear Ms. Coffey:

In response to your letter of January 16th in regard to the proposed construction of a new route from KY 6 in northern Whitely County to the Corbin Bypass (KY 3041) in western Knox County, the Kentucky State Police has no issues or concerns that will effect this project.

Please let us know if we can be of assistance to you in the future.

Sincerely,

Capt. Mike Reichenbach

Captain Mike Reichenbach
Kentucky State Police
3319 U.S. 421 South
Harlan, Kentucky 40831

MR/jr

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william leake

From: Jim.Simpson@mail.state.ky.us
Sent: Wednesday, January 30, 2002 1:32 PM
To: wleake@wilbursmith.com; Daniel.Jewell@mail.state.ky.us
Subject: FW: Proposed Highway Project Item No. 11-112.00

Danny and Bill,
In response to the resource agency mailing:

> -----Original Message-----
> From: Juett, Kalem (KYTC)
> Sent: Tuesday, January 22, 2002 1:34 PM
> To: Coffey, Annette (KYTC)
> Cc: Bourne, Vickie (KYTC); Mayeux, Gail (KYTC)
> Subject: Proposed Highway Project Item No. 11-112.00
>
> Ms. Coffey,
>
> Please be advised that the Subject project will not have an adverse impact
> on Public Transit.
>
> Reference: New Connector from KY 6 at Woodbine to KY 3041 / Corbin Bypass
> Knox and Whitely Counties
> Item No. 11-112.00
>
> Thank you,
>
> Kalem W. Juett
> Program Coordinator
> Transportation Delivery
> kjuett@mail.kytc.state.ky.us
> Buckle Up
>

william leake

From: Jim.Simpson@mail.state.ky.us
Sent: Tuesday, January 29, 2002 1:26 PM
To: wleake@wilbursmith.com; Daniel.Jewell@mail.state.ky.us; claymckn@cvadd.org
Subject: FW: Highway Project KY 6 to Corbin Bypass (Ky 3041)

Guys,
Just wanted to pass along the attached email:

-----Original Message-----
From: Jackson, David [mailto:DJackson@knox.k12.ky.us]
Sent: Friday, January 25, 2002 3:37 PM
To: 'jim.simpson@mail.state.ky.us'
Subject: Highway Project KY 6 to Corbin Bypass (Ky 3041)

Mr. Simpson,

I am the school bus transportation director for Knox County. The proposed project would benefit us in the following areas:

a. Bus routes would be safer due to not having to spend as much time on "high accident potential" roadways
b. Bus routes would be shorter in time
c. Buses could make "circular routes" and not have to backtrack over area they had already covered
d. In case of an accident, emergency personnel could reach the site quicker

Based on the three proposed sites, for our purposed the middle section would seem to better facilitate the needs of the buses by crossing Hart Road and another road farther east. I would hope that access would be given from these roads.

I have not had time to study this in depth, but just looking at what your proposal is, those were my observations. If you have questions, you may contact me by e-mail (djackson@knox.k12.ky.us) or phone (606-546-3883).

KNOX COUNTY FISCAL COURT

GERALD K. WEST, JUDGE EXECUTIVE

P.O. Box 173
104 Court Square, Suite #6
Barbourville, Kentucky 40906

Working For A Better Knox County

MAGISTRATES:
CARSON GILBERT
V ARD BARGO
E MAC MERRITT
LARRY JONES
GUILIO CIMA

• 606-546-6192
• 1-800-477-5000
• FAX 606-546-6196

March 1, 2002

REC'D 3-4-02
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ENVIRONMENTAL

Ms. Annette S. Coffey, Director
Division of Planning
Transportation Cabinet
125 Holmes Street
Frankfort, KY 40622

Re: New Connector from KY 6 at Woodbine to KY 3041/Corbin Bypass

Dear Ms. Coffey:

In my official capacity as Knox County Judge Executive, I would like to express my support of the New Connector from KY 6 at Woodbine to KY 3041/Corbin Bypass.

The proposed project will offer a safe alternative route for emergency service providers wishing to enter or exit Woodbine, provide residents with adequate access to the Corbin Bypass, and continue to promote economic development efforts in Knox County. Ultimately the project will greatly improve the quality of life for residents in the Woodbine community and throughout western Knox County.

Upon review of the proposed corridors, it is evident that the middle corridor would have less environmental impacts and be more advantageous in regard to economic development efforts currently ongoing in the area.

Thank you for allowing me to comment on this important issue. If I can be of further assistance, please contact me.

Sincerely,

Gerald K. West
Knox County Judge/Executive

United States Department of Agriculture

NRCS Natural Resources Conservation Service

100 Briar Creek Park Rd.
Suite 1
Williamsburg, KY 40769-1607

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FEB 12 10 08 AM '02

ANNETTE COFFEY, P.E.
DIRECTOR
DIVISION OF PLANNING
COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
FRANKFORT KY 40622

11 FEB 02

SUBJECT: PROPOSED CONSTRUCTION – HWY 6, WHITLEY COUNTY TO CORBIN BYPASS, KNOX COUNTY

According to published Soil Survey of Knox County and Eastern part of Whitley County, Kentucky, The proposed construction may impact soils with wetland inclusions. Upon request our Designated Wetland Specialist will make on site determination on the area to be impacted.

Jim D Jones

JIM D. JONES
District Conservationist

william leake

From: Jim.Simpson@mail.state.ky.us
Sent: Monday, March 04, 2002 10:26 AM
To: wleake@wilbursmith.com
Subject: FW:

Bill,
For the Corbin Bypass files.
Jim

-----Original Message-----
From: Canterbury, Brenda [mailto:Brenda.Canterbury@em.doe.gov]
Sent: Monday, March 04, 2002 8:05 AM
To: 'jim.simpson@mail.state.ky.us'; 'jeff.moore@mail.state.ky.us'; 'daryl.greer@mail.state.ky.us'
Cc: Brown, Patricia (EM-20); Thrower, Alexander; Hancock, Kent
Subject:

This message is in response to three letters January 16, January 22, and February 4, 2002 to David Huizenga, Deputy Assistant Secretary for Integration and Disposition, Office of Environmental Management, U.S. Department of Energy. The letter was forwarded to me for a response.

We have evaluated the material you sent regarding (1) the new route from KY 6 to the Corbin Bypass; (2) the reconstruction of U.S. 31W; and (3) the widening/reconstruction of US 27. We have no specific comments at this time. However, the Department of Energy does have an interest in roadway safety and upgrades, as they benefit shippers and usually pose no problems to the Department's shipments during construction, assuming appropriate detours are available if necessary.

If you have any questions, or if we can provide you with any further information, please contact me on (301) 903-2102.

Sincerely,

J. Kent Hancock, Director
Office of Transportation
Office of Integration and Disposition
Office of Environmental Management
U.S. Department of Energy

U. S. Department of Housing and Urban Development
Kentucky State Office
Office of the State Coordinator
601 West Broadway
Louisville, KY 40202
502-582-5251 Fax 502-582-6074
KY TDD Relay Service 800-648-6056
www.hud.gov/kentucky.html

February 26, 2002

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

Dear Ms. Coffey:

This letter is in reply to your request of January 16, 2002, for comment on a study of the potential consequences resulting from the proposed construction of a new route from KY 6 to the Corbin Bypass in Whitley and Knox Counties, Kentucky. The Kentucky Field HUD Office is pleased to have the opportunity to respond.

Based on the materials and information you provided, there are no apparent impacts on HUD funded projects nor adverse environmental justice effects. Thank you for allowing us to review your project in its preliminary stages. If you have other questions for HUD please contact Stephen Schneller, Operations Specialist, at (502) 582-6163 extension 233.

Sincerely,

for John Milchick Jr.
Kentucky State Coordinator

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DEPARTMENT OF THE ARMY
NASHVILLE DISTRICT, CORPS OF ENGINEERS
3701 BELL ROAD
NASHVILLE, TENNESSEE 37214-2660

February 5, 2002

REC'D 2-14-02
WILLIAMS
LEAKE
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REPLY TO
ATTENTION OF:

Regulatory Branch

SUBJECT: File No. 200200105; Preliminary Review for the Proposed Connector from Kentucky Route 6 at Woodbine to Kentucky Route 3041 (Corbin Bypass) in Knox and Whitley Counties, Kentucky

RECEIVED
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DIVISION OF PLANNING
FEB 11 1 11 PM '02

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

Dear Ms. Coffey:

This is in response to your January 16, 2002, letter requesting our agency's comments on the subject highway project identified as Item No. 11-112.00. We appreciate the opportunity to be included in your project review. Please refer to File No. 200200105 in future correspondence with us concerning this proposal.

The proposed roadway project is located immediately upstream of the Corbin Local Flood Protection Project. Since the flood protection project is susceptible to sediment aggradation, it is imperative that erosion control measures are properly implemented and maintained during road construction.

A portion of each of the proposed routes is located in the designated floodplain of Lynn Camp Creek according to the Flood Insurance Rate Map of Knox County, Kentucky, Panel Number 210131 0105 B, dated May 17, 1989. National Flood Insurance Program regulations require the local government to ensure that development in the floodplain does not cause the water surface elevation of the 100-year flood to increase more than 1.0 foot. This criterion should be considered during design of the roadway and its appurtenances.

Activities associated with the proposed routes have the potential to involve the discharge of dredged or fill material into Lynn Camp Creek and its unnamed tributaries including their adjacent wetlands. Our preliminary determination is that these waterways are waters of the United States and that the discharges of dredged or fill material into these waters and their adjacent wetlands would be subject to our permitting authority under Section 404 of the Clean Water Act (33 U.S.C. 1344).

The potential corridors should be surveyed to identify and quantify the extent of impacts to federally regulated waters and wetlands. Our permit review process includes application of the Section 404(b)(1) Guidelines of the Clean Water Act. These guidelines restrict discharges into aquatic areas where less environmentally damaging, practicable alternatives exist. They also require a sequential process for mitigating impacts, i.e., avoidance, minimization, and compensation. Potential impacts to waters should be identified and alternatives that avoid and minimize such impacts should be considered in the design scheme.

Upgrading existing roads, alternate routes, construction of bridges that span aquatic resources rather than culverted crossing, minimizing approach fills, and incorporating erosion control measures are ways that may warrant consideration in your review and project design.

Our specific permitting requirements for the highway project would depend on the installation method and their associated stream impacts. A design that would not involve substantial stream alterations or fills may be authorized under our Nationwide Permit (NWP) program. Discharges of dredged or fill material into waters and wetlands that do not qualify for authorization under our NWP program would require authorization by a standard Department of the Army (DA) permit.

We are available to participate in onsite inspections for this project to identify waters of the United States and attend preapplication meetings to discuss DA permitting requirements and potential project designs to avoid and minimize aquatic impacts.

Thank you for including us in your review process. If you wish to discuss DA involvement in greater detail, you can reach me at (615) 369-7514, or at marty.g.tyree@lrn02.usace.army.mil.

Sincerely,

Marty G. Tyree

Marty G. Tyree
Project Manager
Operations Division

Copies Furnished:
CELRN-DE
CELRN-EC-H

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: KENTUCKY TRANSPORTATION CAB.	File Number: 2002 00105	Date: 2/4/02
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
	APPROVED JURISDICTIONAL DETERMINATION	D
X	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://usace.army.mil/inet/functions/cw/cecwo/reg or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.

- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION

If you have questions regarding this decision and/or the appeal process you may contact:	If you only have questions regarding the appeal process you may also contact:
Marty G. Tyree (615) 369-7514 FAX (615) 369-7501	Suzanne Chubb (513) 684-7261 FAX (513) 684-2460

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

	Date:	Telephone number:
_____ Signature of appellant or agent.		

United States Department of the Interior

FISH AND WILDLIFE SERVICE
446 Neal Street
Cookeville, TN 38501

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING
FEB 4 1 19 PM '02

February 1, 2002

Ms. Annette Coffey
Director, Division of Planning
Kentucky Transportation Cabinet
125 Holmes Avenue
Frankfort, Kentucky 40601

Re: FWS #02-0878

Dear Ms. Coffey:

Thank you for your letter and enclosures of January 16, 2002, regarding the Kentucky Transportation Cabinet's (KTC) proposed Kentucky Highway 6 New Connector Project in Knox and Whitley counties, Kentucky. The KTC proposes to construct approximately 1.25 miles of new highway from near Kentucky Highway 6 at Woodbine to Kentucky Highway 3041 (Corbin Bypass) as shown on the attachments to your correspondence. Fish and Wildlife Service (Service) personnel have reviewed the information submitted and we offer the following comments.

Information available to the Service indicates that wetlands exist in the vicinity of the proposed project. Attached is a copy of a portion of the National Wetlands Inventory's Corbin, Kentucky, quadrangle with the referenced wetlands highlighted. This information is provided for your convenience. Our wetlands determination has been made in the absence of a field inspection and does not constitute a wetlands delineation for the purposes of Section 404 of the Clean Water Act. The Corps of Engineers should be contacted regarding the presence of regulatory wetlands and the requirements of wetlands protection statutes.

We note that the proposed project may require stream crossings. Perennial streams should be bridged rather than culverted. Further, we recommend that silt barriers be put in place when working adjacent to all streams to prevent runoff of sediment. If a stream crossing is necessary, it should be accomplished during low flow periods and the streambanks reseeded with native vegetation beneficial to wildlife immediately following completion of the stream crossing.

According to our records, the federally endangered Indiana bat (*Myotis sodalis*) is known to occur in the vicinity of the project. This species normally uses trees with exfoliating (i.e., loose) bark that are greater than six inches in diameter at breast height as maternity and roost sites. If the construction of the road involves the removal of any trees greater than six inches in diameter at

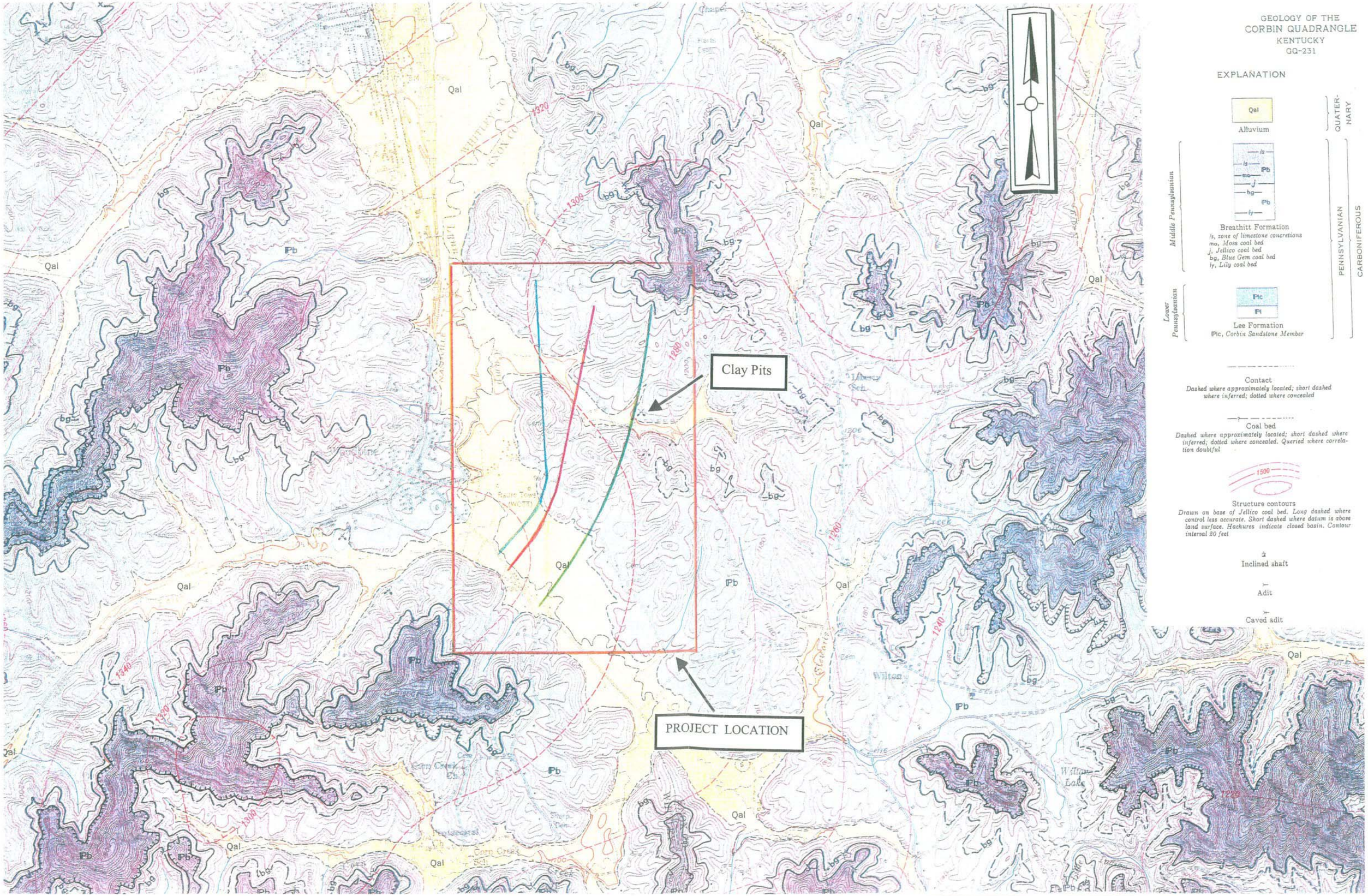
breast height, and tree removal can be accomplished between October 15 and March 31, we believe that the project is not likely to adversely affect this species. If the above recommendation regarding tree size and removal dates is accepted as a project condition and is stringently enforced, then we believe that the requirements of Section 7 of the Endangered Species Act will be satisfied. However, obligations under Section 7 of the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action. **If this recommendation is not acceptable, the project should be delayed and consultation with this office should continue**. Please provide us a written response relative to our recommendation.

Thank you for the opportunity to comment on this proposed action. If you have any questions regarding the information which we have provided, please contact Wally Brines of my staff at 931/528-6481, extension 222.

Sincerely,

Lee A. Barclay, Ph.D.
Field Supervisor

Attachment


GEOLOGY OF THE
CORBIN QUADRANGLE
KENTUCKY
GQ-231
EXPLANATION
Qal
Alluvium
QUATERNARY
Middle Pennsylvanian
Breathitt Formation
ls, zone of limestone concretions
mo, Moss coal bed
j, Jellico coal bed
bg, Blue Gem coal bed
ly, Lily coal bed
Lower Pennsylvanian
Lee Formation
Plc, Corbin Sandstone Member
PENNSYLVANIAN
CARBONIFEROUS
Contact
Dashed where approximately located; short dashed where inferred; dotted where concealed
Coal bed
Dashed where approximately located; short dashed where inferred; dotted where concealed. Queried where correlation doubtful
1500
Structure contours
Drawn on base of Jellico coal bed. Long dashed where control less accurate. Short dashed where datum is above land surface. Hachures indicate closed basin. Contour interval 20 feet
Inclined shaft
Adit
Caved adit
Clay Pits
PROJECT LOCATION
Qal
Pb
bg
Wilton
Wilton Lake

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING

MAR 5 9 50 AM '02

Whitley County Fiscal Court

P.O. BOX 237
WILLIAMSBURG, KY. 40769

JUDGE/EXECUTIVE
MIKE PATRICK

MAGISTRATES
NOLAN BIRD
First District
BURLEY FOLEY
Second District
JOHNNY LAWSON
Third District
MIKE HOWARD
Fourth District

REC'D 3-7-02
WILLIAMS
LEAKE
TRAFFIC/PLANNING
DESIGN
ENVIRONMENTAL

March 1, 2002

Ms. Annette S. Coffey, Director
Division of Planning
Transportation Cabinet
125 Holmes Street
Frankfort, KY 40622

Re: New Connector from KY 6 at Woodbine to KY 3041/Corbin Bypass

Dear Ms. Coffey:

Please accept this letter as my full support of the above-referenced project. I, as County Judge/Executive, believe that upon successful completion this project will greatly benefit Whitley County. It will provide an alternate route for emergency service vehicles entering/exiting Woodbine, drastically improve access for Woodbine residents to the Corbin Bypass, and enhance economic development and growth in the county.

Following an evaluation of the three corridors presented in prior documentation, I would like to express my support for the middle (red) corridor. There are numerous advantages associated with this corridor, and if selected it would maximize the benefits for the community.

I appreciate being afforded the opportunity to comment on this matter. If I can be of further assistance with this project, please do not hesitate to call me.

Sincerely,

Michael Patrick
Whitley County Judge/Executive

EDUCATION PAYS

PHONE 606-549-6004 TDD 1-800-247-2510 FAX 606-549-6095 e-mail: mpatrick@2geton.net