Appendix G

Level 1 Screening Report

Screening of I-66 Corridors

Corridor 1

DESCRIPTION

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

GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not considered for further evaluation.

Screening of I-66 Corridors

Corridor 1

SCREENING FOR FATAL FLAWS

	Yes	No
1. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation _____

SCREENING FOR PROJECT GOALS

	Yes	No
1. Does this corridor support I-66 across southern Kentucky?	x	
2. Does this corridor provide an improved interstate facility between parkways?	x	
3. Does this corridor provide an improved access in southern Kentucky?	x	
4. Does this corridor provide an efficient means of transporting people and goods?	x	
5. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline		x
b. Potential for Diversion of Local Traffic		x
c. Improve Traffic Safety		x
d. Reduce Travel Time and User Costs		x
e. Better Access to Edmonson County	x	
f. Other Ways to Mammoth Cave National Park	x	

Comments/Explanation Too far from Bowling Green to positively affect local traffic.

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?			x
If so, please identify resource			
2. Potential to affect Waters of the U.S. or wetlands?			x
3. Potential for Environmental Justice Issues (minorities and/or low income)?		x	
4. Potential to affect known areas of contamination?			x
5. Potential to affect forests (including core forest habitat)?		x	
6. Potential to affect the range or habitat of Federally listed TE species	x		
7. Potential to affect protected Natural and Scenic Rivers?		x	
8. Potential to affect prime or unique farmland?		x	
9. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		x	
10. Potential to affect air quality standards?			x
11. Potential to relocate residential or commercial establishments?			x
12. Potential to affect neighborhoods and communities?		x	
13. Potential to affect karst features (caves, sinkholes, springs, etc.)?		x	

Comments/Explanation Proximity to critical habitat for TE Species.

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
1. Constructability			x
2. Connectivity			x
3. Total Length		35.5 mi.	
4. New Terrain Length		29.6 mi.	
5. I-65 Widening Distance		0.0 mi.	
6. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		35	

Comments/Explanation Difficult terrain, less accessible.

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
1. Does this corridor have a significant opposition by an environmental resource agency?		x
2. Does this corridor have a significant opposition from public opinion?		x
3. Does this corridor have a support from local and state elected officials?	x	

Comments/Explanation Support from a state legislator and Edmonson Co.

Screening of I-66 Corridors

Corridor 2

DESCRIPTION

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

GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Retain for further evaluation.

Screening of I-66 Corridors

Corridor 2

SCREENING FOR FATAL FLAWS

	Yes	No
2. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
6. Does this corridor support I-66 across southern Kentucky?	x	
7. Does this corridor provide an improved interstate facility between parkways?	x	
8. Does this corridor provide an improved access in southern Kentucky?	x	
9. Does this corridor provide an efficient means of transporting people and goods?	x	
10. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline		x
b. Potential for Diversion of Local Traffic		x
c. Improve Traffic Safety		x
d. Reduce Travel Time and User Costs		x
e. Better Access to Edmonson County	x	
f. Other Ways to Mammoth Cave National Park	x	

Comments/Explanation Does not reduce local traffic congestion.

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?			x
If so, please identify resource			
14. Potential to affect Waters of the U.S. or wetlands?		x	
15. Potential for Environmental Justice Issues (minorities and/or low income)?			x
16. Potential to affect known areas of contamination?			x
17. Potential to affect forests (including core forest habitat)?		x	
18. Potential to affect the range or habitat of Federally listed TE species	x		
19. Potential to affect protected Natural and Scenic Rivers?			x
20. Potential to affect prime or unique farmland?			x
21. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		x	
22. Potential to affect air quality standards?			x
23. Potential to relocate residential or commercial establishments?			x
24. Potential to affect neighborhoods and communities?			x
25. Potential to affect karst features (caves, sinkholes, springs, etc.)?		x	

Comments/Explanation Proximity to critical habitat for TE Species.

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
7. Constructability			x
8. Connectivity			x
9. Total Length		35.4 mi.	
10. New Terrain Length		29.5 mi.	
11. I-65 Widening Distance		0.0 mi.	
12. Number of Intersecting Roads			
a. US and Major State Routes		7	
b. Other State Routes and Local Roads		35	

Comments/Explanation Difficult terrain.

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
4. Does this corridor have a significant opposition by an environmental resource agency?		x
5. Does this corridor have a significant opposition from public opinion?		x
6. Does this corridor have a support from local and state elected officials?	x	

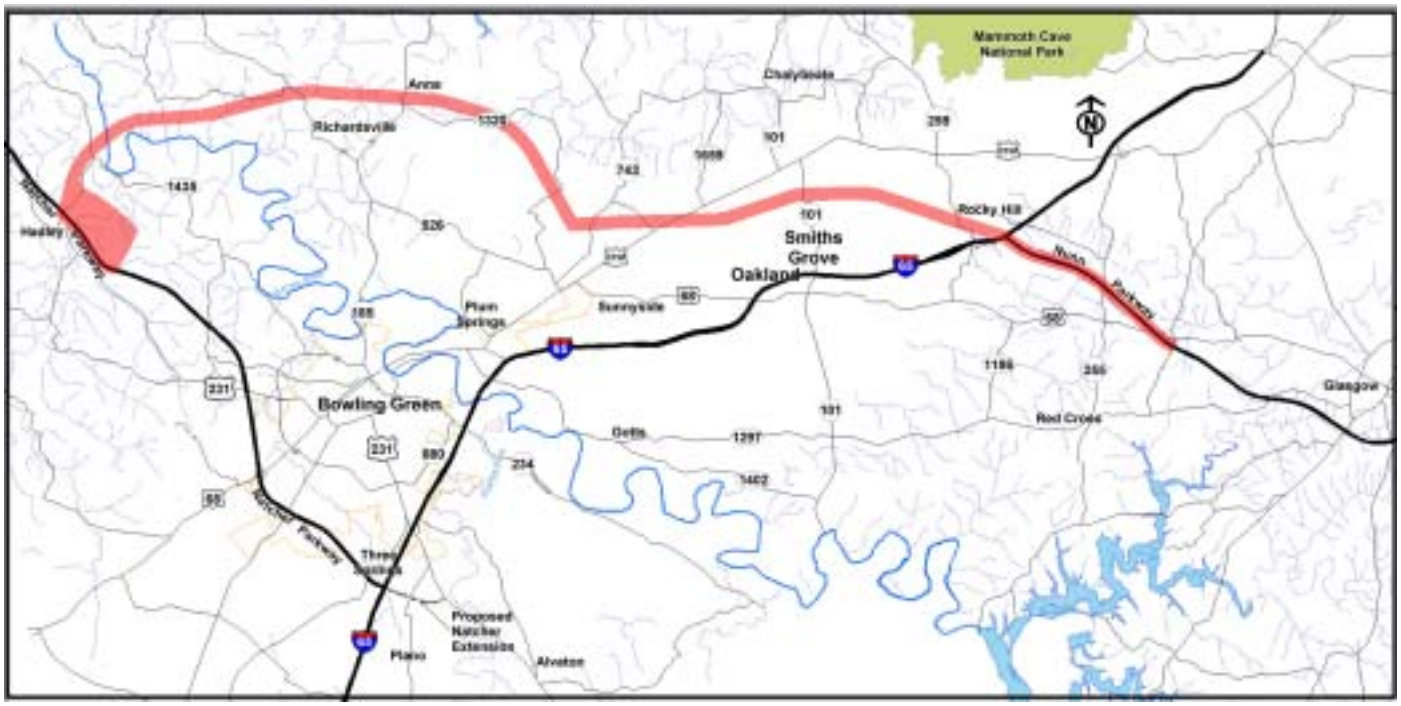
Comments/Explanation Support from a state legislator and Edmonson Co.

Screening of I-66 Corridors

Corridor 3

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not considered for further evaluation.

Screening of I-66 Corridors

Corridor 3

SCREENING FOR FATAL FLAWS

	Yes	No
3. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
11. Does this corridor support I-66 across southern Kentucky?	x	
12. Does this corridor provide an improved interstate facility between parkways?	x	
13. Does this corridor provide an improved access in southern Kentucky?	x	
14. Does this corridor provide an efficient means of transporting people and goods?		x
15. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline		x
b. Potential for Diversion of Local Traffic		x
c. Improve Traffic Safety		x
d. Reduce Travel Time and User Costs		x
e. Better Access to Edmonson County	x	
f. Other Ways to Mammoth Cave National Park	x	

Comments/Explanation Too far from Bowling Green to positively affect local traffic.

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource Section 106 and 4 (f) along US 31 W.			
26. Potential to affect Waters of the U.S. or wetlands?			x
27. Potential for Environmental Justice Issues (minorities and/or low income)?			x
28. Potential to affect known areas of contamination?			x
29. Potential to affect forests (including core forest habitat)?			x
30. Potential to affect the range or habitat of Federally listed TE species	x		
31. Potential to affect protected Natural and Scenic Rivers?			x
32. Potential to affect prime or unique farmland?	x		
33. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
34. Potential to affect air quality standards?			x
35. Potential to relocate residential or commercial establishments?			x
36. Potential to affect neighborhoods and communities?		x	
37. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Proximity to critical habitat for TE Species.

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
13. Constructability		x	
14. Connectivity			x
15. Total Length		41.1 mi.	
16. New Terrain Length		35.2 mi.	
17. I-65 Widening Distance		0.0 mi.	
18. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		34	

Comments/Explanation Difficult terrain, less accessible.

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
7. Does this corridor have a significant opposition by an environmental resource agency?		x
8. Does this corridor have a significant opposition from public opinion?		x
9. Does this corridor have a support from local and state elected officials?	x	

Comments/Explanation Support from a state legislator and Edmonson Co.

Screening of I-66 Corridors

Corridor 4

DESCRIPTION

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

GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Retain for further consideration.

Screening of I-66 Corridors

Corridor 4

SCREENING FOR FATAL FLAWS

	Yes	No
4. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
16. Does this corridor support I-66 across southern Kentucky?	x	
17. Does this corridor provide an improved interstate facility between parkways?	x	
18. Does this corridor provide an improved access in southern Kentucky?	x	
19. Does this corridor provide an efficient means of transporting people and goods?	x	
20. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline	x	
b. Potential for Diversion of Local Traffic	x	
c. Improve Traffic Safety	x	
d. Reduce Travel Time and User Costs	x	
e. Better Access to Edmonson County	x	
f. Other Ways to Mammoth Cave National Park	x	

Comments/Explanation

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource Section 106 and 4 (f) along US 31 W			
38. Potential to affect Waters of the U.S. or wetlands?		x	
39. Potential for Environmental Justice Issues (minorities and/or low income)?			x
40. Potential to affect known areas of contamination?			x
41. Potential to affect forests (including core forest habitat)?		x	
42. Potential to affect the range or habitat of Federally listed TE species	x		
43. Potential to affect protected Natural and Scenic Rivers?			x
44. Potential to affect prime or unique farmland?	x		
45. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
46. Potential to affect air quality standards?			x
47. Potential to relocate residential or commercial establishments?			x
48. Potential to affect neighborhoods and communities?		x	
49. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Proximity to critical habitat for TE Species

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
19. Constructability		x	
20. Connectivity		x	
21. Total Length		34.1 mi.	
22. New Terrain Length		28.2 mi.	
23. I-65 Widening Distance		0.0 mi.	
24. Number of Intersecting Roads			
a. US and Major State Routes		7	
b. Other State Routes and Local Roads		27	

Comments/Explanation

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
10. Does this corridor have a significant opposition by an environmental resource agency?		x
11. Does this corridor have a significant opposition from public opinion?		x
12. Does this corridor have a support from local and state elected officials?	x	

Comments/Explanation Support from state legislator

Screening of I-66 Corridors

Corridor 5

DESCRIPTION

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

GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Retain for further consideration.

Screening of I-66 Corridors

Corridor 5

SCREENING FOR FATAL FLAWS

	Yes	No
5. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
21. Does this corridor support I-66 across southern Kentucky?	x	
22. Does this corridor provide an improved interstate facility between parkways?	x	
23. Does this corridor provide an improved access in southern Kentucky?	x	
24. Does this corridor provide an efficient means of transporting people and goods?	x	
25. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline	x	
b. Potential for Diversion of Local Traffic	x	
c. Improve Traffic Safety	x	
d. Reduce Travel Time and User Costs	x	
e. Better Access to Edmonson County	x	
f. Other Ways to Mammoth Cave National Park	x	

Comments/Explanation

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource Section 106 and 4 (f) along US 31 W and KY 1435			
50. Potential to affect Waters of the U.S. or wetlands?		x	
51. Potential for Environmental Justice Issues (minorities and/or low income)?			x
52. Potential to affect known areas of contamination?		x	
53. Potential to affect forests (including core forest habitat)?			x
54. Potential to affect the range or habitat of Federally listed TE species	x		
55. Potential to affect protected Natural and Scenic Rivers?			x
56. Potential to affect prime or unique farmland?	x		
57. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
58. Potential to affect air quality standards?			x
59. Potential to relocate residential or commercial establishments?			x
60. Potential to affect neighborhoods and communities?			x
61. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Section 106/4 (f) and TE Species

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
25. Constructability	x		
26. Connectivity	x		
27. Total Length		34.9 mi.	
28. New Terrain Length		24.3 mi.	
29. I-65 Widening Distance		0.0 mi.	
30. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		22	

Comments/Explanation Least difficult terrain for construction

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
13. Does this corridor have a significant opposition by an environmental resource agency?		x
14. Does this corridor have a significant opposition from public opinion?		x
15. Does this corridor have a support from local and state elected officials?	x	

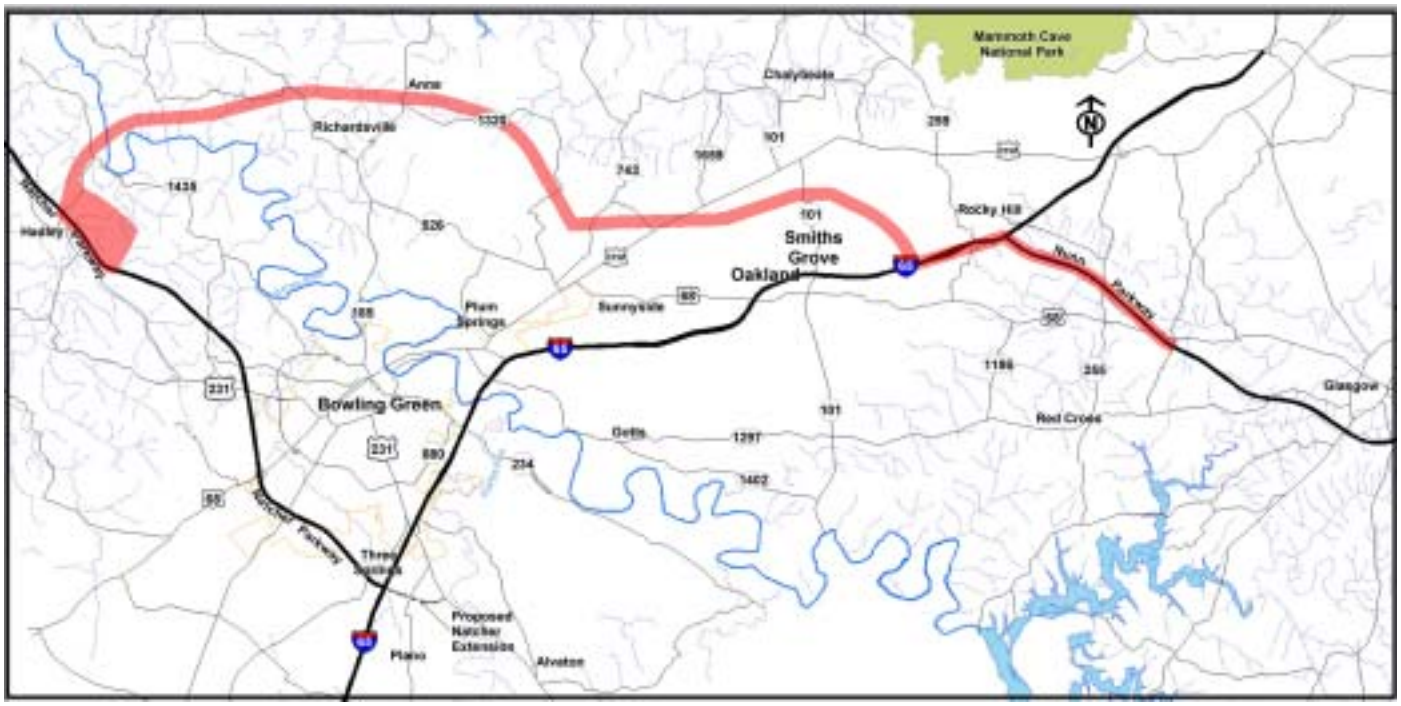
Comments/Explanation Support from state legislator

Screening of I-66 Corridors

Corridor 6

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not considered for further evaluation

Screening of I-66 Corridors

Corridor 6

SCREENING FOR FATAL FLAWS

	Yes	No
6. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
26. Does this corridor support I-66 across southern Kentucky?	x	
27. Does this corridor provide an improved interstate facility between parkways?	x	
28. Does this corridor provide an improved access in southern Kentucky?	x	
29. Does this corridor provide an efficient means of transporting people and goods?		x
30. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline		x
b. Potential for Diversion of Local Traffic		x
c. Improve Traffic Safety		x
d. Reduce Travel Time and User Costs		x
e. Better Access to Edmonson County	x	
f. Other Ways to Mammoth Cave National Park	x	

Comments/Explanation Too far from Bowling Green to positively affect local traffic

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource Section 106 and 4 (f) along US 31 W			
62. Potential to affect Waters of the U.S. or wetlands?			x
63. Potential for Environmental Justice Issues (minorities and/or low income)?		x	
64. Potential to affect known areas of contamination?			x
65. Potential to affect forests (including core forest habitat)?			x
66. Potential to affect the range or habitat of Federally listed TE species	x		
67. Potential to affect protected Natural and Scenic Rivers?			x
68. Potential to affect prime or unique farmland?	x		
69. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
70. Potential to affect air quality standards?			x
71. Potential to relocate residential or commercial establishments?			x
72. Potential to affect neighborhoods and communities?		x	
73. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Section 106/4 (f) and TE Species

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
31. Constructability			x
32. Connectivity			x
33. Total Length		41.9 mi.	
34. New Terrain Length		33.3 mi.	
35. I-65 Widening Distance		2.7 mi.	
36. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		36	

Comments/Explanation Close proximity of interchange spacing

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
16. Does this corridor have a significant opposition by an environmental resource agency?		x
17. Does this corridor have a significant opposition from public opinion?		x
18. Does this corridor have a support from local and state elected officials?	x	

Comments/Explanation Support from state legislator

Screening of I-66 Corridors

Corridor 7

DESCRIPTION

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

GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not considered for further evaluation

Screening of I-66 Corridors

Corridor 7

SCREENING FOR FATAL FLAWS

	Yes	No
7. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
31. Does this corridor support I-66 across southern Kentucky?	x	
32. Does this corridor provide an improved interstate facility between parkways?	x	
33. Does this corridor provide an improved access in southern Kentucky?	x	
34. Does this corridor provide an efficient means of transporting people and goods?	x	
35. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline	x	
b. Potential for Diversion of Local Traffic	x	
c. Improve Traffic Safety		x
d. Reduce Travel Time and User Costs	x	
e. Better Access to Edmonson County	x	
f. Other Ways to Mammoth Cave National Park	x	

Comments/Explanation

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource Section 106 and 4 (f) along US 31 W			
74. Potential to affect Waters of the U.S. or wetlands?			x
75. Potential for Environmental Justice Issues (minorities and/or low income)?			x
76. Potential to affect known areas of contamination?			x
77. Potential to affect forests (including core forest habitat)?		x	
78. Potential to affect the range or habitat of Federally listed TE species	x		
79. Potential to affect protected Natural and Scenic Rivers?			x
80. Potential to affect prime or unique farmland?	x		
81. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
82. Potential to affect air quality standards?			x
83. Potential to relocate residential or commercial establishments?			x
84. Potential to affect neighborhoods and communities?		x	
85. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Section 106/4 (f) and TE Species

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
37. Constructability			x
38. Connectivity		x	
39. Total Length		34.9 mi.	
40. New Terrain Length		26.3 mi.	
41. I-65 Widening Distance		2.7 mi.	
42. Number of Intersecting Roads			
a. US and Major State Routes		7	
b. Other State Routes and Local Roads		31	

Comments/Explanation Close proximity of interchange spacing

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
19. Does this corridor have a significant opposition by an environmental resource agency?		x
20. Does this corridor have a significant opposition from public opinion?		x
21. Does this corridor have a support from local and state elected officials?	x	

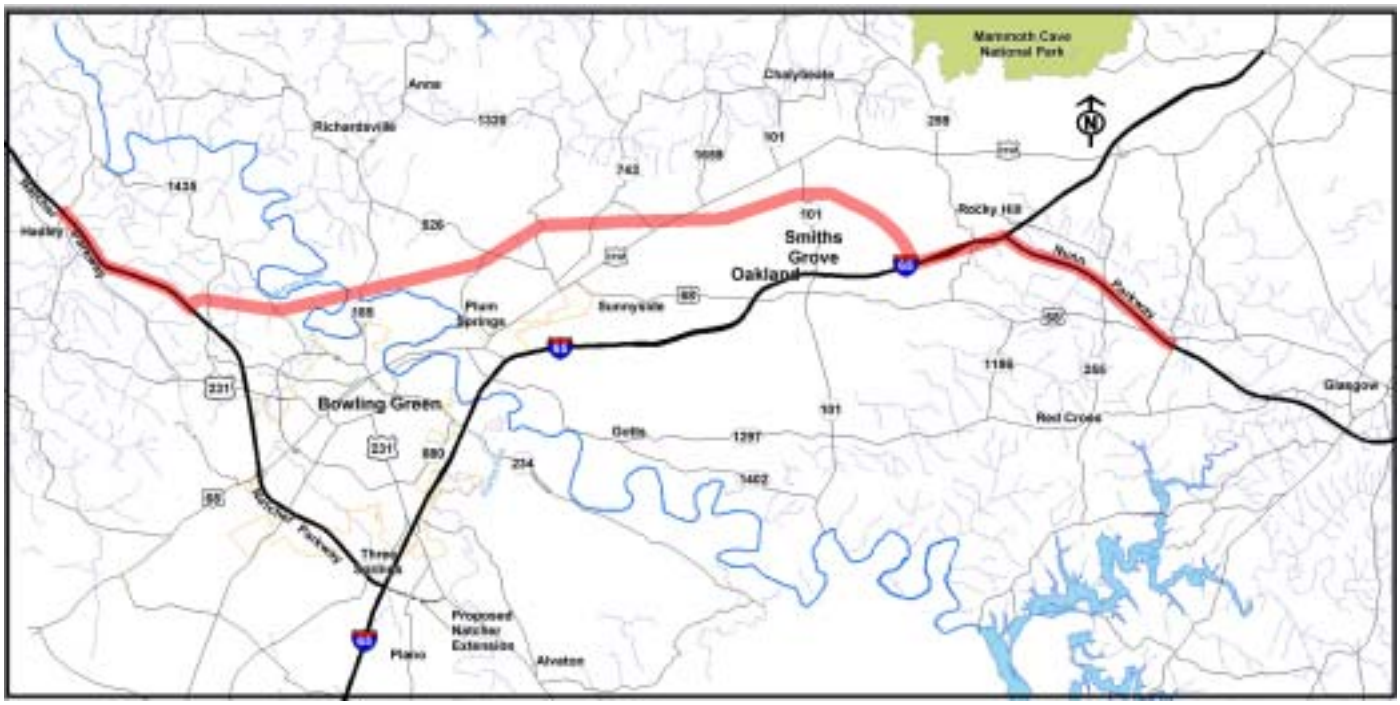
Comments/Explanation Support from state legislator

Screening of I-66 Corridors

Corridor 8

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not recommended for further evaluation

Screening of I-66 Corridors

Corridor 8

SCREENING FOR FATAL FLAWS

	Yes	No
8. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
36. Does this corridor support I-66 across southern Kentucky?	x	
37. Does this corridor provide an improved interstate facility between parkways?	x	
38. Does this corridor provide an improved access in southern Kentucky?	x	
39. Does this corridor provide an efficient means of transporting people and goods?	x	
40. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline	x	
b. Potential for Diversion of Local Traffic	x	
c. Improve Traffic Safety		x
d. Reduce Travel Time and User Costs	x	
e. Better Access to Edmonson County	x	
f. Other Ways to Mammoth Cave National Park	x	

Comments/Explanation

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource Section 106 and 4 (f) along US 31 W and KY 1435			
86. Potential to affect Waters of the U.S. or wetlands?		x	
87. Potential for Environmental Justice Issues (minorities and/or low income)?			x
88. Potential to affect known areas of contamination?		x	
89. Potential to affect forests (including core forest habitat)?			x
90. Potential to affect the range or habitat of Federally listed TE species	x		
91. Potential to affect protected Natural and Scenic Rivers?			x
92. Potential to affect prime or unique farmland?	x		
93. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
94. Potential to affect air quality standards?			x
95. Potential to relocate residential or commercial establishments?			x
96. Potential to affect neighborhoods and communities?			x
97. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Section 106/4 (f) and TE Species

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
43. Constructability		x	
44. Connectivity	x		
45. Total Length		35.6 mi.	
46. New Terrain Length		22.3 mi.	
47. I-65 Widening Distance		2.7 mi.	
48. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		24	

Comments/Explanation Close proximity of interchange spacing

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
22. Does this corridor have a significant opposition by an environmental resource agency?		x
23. Does this corridor have a significant opposition from public opinion?		x
24. Does this corridor have a support from local and state elected officials?	x	

Comments/Explanation Support from state legislator

Screening of I-66 Corridors

Corridor 9

DESCRIPTION

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

GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not recommended for further evaluation.

Screening of I-66 Corridors

Corridor 9

SCREENING FOR FATAL FLAWS

	Yes	No
9. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation _____

SCREENING FOR PROJECT GOALS

	Yes	No
41. Does this corridor support I-66 across southern Kentucky?	x	
42. Does this corridor provide an improved interstate facility between parkways?	x	
43. Does this corridor provide an improved access in southern Kentucky?	x	
44. Does this corridor provide an efficient means of transporting people and goods?		x
45. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline		x
b. Potential for Diversion of Local Traffic		x
c. Improve Traffic Safety		x
d. Reduce Travel Time and User Costs		x
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation Does not meet local and regional goals

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource Section 106 and 4 (f) along US 31 W			
98. Potential to affect Waters of the U.S. or wetlands?			x
99. Potential for Environmental Justice Issues (minorities and/or low income)?		x	
100. Potential to affect known areas of contamination?			x
101. Potential to affect forests (including core forest habitat)?			x
102. Potential to affect the range or habitat of Federally listed TE species			x
103. Potential to affect protected Natural and Scenic Rivers?		x	
104. Potential to affect prime or unique farmland?		x	
105. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
106. Potential to affect air quality standards?			x
107. Potential to relocate residential or commercial establishments?			x
108. Potential to affect neighborhoods and communities?		x	
109. Potential to affect karst features (caves, sinkholes, springs, etc.)?		x	

Comments/Explanation _____

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
49. Constructability		x	
50. Connectivity			x
51. Total Length		43.9 mi.	
52. New Terrain Length		27.9 mi.	
53. I-65 Widening Distance		12.1 mi.	
54. Number of Intersecting Roads			
a. US and Major State Routes		10	
b. Other State Routes and Local Roads		26	

Comments/Explanation _____

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
25. Does this corridor have a significant opposition by an environmental resource agency?		x
26. Does this corridor have a significant opposition from public opinion?		x
27. Does this corridor have a support from local and state elected officials?		x

Comments/Explanation _____

Screening of I-66 Corridors

Corridor 10

DESCRIPTION

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

GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Retain for further consideration

Screening of I-66 Corridors

Corridor 10

SCREENING FOR FATAL FLAWS

	Yes	No
10. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation _____

SCREENING FOR PROJECT GOALS

	Yes	No
46. Does this corridor support I-66 across southern Kentucky?	x	
47. Does this corridor provide an improved interstate facility between parkways?	x	
48. Does this corridor provide an improved access in southern Kentucky?	x	
49. Does this corridor provide an efficient means of transporting people and goods?	x	
50. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline	x	
b. Potential for Diversion of Local Traffic	x	
c. Improve Traffic Safety	x	
d. Reduce Travel Time and User Costs	x	
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation Does not improve access to Edmonson County

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource Section 106 and 4 (f) along US 31 W			
110. Potential to affect Waters of the U.S. or wetlands?		x	
111. Potential for Environmental Justice Issues (minorities and/or low income)?			x
112. Potential to affect known areas of contamination?			x
113. Potential to affect forests (including core forest habitat)?		x	
114. Potential to affect the range or habitat of Federally listed TE species			x
115. Potential to affect protected Natural and Scenic Rivers?			x
116. Potential to affect prime or unique farmland?		x	
117. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
118. Potential to affect air quality standards?			x
119. Potential to relocate residential or commercial establishments?			x
120. Potential to affect neighborhoods and communities?		x	
121. Potential to affect karst features (caves, sinkholes, springs, etc.)?		x	

Comments/Explanation _____

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
55. Constructability		x	
56. Connectivity		x	
57. Total Length		36.9 mi.	
58. New Terrain Length		18.9 mi.	
59. I-65 Widening Distance		12.1 mi.	
60. Number of Intersecting Roads			
a. US and Major State Routes		9	
b. Other State Routes and Local Roads		32	

Comments/Explanation Low new terrain length

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
28. Does this corridor have a significant opposition by an environmental resource agency?		x
29. Does this corridor have a significant opposition from public opinion?		x
30. Does this corridor have a support from local and state elected officials?		x

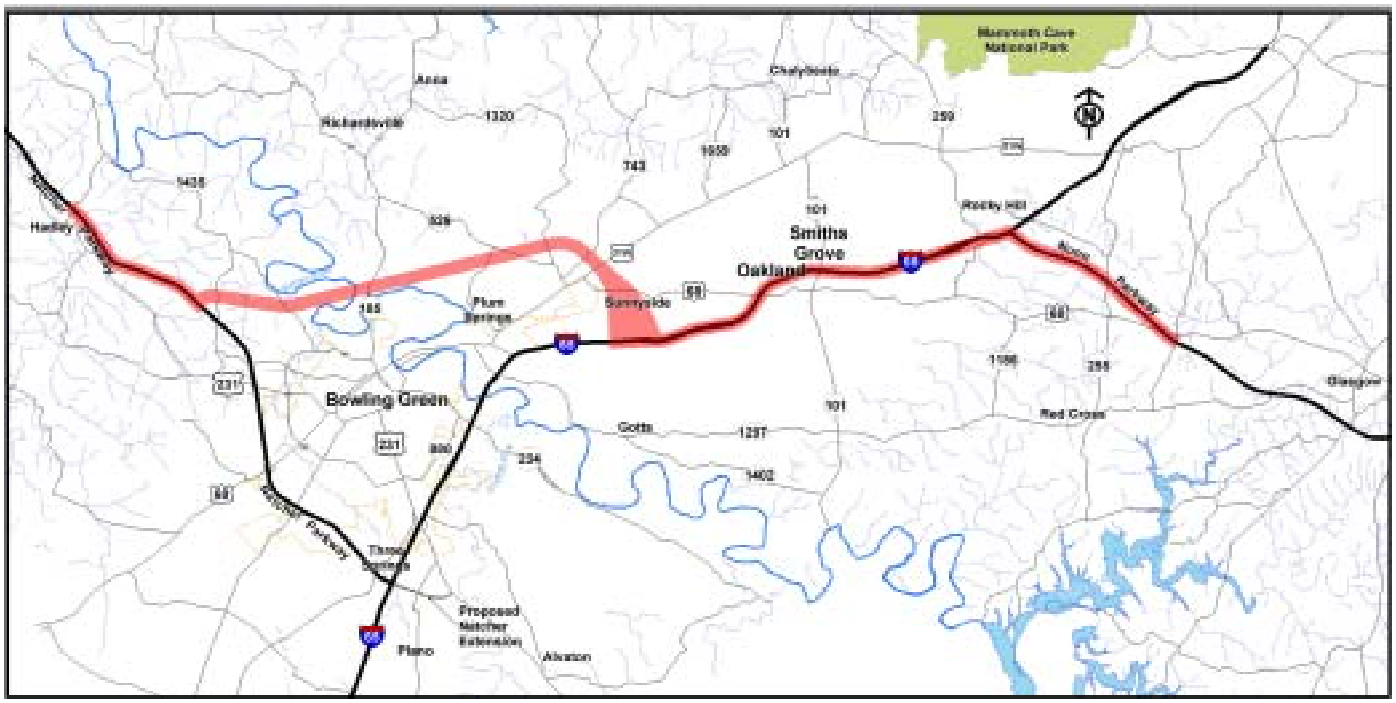
Comments/Explanation _____

Screening of I-66 Corridors

Corridor 11

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Retain for further consideration

Screening of I-66 Corridors

Corridor 11

SCREENING FOR FATAL FLAWS

	Yes	No
11. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
51. Does this corridor support I-66 across southern Kentucky?	x	
52. Does this corridor provide an improved interstate facility between parkways?	x	
53. Does this corridor provide an improved access in southern Kentucky?	x	
54. Does this corridor provide an efficient means of transporting people and goods?	x	
55. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline	x	
b. Potential for Diversion of Local Traffic	x	
c. Improve Traffic Safety	x	
d. Reduce Travel Time and User Costs	x	
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation Does not improve access to Edmonson County

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource Section 106/4(f) impact along US 31 W and KY1435			
122. Potential to affect Waters of the U.S. or wetlands?		x	
123. Potential for Environmental Justice Issues (minorities and/or low income)?			x
124. Potential to affect known areas of contamination?		x	
125. Potential to affect forests (including core forest habitat)?			x
126. Potential to affect the range or habitat of Federally listed TE species			x
127. Potential to affect protected Natural and Scenic Rivers?			x
128. Potential to affect prime or unique farmland?		x	
129. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
130. Potential to affect air quality standards?			x
131. Potential to relocate residential or commercial establishments?			x
132. Potential to affect neighborhoods and communities?			x
133. Potential to affect karst features (caves, sinkholes, springs, etc.)?		x	

Comments/Explanation Section 106 and 4 (f) issues

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
61. Constructability	x		
62. Connectivity	x		
63. Total Length		37.7 mi.	
64. New Terrain Length		15.0 mi.	
65. I-65 Widening Distance		12.1 mi.	
66. Number of Intersecting Roads			
a. US and Major State Routes		10	
b. Other State Routes and Local Roads		28	

Comments/Explanation Low new terrain length

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
31. Does this corridor have a significant opposition by an environmental resource agency?		x
32. Does this corridor have a significant opposition from public opinion?		x
33. Does this corridor have a support from local and state elected officials?		x

Comments/Explanation

Screening of I-66 Corridors

Corridor 12

DESCRIPTION

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

GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Retain for further consideration

Screening of I-66 Corridors

Corridor 12

SCREENING FOR FATAL FLAWS

	Yes	No
12. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
56. Does this corridor support I-66 across southern Kentucky?	x	
57. Does this corridor provide an improved interstate facility between parkways?	x	
58. Does this corridor provide an improved access in southern Kentucky?		x
59. Does this corridor provide an efficient means of transporting people and goods?		x
60. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline		x
b. Potential for Diversion of Local Traffic		x
c. Improve Traffic Safety		x
d. Reduce Travel Time and User Costs		x
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation Does not meet local goals

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?			x
If so, please identify resource			
134. Potential to affect Waters of the U.S. or wetlands?			x
135. Potential for Environmental Justice Issues (minorities and/or low income)?			x
136. Potential to affect known areas of contamination?			x
137. Potential to affect forests (including core forest habitat)?			x
138. Potential to affect the range or habitat of Federally listed TE species			x
139. Potential to affect protected Natural and Scenic Rivers?			x
140. Potential to affect prime or unique farmland?			x
141. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		x	
142. Potential to affect air quality standards?			x
143. Potential to relocate residential or commercial establishments?		x	
144. Potential to affect neighborhoods and communities?			x
145. Potential to affect karst features (caves, sinkholes, springs, etc.)?			x

Comments/Explanation Low environmental impacts

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
67. Constructability		x	
68. Connectivity		x	
69. Total Length		43.7 mi.	
70. New Terrain Length		0.0 mi.	
71. I-65 Widening Distance		22.6 mi.	
72. Number of Intersecting Roads			
a. US and Major State Routes		11	
b. Other State Routes and Local Roads		10	

Comments/Explanation No new terrain construction

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
34. Does this corridor have a significant opposition by an environmental resource agency?		x
35. Does this corridor have a significant opposition from public opinion?		x
36. Does this corridor have a support from local and state elected officials?	x	

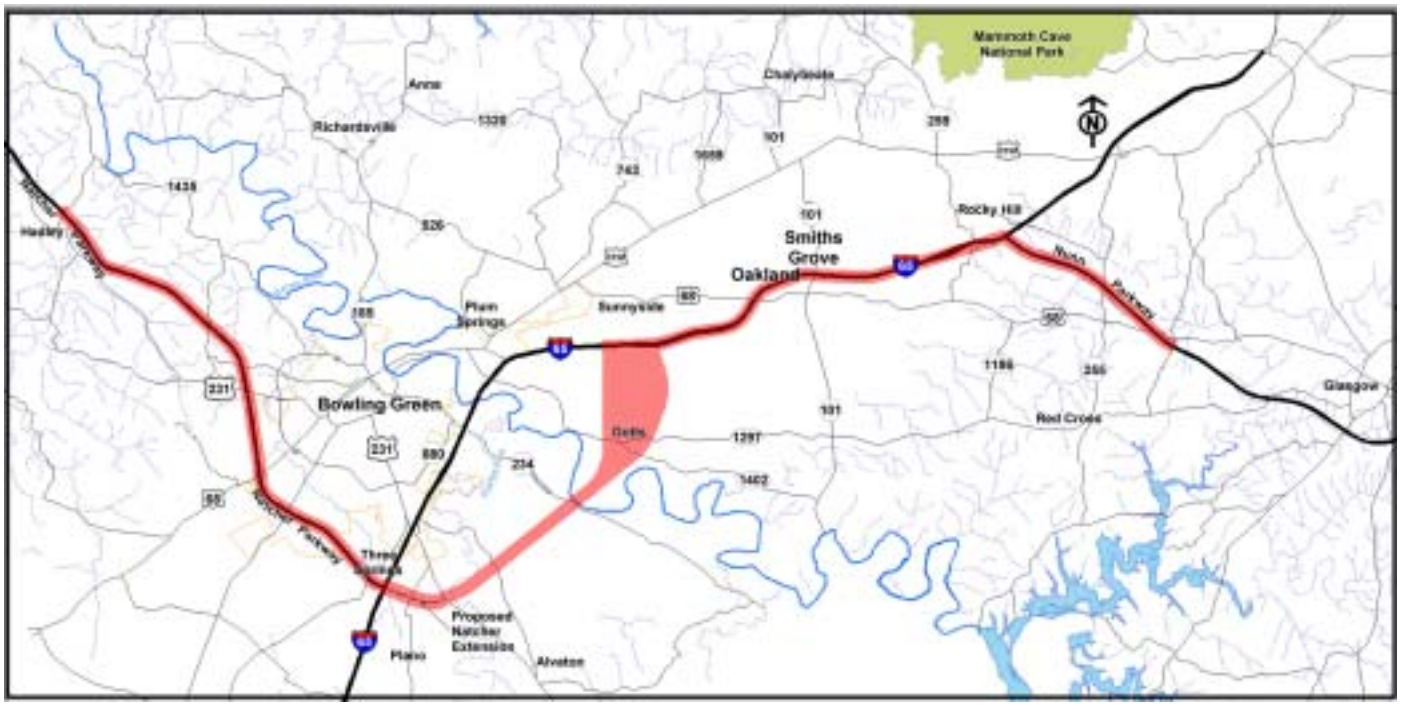
Comments/Explanation Support from Local Bowling Green officials

Screening of I-66 Corridors

Corridor 13

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not recommended for further evaluation

Screening of I-66 Corridors

Corridor 13

SCREENING FOR FATAL FLAWS

	Yes	No
13. What is the potential for this corridor to result in a non-permittable action?	x	

Comments/Explanation _____

SCREENING FOR PROJECT GOALS

	Yes	No
61. Does this corridor support I-66 across southern Kentucky?	x	
62. Does this corridor provide an improved interstate facility between parkways?	x	
63. Does this corridor provide an improved access in southern Kentucky?		x
64. Does this corridor provide an efficient means of transporting people and goods?		x
65. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline	x	
b. Potential for Diversion of Local Traffic	x	
c. Improve Traffic Safety	x	
d. Reduce Travel Time and User Costs	x	
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation No travel time savings over existing routes

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?			x
If so, please identify resource _____			
146. Potential to affect Waters of the U.S. or wetlands?			x
147. Potential for Environmental Justice Issues (minorities and/or low income)?			x
148. Potential to affect known areas of contamination?			x
149. Potential to affect forests (including core forest habitat)?			x
150. Potential to affect the range or habitat of Federally listed TE species			x
151. Potential to affect protected Natural and Scenic Rivers?			x
152. Potential to affect prime or unique farmland?			x
153. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
154. Potential to affect air quality standards?			x
155. Potential to relocate residential or commercial establishments?			x
156. Potential to affect neighborhoods and communities?		x	
157. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation High potential impacts to sinkhole plain

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
73. Constructability		x	
74. Connectivity		x	
75. Total Length		44.7 mi.	
76. New Terrain Length		9.6 mi.	
77. I-65 Widening Distance		12.1 mi.	
78. Number of Intersecting Roads			
a. US and Major State Routes		12	
b. Other State Routes and Local Roads		19	

Comments/Explanation Longer than existing route

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
37. Does this corridor have a significant opposition by an environmental resource agency?		x
38. Does this corridor have a significant opposition from public opinion?		x
39. Does this corridor have a support from local and state elected officials?		x

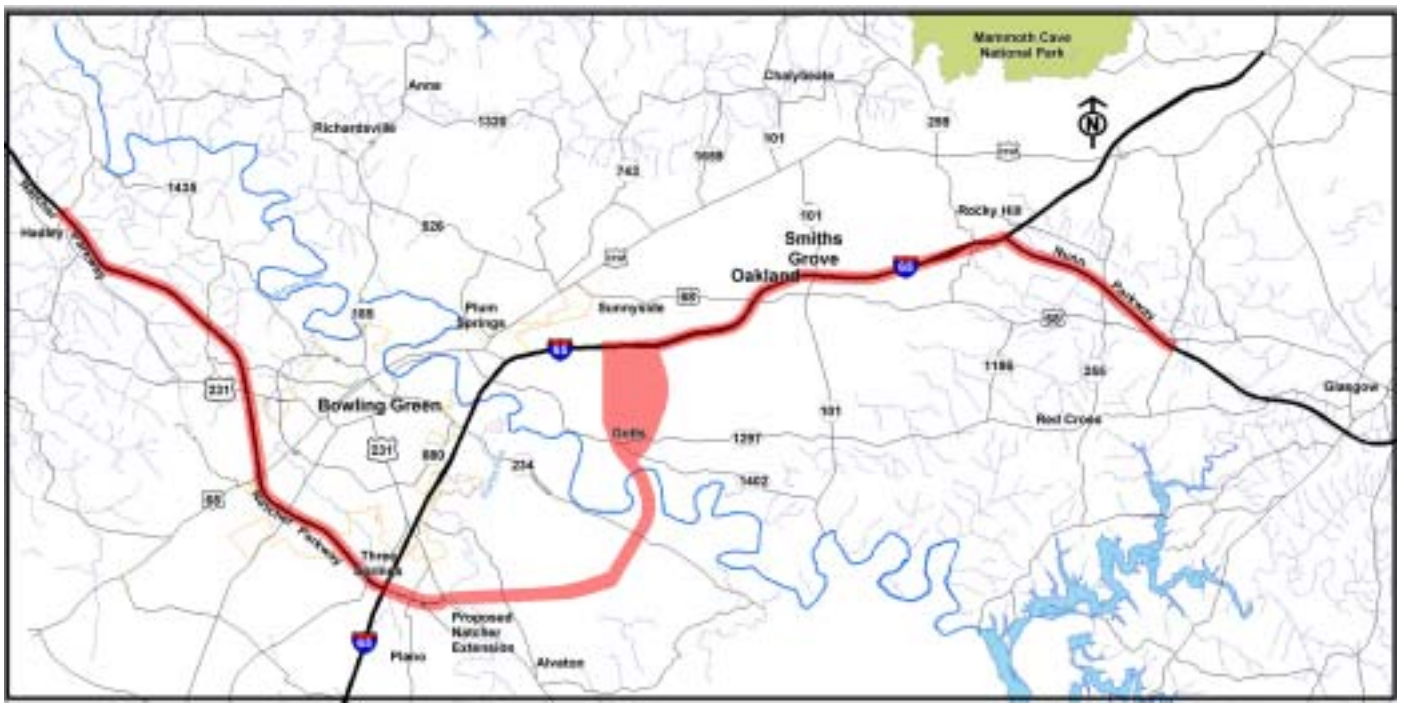
Comments/Explanation _____

Screening of I-66 Corridors

Corridor 14

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not recommended for further evaluation

Screening of I-66 Corridors

Corridor 14

SCREENING FOR FATAL FLAWS

	Yes	No
14. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation _____

SCREENING FOR PROJECT GOALS

	Yes	No
66. Does this corridor support I-66 across southern Kentucky?	x	
67. Does this corridor provide an improved interstate facility between parkways?	x	
68. Does this corridor provide an improved access in southern Kentucky?		x
69. Does this corridor provide an efficient means of transporting people and goods?		x
70. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline	x	
b. Potential for Diversion of Local Traffic	x	
c. Improve Traffic Safety	x	
d. Reduce Travel Time and User Costs	x	
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation No travel time savings over existing routes

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?			x
If so, please identify resource			
158. Potential to affect Waters of the U.S. or wetlands?			x
159. Potential for Environmental Justice Issues (minorities and/or low income)?			x
160. Potential to affect known areas of contamination?			x
161. Potential to affect forests (including core forest habitat)?			x
162. Potential to affect the range or habitat of Federally listed TE species			x
163. Potential to affect protected Natural and Scenic Rivers?			x
164. Potential to affect prime or unique farmland?			x
165. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
166. Potential to affect air quality standards?			x
167. Potential to relocate residential or commercial establishments?			x
168. Potential to affect neighborhoods and communities?		x	
169. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Impacts to sinkhole plain

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
79. Constructability		x	
80. Connectivity			x
81. Total Length		49.8 mi.	
82. New Terrain Length		14.7 mi.	
83. I-65 Widening Distance		12.1 mi.	
84. Number of Intersecting Roads			
a. US and Major State Routes		12	
b. Other State Routes and Local Roads		21	

Comments/Explanation Longest route

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
40. Does this corridor have a significant opposition by an environmental resource agency?		x
41. Does this corridor have a significant opposition from public opinion?		x
42. Does this corridor have a support from local and state elected officials?		x

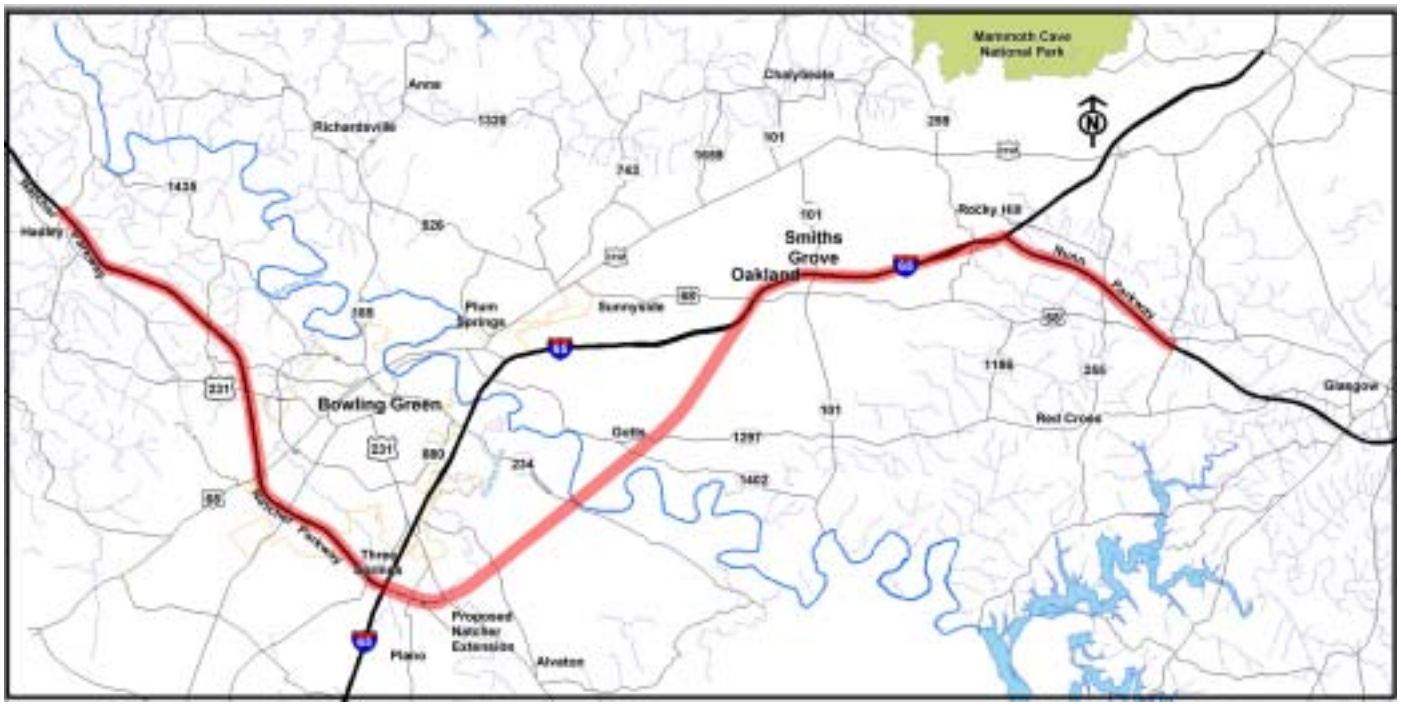
Comments/Explanation _____

Screening of I-66 Corridors

Corridor 15

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not recommended for further evaluation

Screening of I-66 Corridors

Corridor 15

SCREENING FOR FATAL FLAWS

	Yes	No
15. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation _____

SCREENING FOR PROJECT GOALS

	Yes	No
71. Does this corridor support I-66 across southern Kentucky?	x	
72. Does this corridor provide an improved interstate facility between parkways?	x	
73. Does this corridor provide an improved access in southern Kentucky?		x
74. Does this corridor provide an efficient means of transporting people and goods?		x
75. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline	x	
b. Potential for Diversion of Local Traffic		x
c. Improve Traffic Safety		x
d. Reduce Travel Time and User Costs		x
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation Does not satisfy local or regional objectives

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		x	
If so, please identify resource Section 106 and 4(f)			
170. Potential to affect Waters of the U.S. or wetlands?			x
171. Potential for Environmental Justice Issues (minorities and/or low income)?			x
172. Potential to affect known areas of contamination?			x
173. Potential to affect forests (including core forest habitat)?			x
174. Potential to affect the range or habitat of Federally listed TE species			x
175. Potential to affect protected Natural and Scenic Rivers?			x
176. Potential to affect prime or unique farmland?			x
177. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
178. Potential to affect air quality standards?			x
179. Potential to relocate residential or commercial establishments?			x
180. Potential to affect neighborhoods and communities?		x	
181. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Impacts to sinkhole plain

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
85. Constructability		x	
86. Connectivity			x
87. Total Length		43.1 mi.	
88. New Terrain Length		12.0 mi.	
89. I-65 Widening Distance		8.1 mi.	
90. Number of Intersecting Roads			
a. US and Major State Routes		12	
b. Other State Routes and Local Roads		18	

Comments/Explanation Close proximity of interchange spacing

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
43. Does this corridor have a significant opposition by an environmental resource agency?		x
44. Does this corridor have a significant opposition from public opinion?		x
45. Does this corridor have a support from local and state elected officials?		x

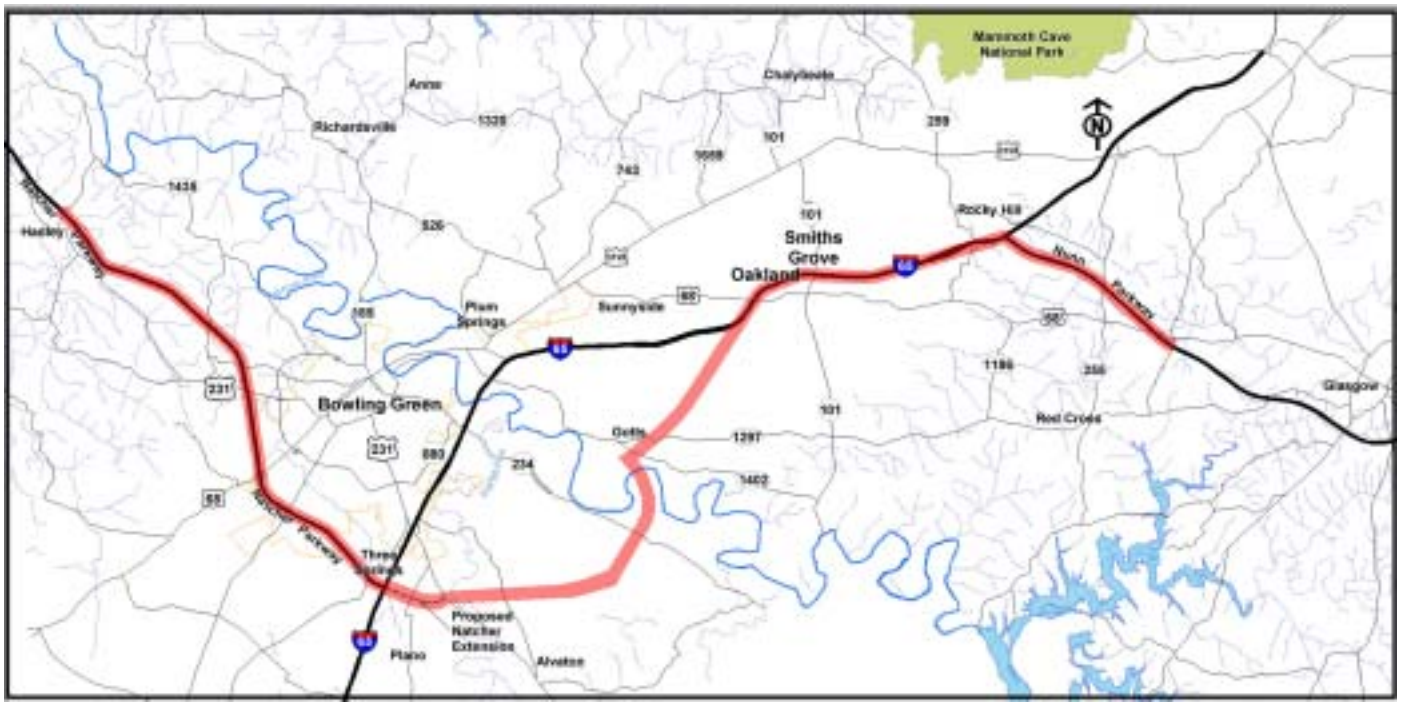
Comments/Explanation _____

Screening of I-66 Corridors

Corridor 16

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not recommended for further evaluation

Screening of I-66 Corridors

Corridor 16

SCREENING FOR FATAL FLAWS

	Yes	No
16. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation _____

SCREENING FOR PROJECT GOALS

	Yes	No
76. Does this corridor support I-66 across southern Kentucky?	x	
77. Does this corridor provide an improved interstate facility between parkways?	x	
78. Does this corridor provide an improved access in southern Kentucky?		x
79. Does this corridor provide an efficient means of transporting people and goods?		x
80. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline	x	
b. Potential for Diversion of Local Traffic		x
c. Improve Traffic Safety		x
d. Reduce Travel Time and User Costs		x
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation Does not satisfy local and regional goals

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		x	
If so, please identify resource			
182. Potential to affect Waters of the U.S. or wetlands?			x
183. Potential for Environmental Justice Issues (minorities and/or low income)?			x
184. Potential to affect known areas of contamination?			x
185. Potential to affect forests (including core forest habitat)?			x
186. Potential to affect the range or habitat of Federally listed TE species			x
187. Potential to affect protected Natural and Scenic Rivers?			x
188. Potential to affect prime or unique farmland?			x
189. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
190. Potential to affect air quality standards?			x
191. Potential to relocate residential or commercial establishments?			x
192. Potential to affect neighborhoods and communities?		x	
193. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Impacts to sinkhole plain

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
91. Constructability			x
92. Connectivity			x
93. Total Length		48.2 mi.	
94. New Terrain Length		17.1 mi.	
95. I-65 Widening Distance		8.1 mi.	
96. Number of Intersecting Roads			
a. US and Major State Routes		12	
b. Other State Routes and Local Roads		18	

Comments/Explanation Longer than existing routes

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
46. Does this corridor have a significant opposition by an environmental resource agency?		x
47. Does this corridor have a significant opposition from public opinion?		x
48. Does this corridor have a support from local and state elected officials?		x

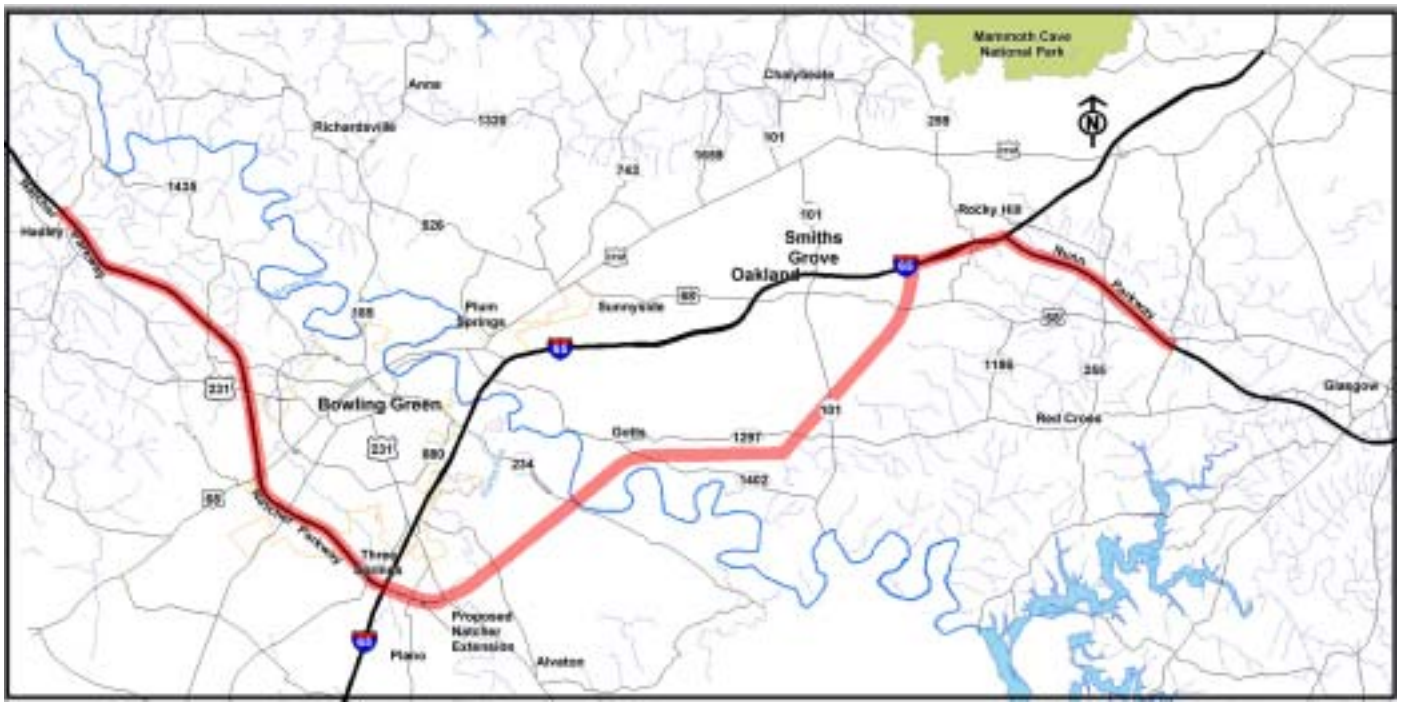
Comments/Explanation _____

Screening of I-66 Corridors

Corridor 17

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not recommended for further evaluation

Screening of I-66 Corridors

Corridor 17

SCREENING FOR FATAL FLAWS

	Yes	No
17. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
81. Does this corridor support I-66 across southern Kentucky?	x	
82. Does this corridor provide an improved interstate facility between parkways?	x	
83. Does this corridor provide an improved access in southern Kentucky?		x
84. Does this corridor provide an efficient means of transporting people and goods?		x
85. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline	x	
b. Potential for Diversion of Local Traffic		x
c. Improve Traffic Safety		x
d. Reduce Travel Time and User Costs		x
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation Does not satisfy local or regional objectives

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		x	
If so, please identify resource Section 106 and 4(f)			
194. Potential to affect Waters of the U.S. or wetlands?		x	
195. Potential for Environmental Justice Issues (minorities and/or low income)?			x
196. Potential to affect known areas of contamination?			x
197. Potential to affect forests (including core forest habitat)?			x
198. Potential to affect the range or habitat of Federally listed TE species			x
199. Potential to affect protected Natural and Scenic Rivers?			x
200. Potential to affect prime or unique farmland?			x
201. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
202. Potential to affect air quality standards?			x
203. Potential to relocate residential or commercial establishments?			x
204. Potential to affect neighborhoods and communities?		x	
205. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Impacts to sinkhole plain

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
97. Constructability			x
98. Connectivity			x
99. Total Length		43.5 mi.	
100. New Terrain Length		17.8 mi.	
101. I-65 Widening Distance		2.7 mi.	
102. Number of Intersecting Roads			
a. US and Major State Routes		12	
b. Other State Routes and Local Roads		24	

Comments/Explanation Close proximity of interchange spacing

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
49. Does this corridor have a significant opposition by an environmental resource agency?		x
50. Does this corridor have a significant opposition from public opinion?	x	
51. Does this corridor have a support from local and state elected officials?		x

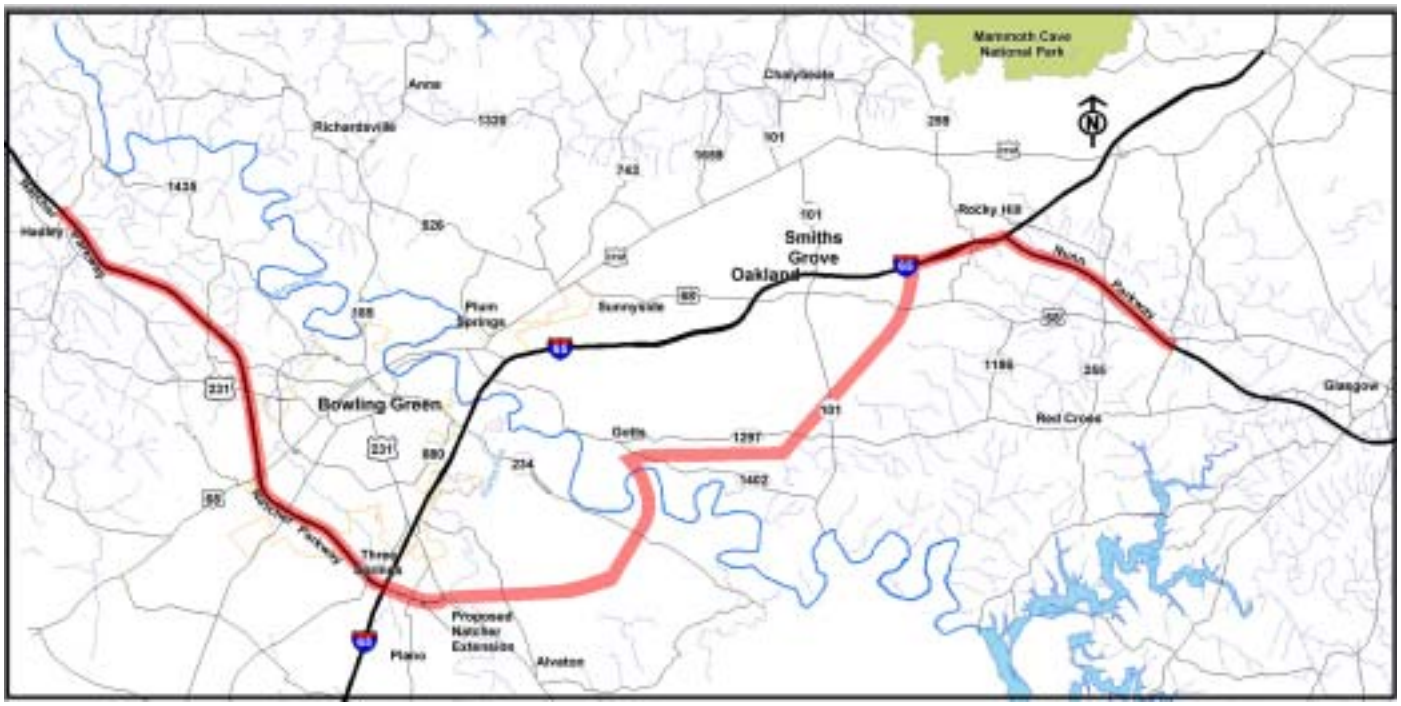
Comments/Explanation Public petition against KY 1297 Corridor

Screening of I-66 Corridors

Corridor 18

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not recommended for further evaluation

Screening of I-66 Corridors

Corridor 18

SCREENING FOR FATAL FLAWS

	Yes	No
18. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
86. Does this corridor support I-66 across southern Kentucky?	x	
87. Does this corridor provide an improved interstate facility between parkways?	x	
88. Does this corridor provide an improved access in southern Kentucky?		x
89. Does this corridor provide an efficient means of transporting people and goods?		x
90. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline	x	
b. Potential for Diversion of Local Traffic		x
c. Improve Traffic Safety		x
d. Reduce Travel Time and User Costs		x
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation Does not satisfy local and regional objectives

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		x	
If so, please identify resource Section 106 and 4(f)			
206. Potential to affect Waters of the U.S. or wetlands?		x	
207. Potential for Environmental Justice Issues (minorities and/or low income)?			x
208. Potential to affect known areas of contamination?			x
209. Potential to affect forests (including core forest habitat)?			x
210. Potential to affect the range or habitat of Federally listed TE species			x
211. Potential to affect protected Natural and Scenic Rivers?			x
212. Potential to affect prime or unique farmland?			x
213. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
214. Potential to affect air quality standards?			x
215. Potential to relocate residential or commercial establishments?			x
216. Potential to affect neighborhoods and communities?		x	
217. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Impacts to sinkhole plain

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
103. Constructability			x
104. Connectivity			x
105. Total Length		48.6 mi.	
106. New Terrain Length		22.9 mi.	
107. I-65 Widening Distance		2.7 mi.	
108. Number of Intersecting Roads			
a. US and Major State Routes		12	
b. Other State Routes and Local Roads		22	

Comments/Explanation Close proximity of interchange spacing

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
52. Does this corridor have a significant opposition by an environmental resource agency?		x
53. Does this corridor have a significant opposition from public opinion?	x	
54. Does this corridor have a support from local and state elected officials?		x

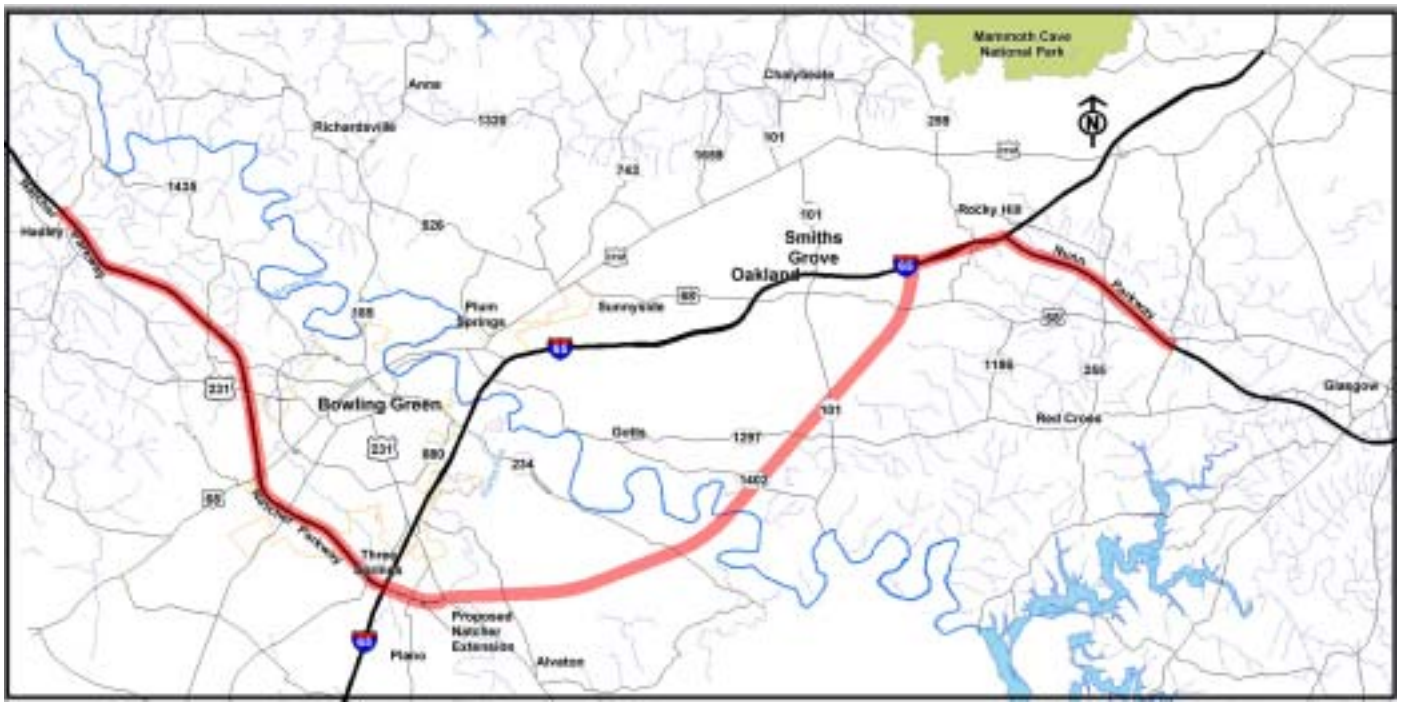
Comments/Explanation Public petition against KY 1297 Corridor

Screening of I-66 Corridors

Corridor 19

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not recommended for further study

Screening of I-66 Corridors

Corridor 19

SCREENING FOR FATAL FLAWS

	Yes	No
19. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
91. Does this corridor support I-66 across southern Kentucky?	x	
92. Does this corridor provide an improved interstate facility between parkways?	x	
93. Does this corridor provide an improved access in southern Kentucky?		x
94. Does this corridor provide an efficient means of transporting people and goods?		x
95. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline		x
b. Potential for Diversion of Local Traffic		x
c. Improve Traffic Safety		x
d. Reduce Travel Time and User Costs		x
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation Does not satisfy local and regional objectives

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		x	
If so, please identify resource Section 106 and 4(f)			
218. Potential to affect Waters of the U.S. or wetlands?			x
219. Potential for Environmental Justice Issues (minorities and/or low income)?			x
220. Potential to affect known areas of contamination?			x
221. Potential to affect forests (including core forest habitat)?			x
222. Potential to affect the range or habitat of Federally listed TE species			x
223. Potential to affect protected Natural and Scenic Rivers?			x
224. Potential to affect prime or unique farmland?			x
225. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
226. Potential to affect air quality standards?			x
227. Potential to relocate residential or commercial establishments?			x
228. Potential to affect neighborhoods and communities?			x
229. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Impacts to sinkhole plain

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
109. Constructability			x
110. Connectivity			x
111. Total Length		43.5 mi.	
112. New Terrain Length		17.8 mi.	
113. I-65 Widening Distance		2.7 mi.	
114. Number of Intersecting Roads			
a. US and Major State Routes		12	
b. Other State Routes and Local Roads		23	

Comments/Explanation Poor system to system interchange spacing

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
55. Does this corridor have a significant opposition by an environmental resource agency?		x
56. Does this corridor have a significant opposition from public opinion?		x
57. Does this corridor have a support from local and state elected officials?		x

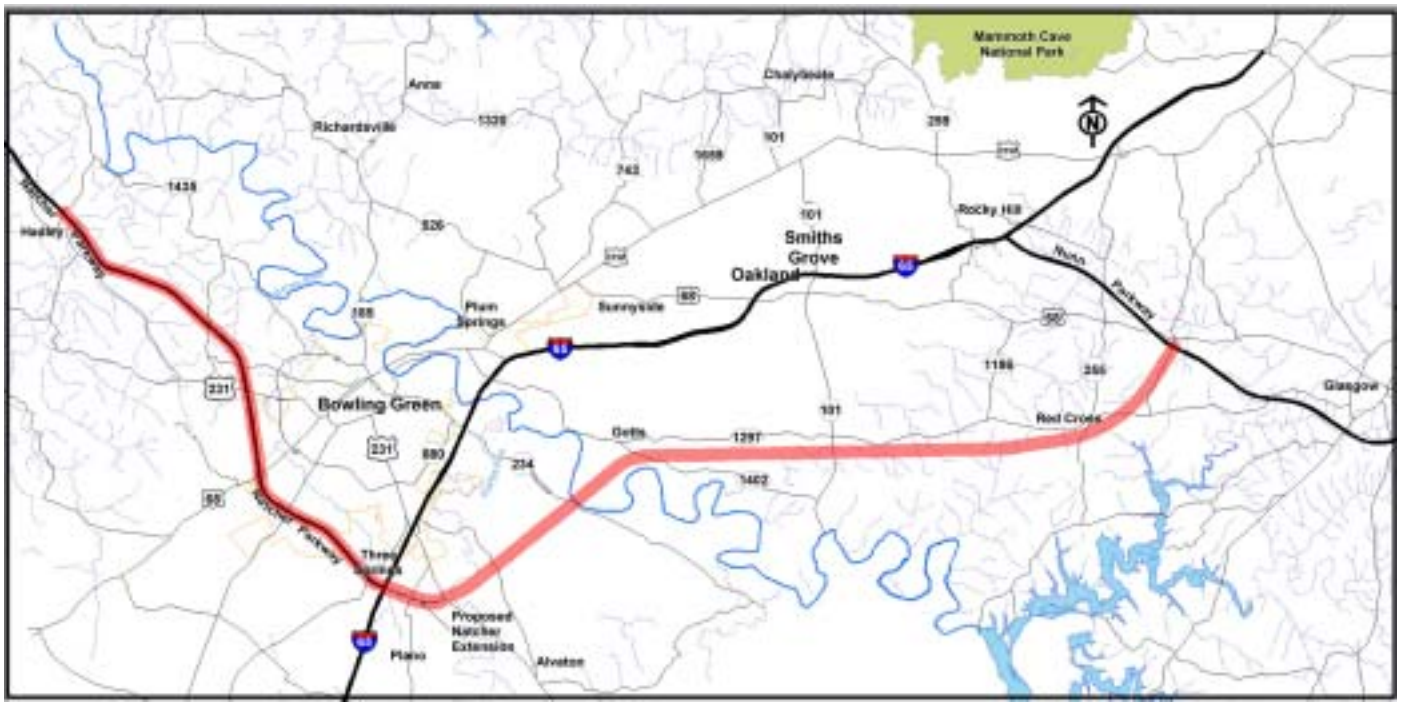
Comments/Explanation

Screening of I-66 Corridors

Corridor 20

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not recommended for further evaluation

Screening of I-66 Corridors

Corridor 20

SCREENING FOR FATAL FLAWS

	Yes	No
20. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
96. Does this corridor support I-66 across southern Kentucky?	x	
97. Does this corridor provide an improved interstate facility between parkways?	x	
98. Does this corridor provide an improved access in southern Kentucky?		x
99. Does this corridor provide an efficient means of transporting people and goods?	x	
100. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline	x	
b. Potential for Diversion of Local Traffic	x	
c. Improve Traffic Safety	x	
d. Reduce Travel Time and User Costs	x	
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation Does not provide access to Edmonson Co.

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		x	
If so, please identify resource Section 106 and 4(f)			
230. Potential to affect Waters of the U.S. or wetlands?		x	
231. Potential for Environmental Justice Issues (minorities and/or low income)?			x
232. Potential to affect known areas of contamination?			x
233. Potential to affect forests (including core forest habitat)?			x
234. Potential to affect the range or habitat of Federally listed TE species			x
235. Potential to affect protected Natural and Scenic Rivers?			x
236. Potential to affect prime or unique farmland?		x	
237. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		x	
238. Potential to affect air quality standards?			x
239. Potential to relocate residential or commercial establishments?			x
240. Potential to affect neighborhoods and communities?		x	
241. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Impacts on sinkhole plain

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
115. Constructability			x
116. Connectivity		x	
117. Total Length		40.5 mi.	
118. New Terrain Length		23.4 mi.	
119. I-65 Widening Distance		0.0 mi.	
120. Number of Intersecting Roads			
a. US and Major State Routes		9	
b. Other State Routes and Local Roads		28	

Comments/Explanation

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
58. Does this corridor have a significant opposition by an environmental resource agency?		x
59. Does this corridor have a significant opposition from public opinion?	x	
60. Does this corridor have a support from local and state elected officials?		x

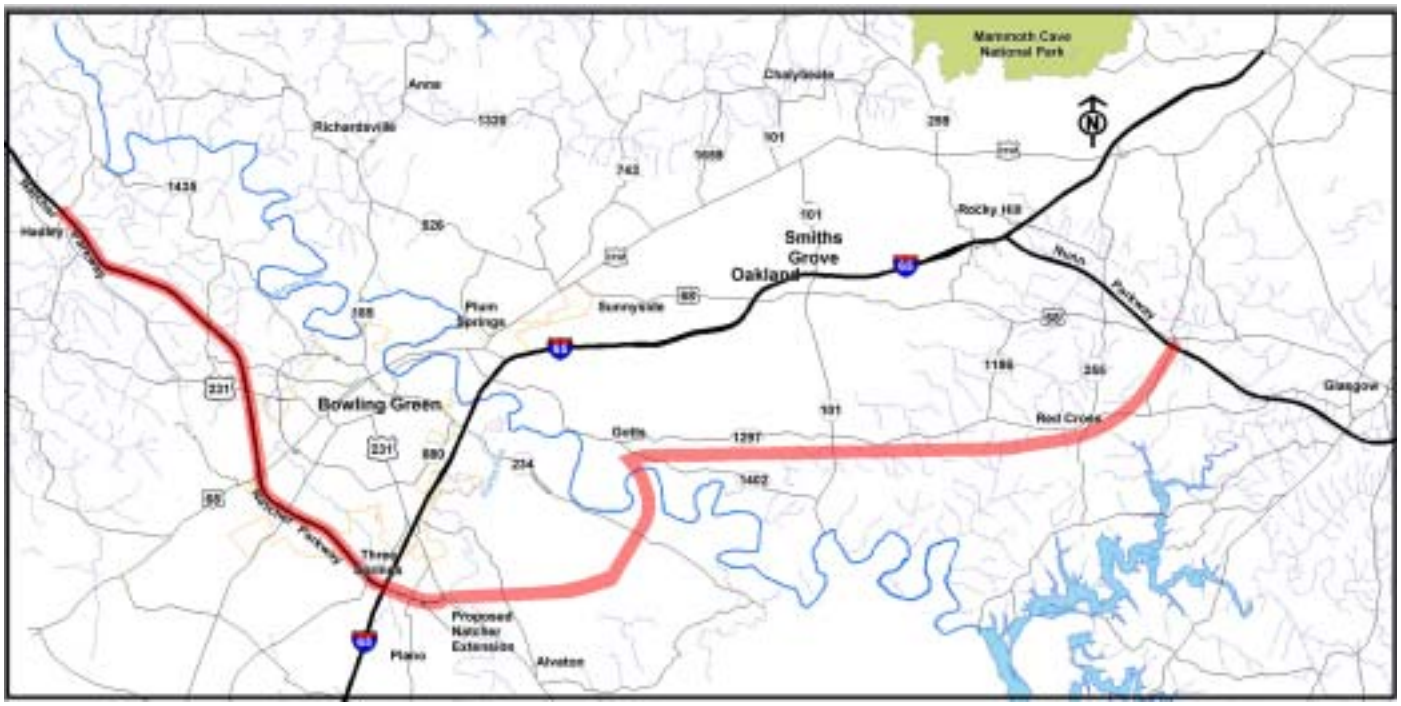
Comments/Explanation Public petition against KY 1297 Corridor

Screening of I-66 Corridors

Corridor 21

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not recommended for further evaluation

Screening of I-66 Corridors

Corridor 21

SCREENING FOR FATAL FLAWS

	Yes	No
21. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
101. Does this corridor support I-66 across southern Kentucky?	x	
102. Does this corridor provide an improved interstate facility between parkways?	x	
103. Does this corridor provide an improved access in southern Kentucky?		x
104. Does this corridor provide an efficient means of transporting people and goods?		x
105. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline	x	
b. Potential for Diversion of Local Traffic		x
c. Improve Traffic Safety		x
d. Reduce Travel Time and User Costs		x
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation Not an efficient route

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		x	
If so, please identify resource Section 106 and 4(f)			
242. Potential to affect Waters of the U.S. or wetlands?		x	
243. Potential for Environmental Justice Issues (minorities and/or low income)?			x
244. Potential to affect known areas of contamination?			x
245. Potential to affect forests (including core forest habitat)?			x
246. Potential to affect the range or habitat of Federally listed TE species			x
247. Potential to affect protected Natural and Scenic Rivers?			x
248. Potential to affect prime or unique farmland?		x	
249. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		x	
250. Potential to affect air quality standards?			x
251. Potential to relocate residential or commercial establishments?			x
252. Potential to affect neighborhoods and communities?		x	
253. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Impact to sinkhole plain

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
121. Constructability			x
122. Connectivity			x
123. Total Length		45.7 mi.	
124. New Terrain Length		28.6 mi.	
125. I-65 Widening Distance		0.0 mi.	
126. Number of Intersecting Roads			
a. US and Major State Routes		9	
b. Other State Routes and Local Roads		23	

Comments/Explanation Longer than existing routes

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
61. Does this corridor have a significant opposition by an environmental resource agency?		x
62. Does this corridor have a significant opposition from public opinion?	x	
63. Does this corridor have a support from local and state elected officials?		x

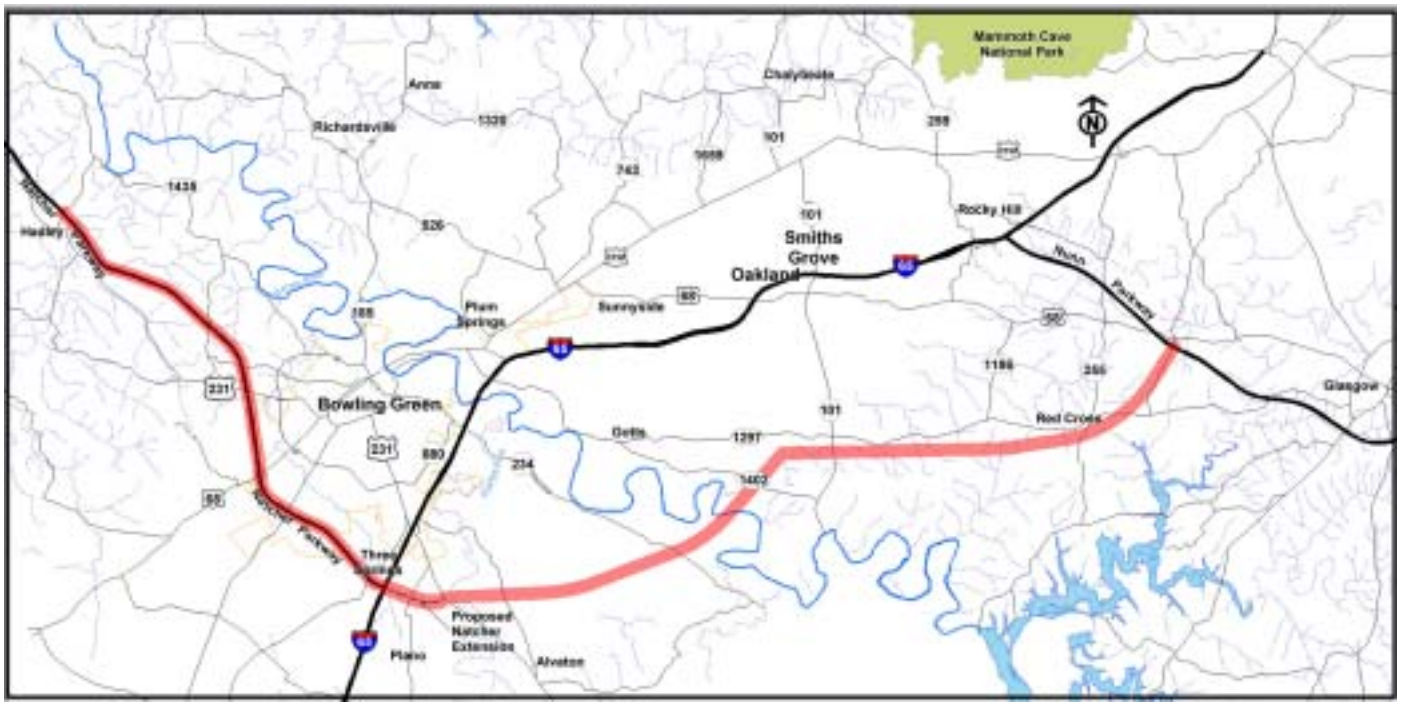
Comments/Explanation Public petition against KY 1297 Corridor

Screening of I-66 Corridors

Corridor 22

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Not recommended for further evaluation

Screening of I-66 Corridors

Corridor 22

SCREENING FOR FATAL FLAWS

	Yes	No
22. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
106. Does this corridor support I-66 across southern Kentucky?	x	
107. Does this corridor provide an improved interstate facility between parkways?	x	
108. Does this corridor provide an improved access in southern Kentucky?		x
109. Does this corridor provide an efficient means of transporting people and goods?	x	
110. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline		x
b. Potential for Diversion of Local Traffic	x	
c. Improve Traffic Safety	x	
d. Reduce Travel Time and User Costs	x	
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation Does not satisfy local and regional objectives

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		x	
If so, please identify resource Section 106 and 4(f)			
254. Potential to affect Waters of the U.S. or wetlands?			x
255. Potential for Environmental Justice Issues (minorities and/or low income)?			x
256. Potential to affect known areas of contamination?			x
257. Potential to affect forests (including core forest habitat)?			x
258. Potential to affect the range or habitat of Federally listed TE species			x
259. Potential to affect protected Natural and Scenic Rivers?			x
260. Potential to affect prime or unique farmland?		x	
261. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		x	
262. Potential to affect air quality standards?			x
263. Potential to relocate residential or commercial establishments?			x
264. Potential to affect neighborhoods and communities?		x	
265. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Impacts to sinkhole plain

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
127. Constructability			x
128. Connectivity			x
129. Total Length		40.5 mi.	
130. New Terrain Length		23.4 mi.	
131. I-65 Widening Distance		0.0 mi.	
132. Number of Intersecting Roads			
a. US and Major State Routes		9	
b. Other State Routes and Local Roads		28	

Comments/Explanation

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
64. Does this corridor have a significant opposition by an environmental resource agency?		x
65. Does this corridor have a significant opposition from public opinion?	x	
66. Does this corridor have a support from local and state elected officials?		x

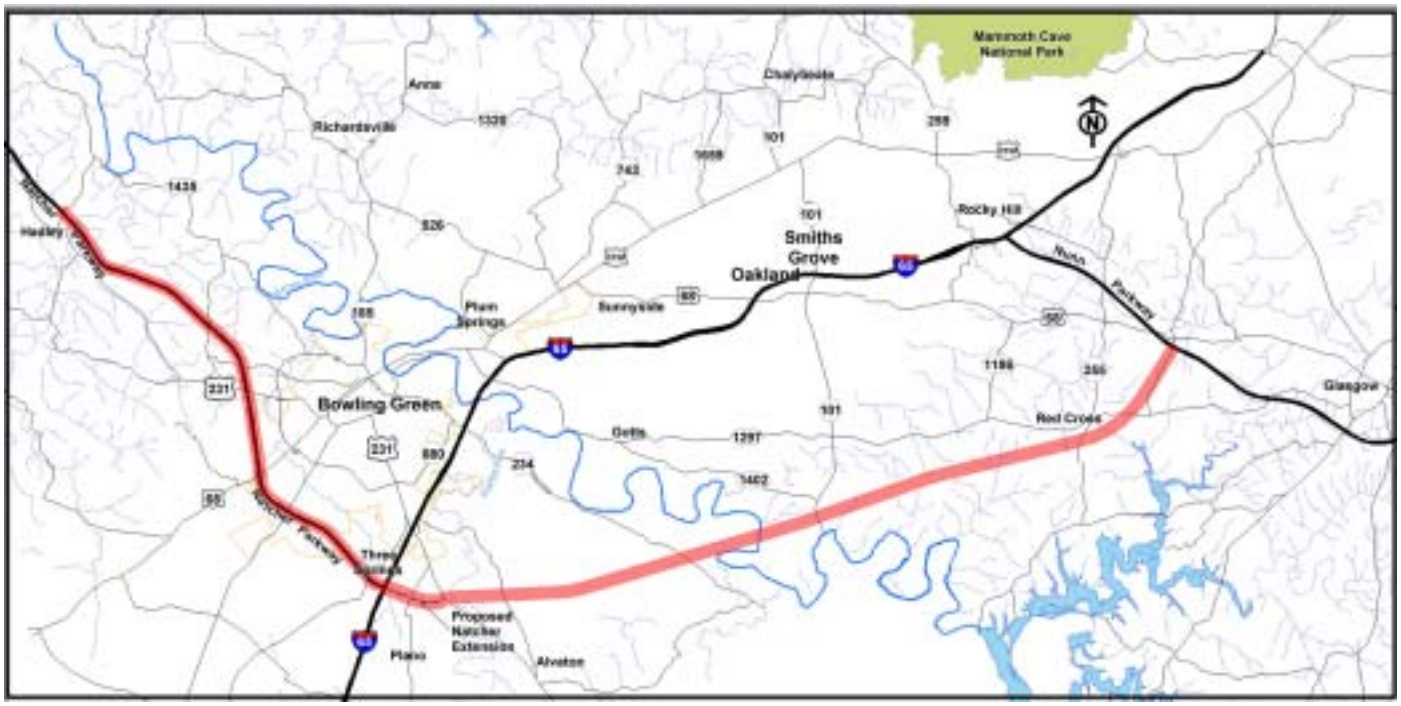
Comments/Explanation Public petition against KY 1297 Corridor

Screening of I-66 Corridors

Corridor 23

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Recommended for further consideration

Screening of I-66 Corridors

Corridor 23

SCREENING FOR FATAL FLAWS

	Yes	No
23. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
111. Does this corridor support I-66 across southern Kentucky?	x	
112. Does this corridor provide an improved interstate facility between parkways?	x	
113. Does this corridor provide an improved access in southern Kentucky?	x	
114. Does this corridor provide an efficient means of transporting people and goods?	x	
115. Does this corridor satisfy the local and regional objectives?		
a. As a part of the Outer Beltline		x
b. Potential for Diversion of Local Traffic	x	
c. Improve Traffic Safety	x	
d. Reduce Travel Time and User Costs	x	
e. Better Access to Edmonson County		x
f. Other Ways to Mammoth Cave National Park		x

Comments/Explanation Does not divert local traffic nor serve Edmonson Co.

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		x	
If so, please identify resource Section 106 and 4(f)			
266. Potential to affect Waters of the U.S. or wetlands?			x
267. Potential for Environmental Justice Issues (minorities and/or low income)?			x
268. Potential to affect known areas of contamination?			x
269. Potential to affect forests (including core forest habitat)?			x
270. Potential to affect the range or habitat of Federally listed TE species			x
271. Potential to affect protected Natural and Scenic Rivers?			x
272. Potential to affect prime or unique farmland?		x	
273. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?		x	
274. Potential to affect air quality standards?			x
275. Potential to relocate residential or commercial establishments?			x
276. Potential to affect neighborhoods and communities?		x	
277. Potential to affect karst features (caves, sinkholes, springs, etc.)?		x	

Comments/Explanation

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
133. Constructability	x		
134. Connectivity			x
135. Total Length		39.9 mi.	
136. New Terrain Length		22.8 mi.	
137. I-65 Widening Distance		0.0 mi.	
138. Number of Intersecting Roads			
a. US and Major State Routes		9	
b. Other State Routes and Local Roads		31	

Comments/Explanation Shortest length crossing sinkhole plain of the southern routes

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
67. Does this corridor have a significant opposition by an environmental resource agency?		x
68. Does this corridor have a significant opposition from public opinion?		x
69. Does this corridor have a support from local and state elected officials?		x

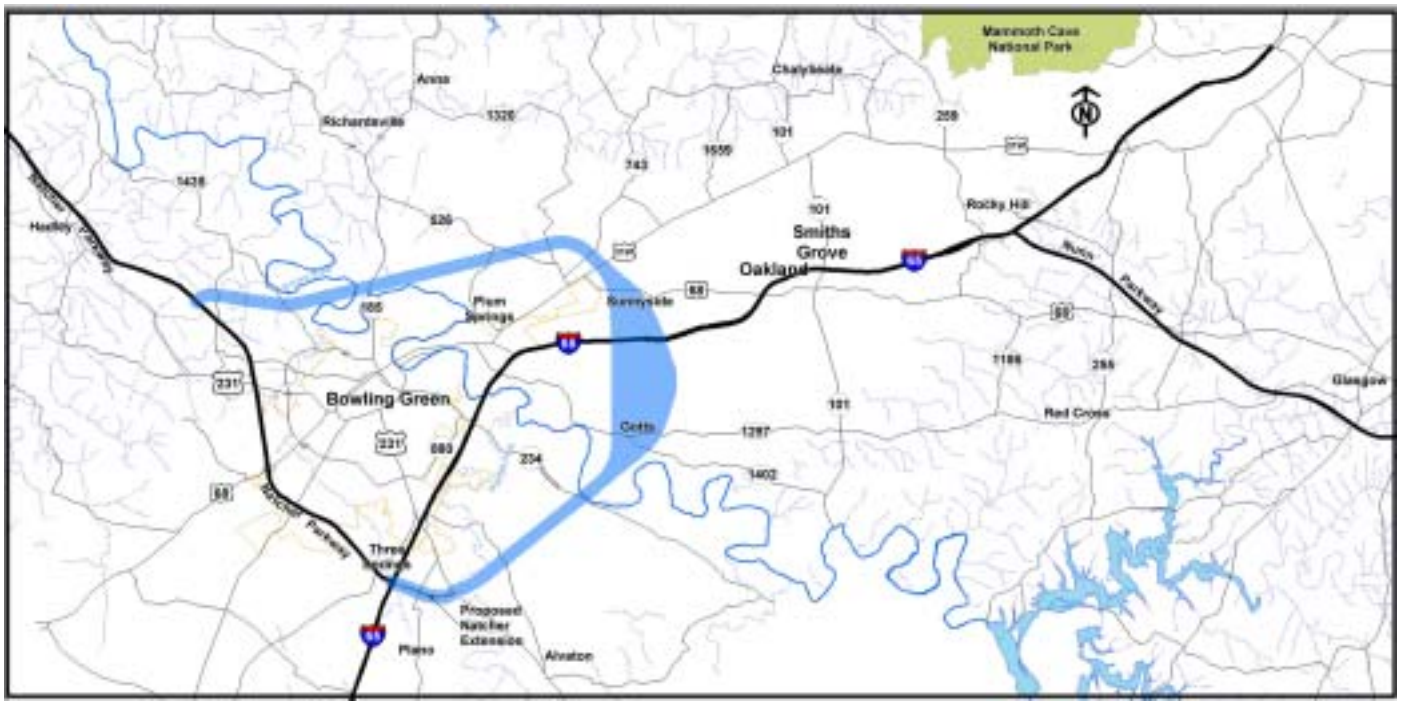
Comments/Explanation

Screening of Outer Beltline Corridors

Corridor A

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Retained for further consideration

Screening of Outer Beltline Corridors

Corridor A

SCREENING FOR FATAL FLAWS

		Yes	No
1.	What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

		Yes	No
1.	Does this corridor accommodate the transportation needs of the Bowling Green urban area?	x	
2.	Does this corridor reduce existing and forecasted traffic congestion in Warren County?	x	
3.	Does this corridor strengthen the regional highway network?	x	
4.	Does this corridor provide improved access to major traffic generators in Warren County?	x	

Comments/Explanation

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

		High	Medium	Low
1.	Potential to affect 4(f), 6(f) and Section 106 resources?	x		
	If so, please identify resource Section 106 and 4 (f) along US 31 W and KY 1435			
2.	Potential to affect Waters of the U.S. or wetlands?		x	
3.	Potential for Environmental Justice Issues (minorities and/or low income)?			x
4.	Potential to affect known areas of contamination?		x	
5.	Potential to affect forests (including core forest habitat)?			x
6.	Potential to affect the range or habitat of Federally listed TE species?		x	
7.	Potential to affect protected Natural and Scenic Rivers?			x
8.	Potential to affect prime or unique farmland?		x	
9.	Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
10.	Potential to affect air quality standards?			x
11.	Potential to relocate residential or commercial establishments?			x
12.	Potential to affect neighborhoods and communities?		x	
13.	Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

		Good	Fair	Poor
1.	Constructability	x		
2.	Connectivity	x		
3.	Total Length		23.9 mi.	
4.	New Terrain Length		23.9 mi.	
5.	Number of Intersecting Roads			
a.	US and Major State Routes		8	
b.	Other State Routes and Local Roads		24	

Comments/Explanation

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

		Yes	No
1.	Does this corridor have a significant opposition by an environmental resource agency?		x
2.	Does this corridor have a significant opposition from public opinion?		x
3.	Does this corridor have a support from local and state elected officials?		x

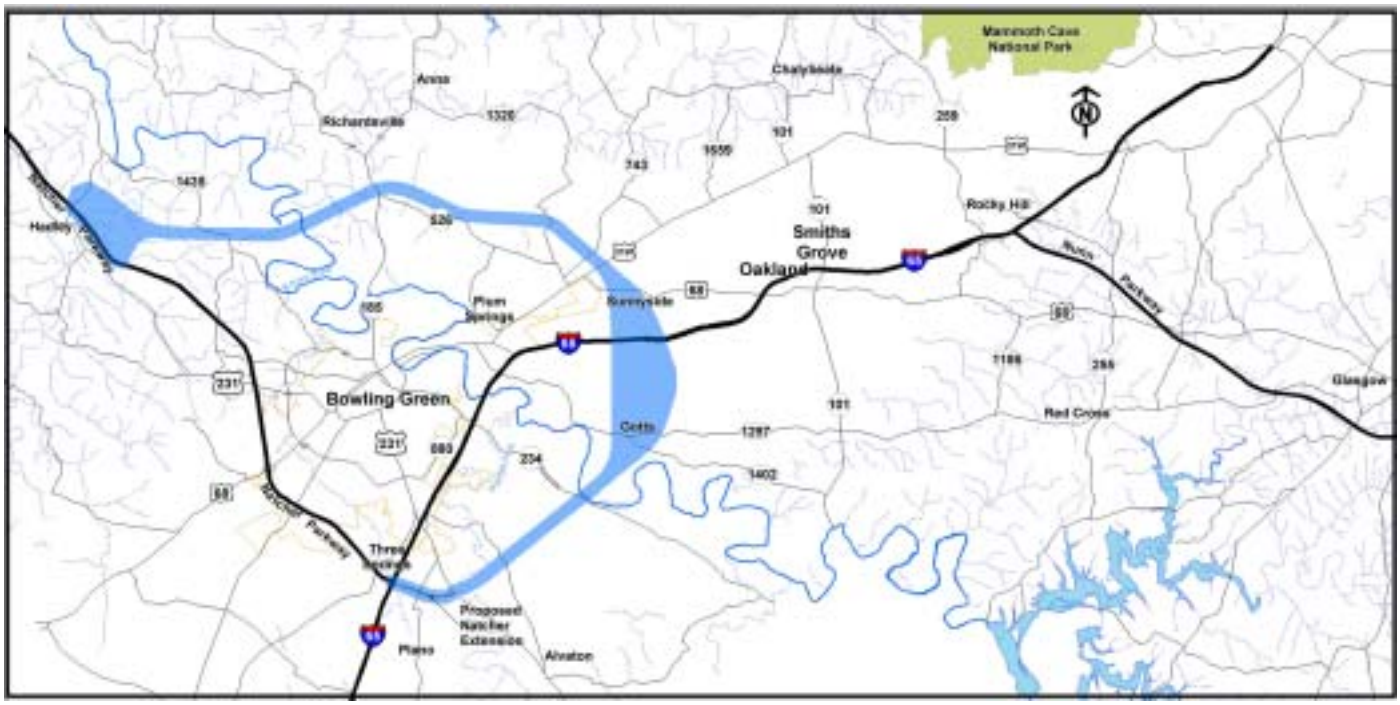
Comments/Explanation

Screening of Outer Beltline Corridors

Corridor B

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Retained for further consideration

Screening of Outer Beltline Corridors

Corridor B

SCREENING FOR FATAL FLAWS

		Yes	No
y			
2.	What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

		Yes	No
5.	Does this corridor accommodate the transportation needs of the Bowling Green urban area?	x	
6.	Does this corridor reduce existing and forecasted traffic congestion in Warren County?	x	
7.	Does this corridor strengthen the regional highway network?	x	
8.	Does this corridor provide improved access to major traffic generators in Warren County?	x	

Comments/Explanation

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

		High	Medium	Low
1.	Potential to affect 4(f), 6(f) and Section 106 resources?		x	
	If so, please identify resource Section 106 and 4(f)			
14.	Potential to affect Waters of the U.S. or wetlands?		x	
15.	Potential for Environmental Justice Issues (minorities and/or low income)?			x
16.	Potential to affect known areas of contamination?			x
17.	Potential to affect forests (including core forest habitat)?		x	
18.	Potential to affect the range or habitat of Federally listed TE species?		x	
19.	Potential to affect protected Natural and Scenic Rivers?			x
20.	Potential to affect prime or unique farmland?		x	
21.	Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
22.	Potential to affect air quality standards?			x
23.	Potential to relocate residential or commercial establishments?			x
24.	Potential to affect neighborhoods and communities?		x	
25.	Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

		Good	Fair	Poor
6.	Constructability		x	
7.	Connectivity		x	
8.	Total Length		28.3 mi.	
9.	New Terrain Length		28.3 mi.	
10.	Number of Intersecting Roads			
a.	US and Major State Routes		7	
b.	Other State Routes and Local Roads		30	

Comments/Explanation

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

		Yes	No
4.	Does this corridor have a significant opposition by an environmental resource agency?		x
5.	Does this corridor have a significant opposition from public opinion?		x
6.	Does this corridor have a support from local and state elected officials?		x

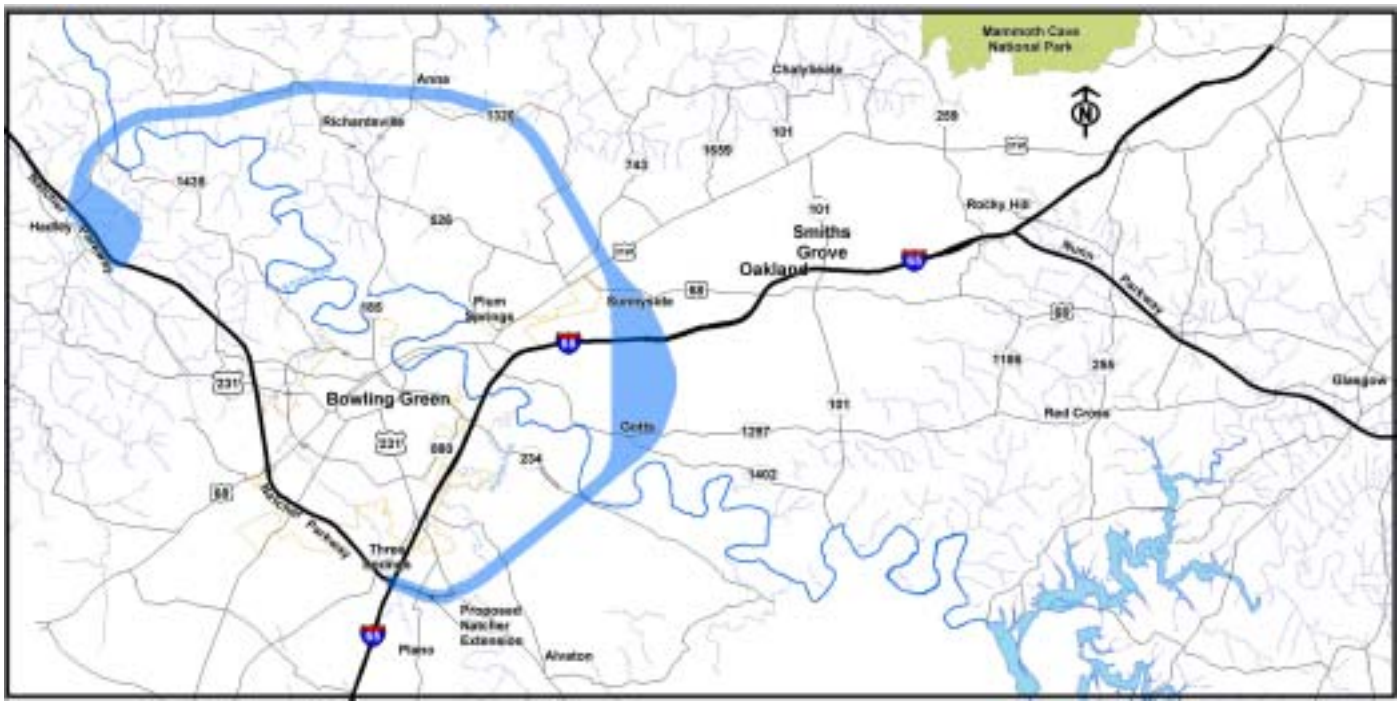
Comments/Explanation

Screening of Outer Beltline Corridors

Corridor C

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

RECOMMENDATIONS

Not considered for further evaluation

Screening of Outer Beltline Corridors

Corridor C

SCREENING FOR FATAL FLAWS

	Yes	No
3. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
9. Does this corridor accommodate the transportation needs of the Bowling Green urban area?		x
10. Does this corridor reduce existing and forecasted traffic congestion in Warren County?		x
11. Does this corridor strengthen the regional highway network?		x
12. Does this corridor provide improved access to major traffic generators in Warren County?		x

Comments/Explanation

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource Section 106 and 4 (f) along US 31 W			
26. Potential to affect Waters of the U.S. or wetlands?			x
27. Potential for Environmental Justice Issues (minorities and/or low income)?			x
28. Potential to affect known areas of contamination?			x
29. Potential to affect forests (including core forest habitat)?			x
30. Potential to affect the range or habitat of Federally listed TE species?		x	
31. Potential to affect protected Natural and Scenic Rivers?			x
32. Potential to affect prime or unique farmland?	x		
33. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
34. Potential to affect air quality standards?			x
35. Potential to relocate residential or commercial establishments?			x
36. Potential to affect neighborhoods and communities?		x	
37. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
11. Constructability			x
12. Connectivity			x
13. Total Length		31.1 mi.	
14. New Terrain Length		31.1 mi.	
15. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		37	

Comments/Explanation

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
7. Does this corridor have a significant opposition by an environmental resource agency?		x
8. Does this corridor have a significant opposition from public opinion?		x
9. Does this corridor have a support from local and state elected officials?		x

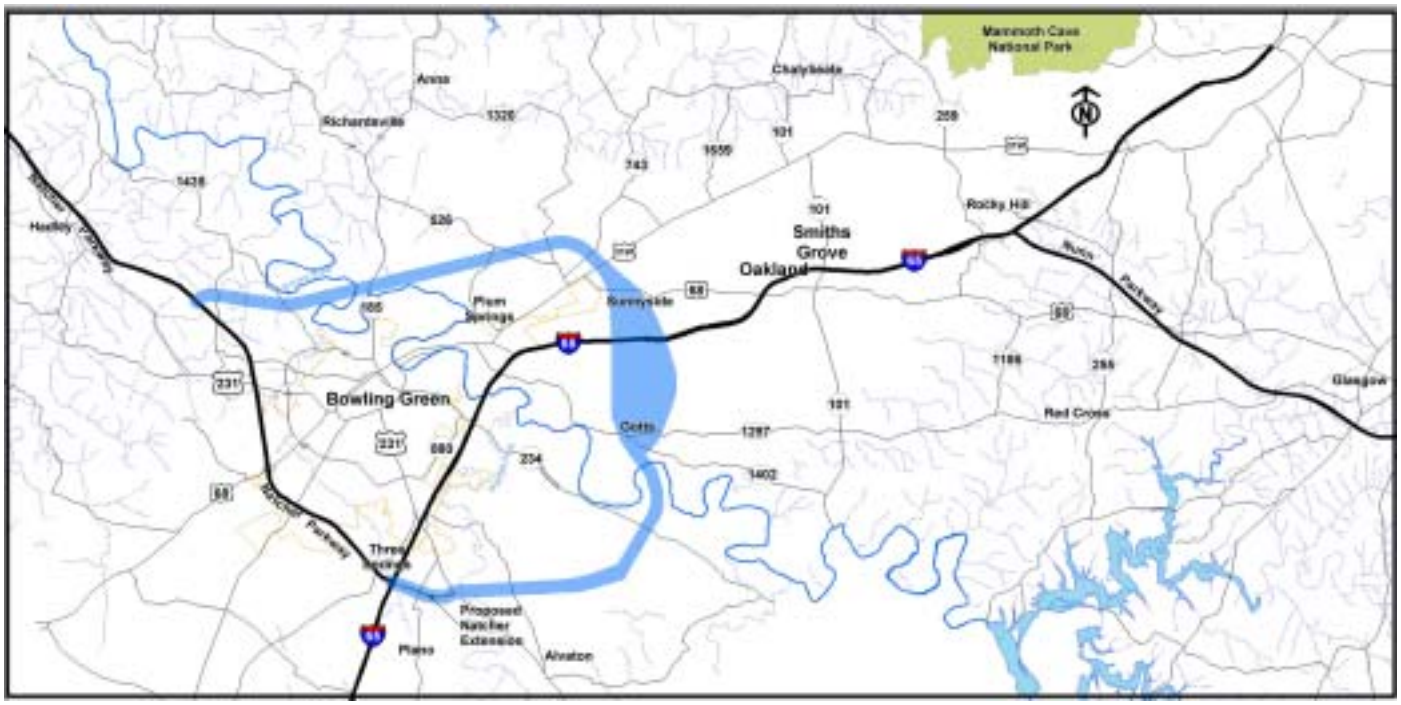
Comments/Explanation

Screening of Outer Beltline Corridors

Corridor D

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Retained for further consideration

Screening of Outer Beltline Corridors

Corridor D

SCREENING FOR FATAL FLAWS

	Yes	No
4. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
13. Does this corridor accommodate the transportation needs of the Bowling Green urban area?	x	
14. Does this corridor reduce existing and forecasted traffic congestion in Warren County?	x	
15. Does this corridor strengthen the regional highway network?	x	
16. Does this corridor provide improved access to major traffic generators in Warren County?	x	

Comments/Explanation

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource Section 106 and 4 (f) effects along US 31 W and KY 1435			
38. Potential to affect Waters of the U.S. or wetlands?		x	
39. Potential for Environmental Justice Issues (minorities and/or low income)?			x
40. Potential to affect known areas of contamination?		x	
41. Potential to affect forests (including core forest habitat)?			x
42. Potential to affect the range or habitat of Federally listed TE species?		x	
43. Potential to affect protected Natural and Scenic Rivers?			x
44. Potential to affect prime or unique farmland?		x	
45. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
46. Potential to affect air quality standards?			x
47. Potential to relocate residential or commercial establishments?			x
48. Potential to affect neighborhoods and communities?		x	
49. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Impacts to the sinkhole plain

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
16. Constructability		x	
17. Connectivity		x	
18. Total Length		26.5 mi.	
19. New Terrain Length		26.5 mi.	
20. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		27	

Comments/Explanation

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
10. Does this corridor have a significant opposition by an environmental resource agency?		x
11. Does this corridor have a significant opposition from public opinion?		x
12. Does this corridor have a support from local and state elected officials?		x

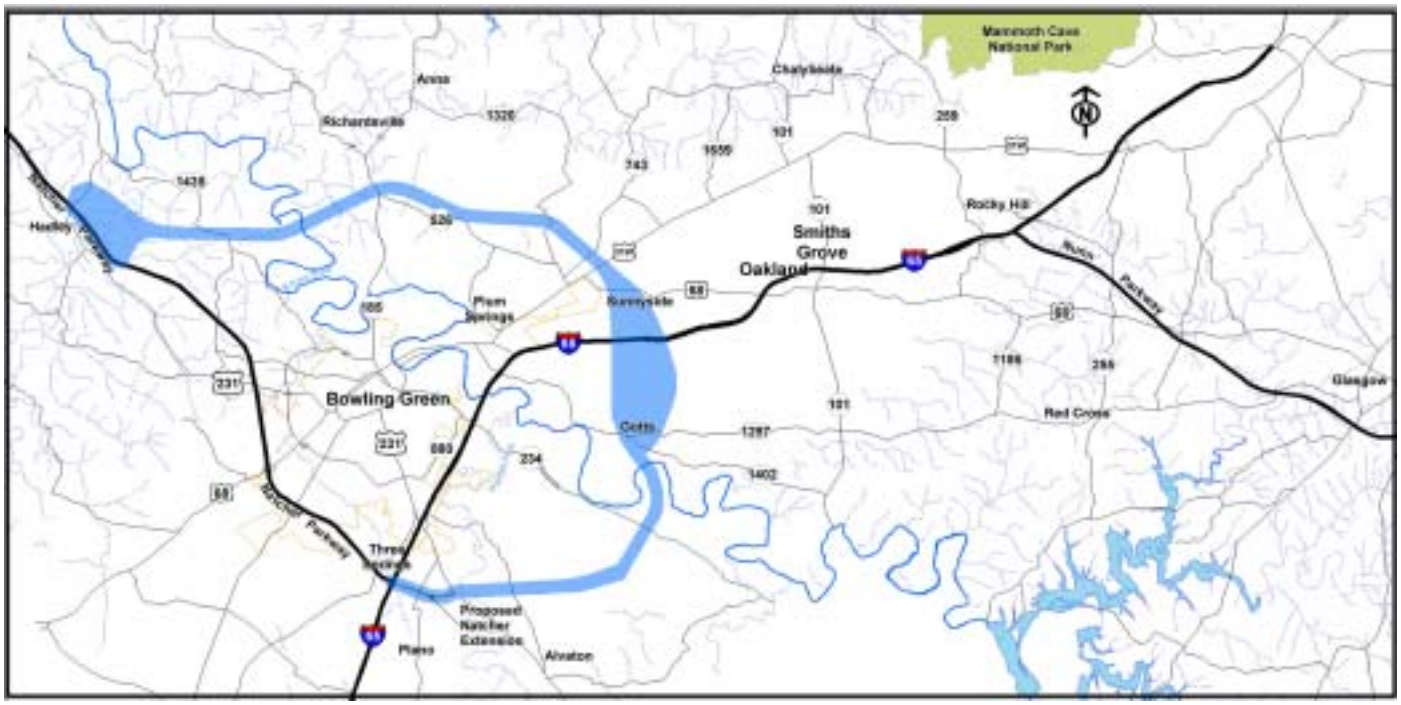
Comments/Explanation

Screening of Outer Beltline Corridors

Corridor E

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

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

RECOMMENDATIONS

Retained for further consideration

Screening of Outer Beltline Corridors

Corridor E

SCREENING FOR FATAL FLAWS

	Yes	No
5. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
17. Does this corridor accommodate the transportation needs of the Bowling Green urban area?	x	
18. Does this corridor reduce existing and forecasted traffic congestion in Warren County?	x	
19. Does this corridor strengthen the regional highway network?	x	
20. Does this corridor provide improved access to major traffic generators in Warren County?	x	

Comments/Explanation

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource Section 106 and 4 (f) along US 31 W			
50. Potential to affect Waters of the U.S. or wetlands?		x	
51. Potential for Environmental Justice Issues (minorities and/or low income)?			x
52. Potential to affect known areas of contamination?			x
53. Potential to affect forests (including core forest habitat)?		x	
54. Potential to affect the range or habitat of Federally listed TE species?		x	
55. Potential to affect protected Natural and Scenic Rivers?			x
56. Potential to affect prime or unique farmland?		x	
57. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
58. Potential to affect air quality standards?			x
59. Potential to relocate residential or commercial establishments?			x
60. Potential to affect neighborhoods and communities?		x	
61. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Impact on sinkhole plain

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
21. Constructability			x
22. Connectivity			x
23. Total Length		31.0 mi.	
24. New Terrain Length		31.0 mi.	
25. Number of Intersecting Roads			
a. US and Major State Routes		7	
b. Other State Routes and Local Roads		32	

Comments/Explanation

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
13. Does this corridor have a significant opposition by an environmental resource agency?		x
14. Does this corridor have a significant opposition from public opinion?		x
15. Does this corridor have a support from local and state elected officials?		x

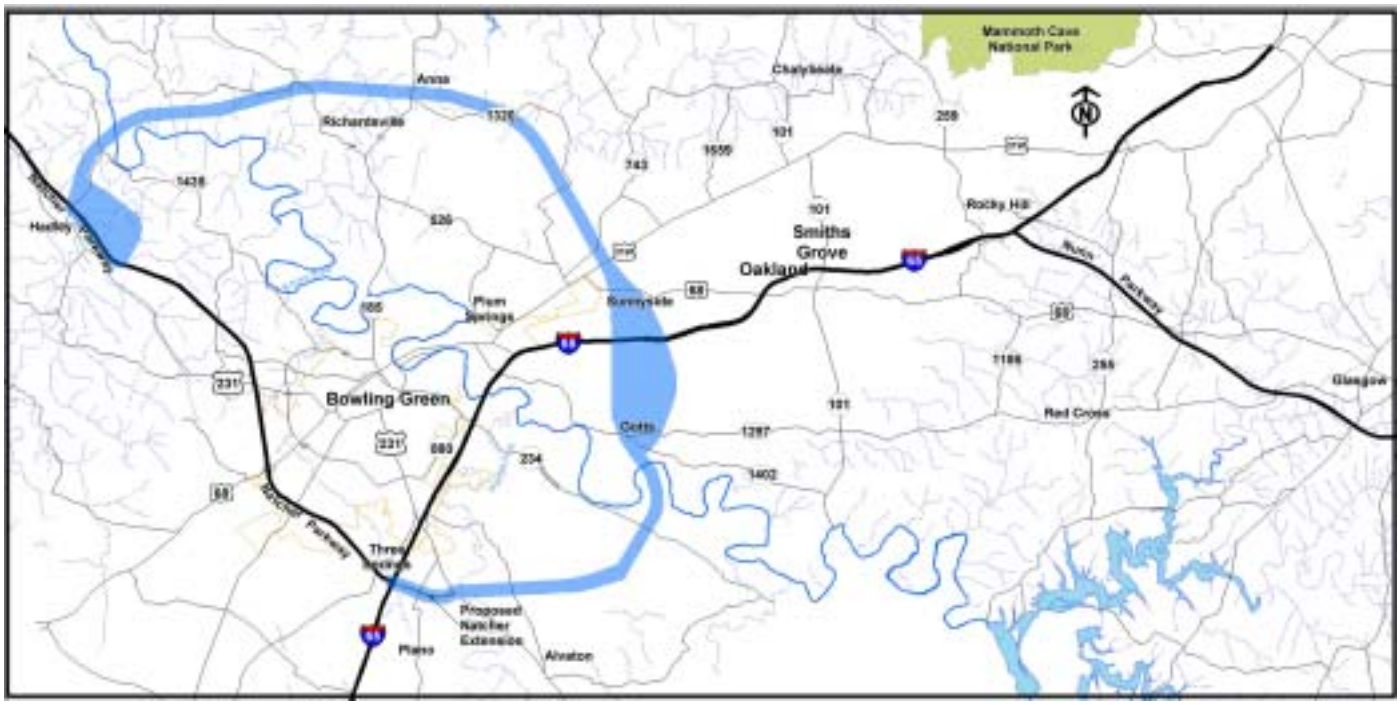
Comments/Explanation

Screening of Outer Beltline Corridors

Corridor F

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

RECOMMENDATIONS

Not considered for further evaluation

Screening of Outer Beltline Corridors

Corridor F

SCREENING FOR FATAL FLAWS

		Yes	No
6.	What is the potential for this corridor to result in a non-permittable action?		x
	Comments/Explanation		

SCREENING FOR PROJECT GOALS

		Yes	No
21.	Does this corridor accommodate the transportation needs of the Bowling Green urban area?		x
22.	Does this corridor reduce existing and forecasted traffic congestion in Warren County?		x
23.	Does this corridor strengthen the regional highway network?		x
24.	Does this corridor provide improved access to major traffic generators in Warren County?		x
	Comments/Explanation		

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

		High	Medium	Low
1.	Potential to affect 4(f), 6(f) and Section 106 resources?	x		
	If so, please identify resource Section 106 and 4 (f) along US 31 W			
62.	Potential to affect Waters of the U.S. or wetlands?			x
63.	Potential for Environmental Justice Issues (minorities and/or low income)?			x
64.	Potential to affect known areas of contamination?			x
65.	Potential to affect forests (including core forest habitat)?			x
66.	Potential to affect the range or habitat of Federally listed TE species?		x	
67.	Potential to affect protected Natural and Scenic Rivers?			x
68.	Potential to affect prime or unique farmland?	x		
69.	Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
70.	Potential to affect air quality standards?			x
71.	Potential to relocate residential or commercial establishments?			x
72.	Potential to affect neighborhoods and communities?		x	
73.	Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		
	Comments/Explanation Impacts on the sinkhole plain			

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

		Good	Fair	Poor
26.	Constructability			x
27.	Connectivity			x
28.	Total Length		33.7 mi.	
29.	New Terrain Length		33.7 mi.	
30.	Number of Intersecting Roads			
a.	US and Major State Routes		8	
b.	Other State Routes and Local Roads		40	
	Comments/Explanation			

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

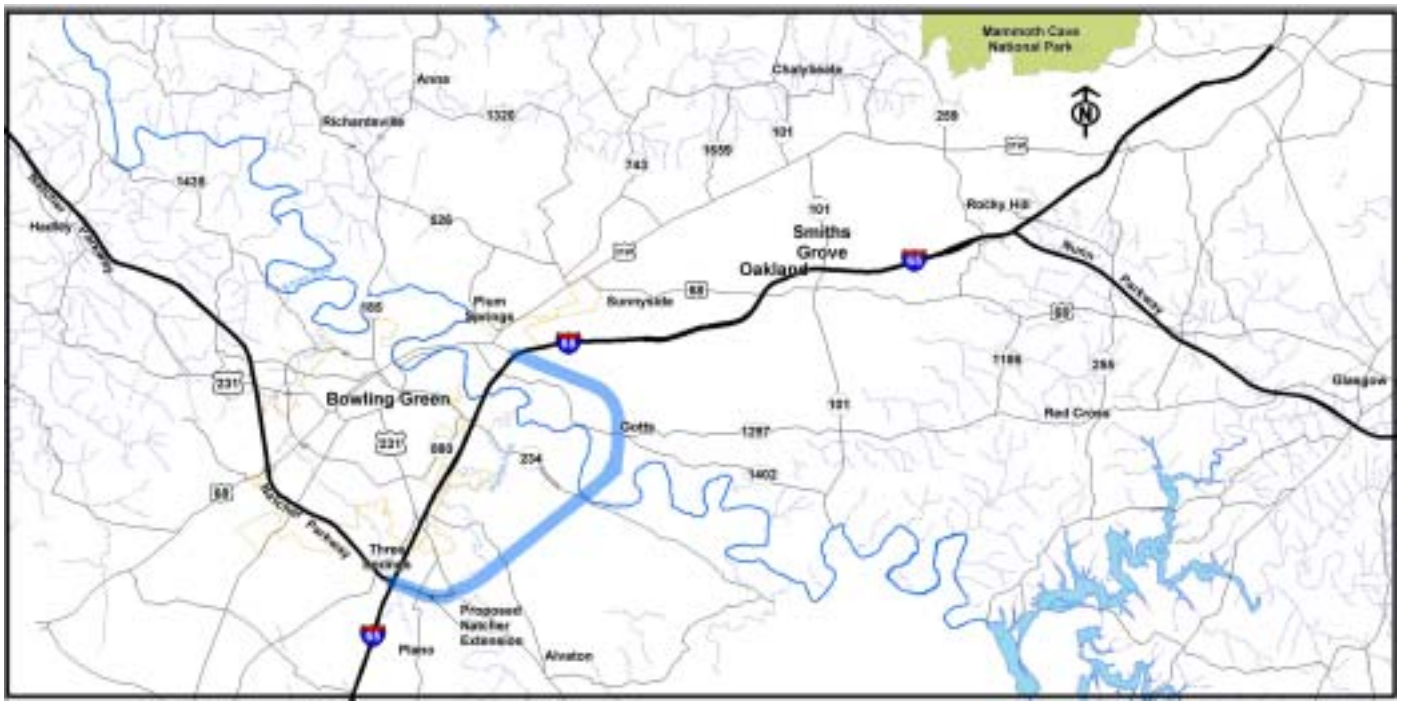
		Yes	No
16.	Does this corridor have a significant opposition by an environmental resource agency?		x
17.	Does this corridor have a significant opposition from public opinion?		x
18.	Does this corridor have a support from local and state elected officials?		x
	Comments/Explanation		

Screening of Outer Beltline Corridors

Corridor G

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

RECOMMENDATIONS

Not considered for further evaluation

Screening of Outer Beltline Corridors

Corridor G

SCREENING FOR FATAL FLAWS

	Yes	No
7. What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

	Yes	No
25. Does this corridor accommodate the transportation needs of the Bowling Green urban area?		x
26. Does this corridor reduce existing and forecasted traffic congestion in Warren County?		x
27. Does this corridor strengthen the regional highway network?		x
28. Does this corridor provide improved access to major traffic generators in Warren County?		x

Comments/Explanation

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		x	
If so, please identify resource			
74. Potential to affect Waters of the U.S. or wetlands?			x
75. Potential for Environmental Justice Issues (minorities and/or low income)?			x
76. Potential to affect known areas of contamination?			x
77. Potential to affect forests (including core forest habitat)?			x
78. Potential to affect the range or habitat of Federally listed TE species?			x
79. Potential to affect protected Natural and Scenic Rivers?			x
80. Potential to affect prime or unique farmland?			x
81. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
82. Potential to affect air quality standards?			x
83. Potential to relocate residential or commercial establishments?			x
84. Potential to affect neighborhoods and communities?		x	
85. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/Explanation Impact on sinkhole plain

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
31. Constructability		x	
32. Connectivity			x
33. Total Length		11.0 mi.	
34. New Terrain Length		11.0 mi.	
35. Number of Intersecting Roads			
a. US and Major State Routes		3	
b. Other State Routes and Local Roads		14	

Comments/Explanation

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
19. Does this corridor have a significant opposition by an environmental resource agency?		x
20. Does this corridor have a significant opposition from public opinion?		x
21. Does this corridor have a support from local and state elected officials?		x

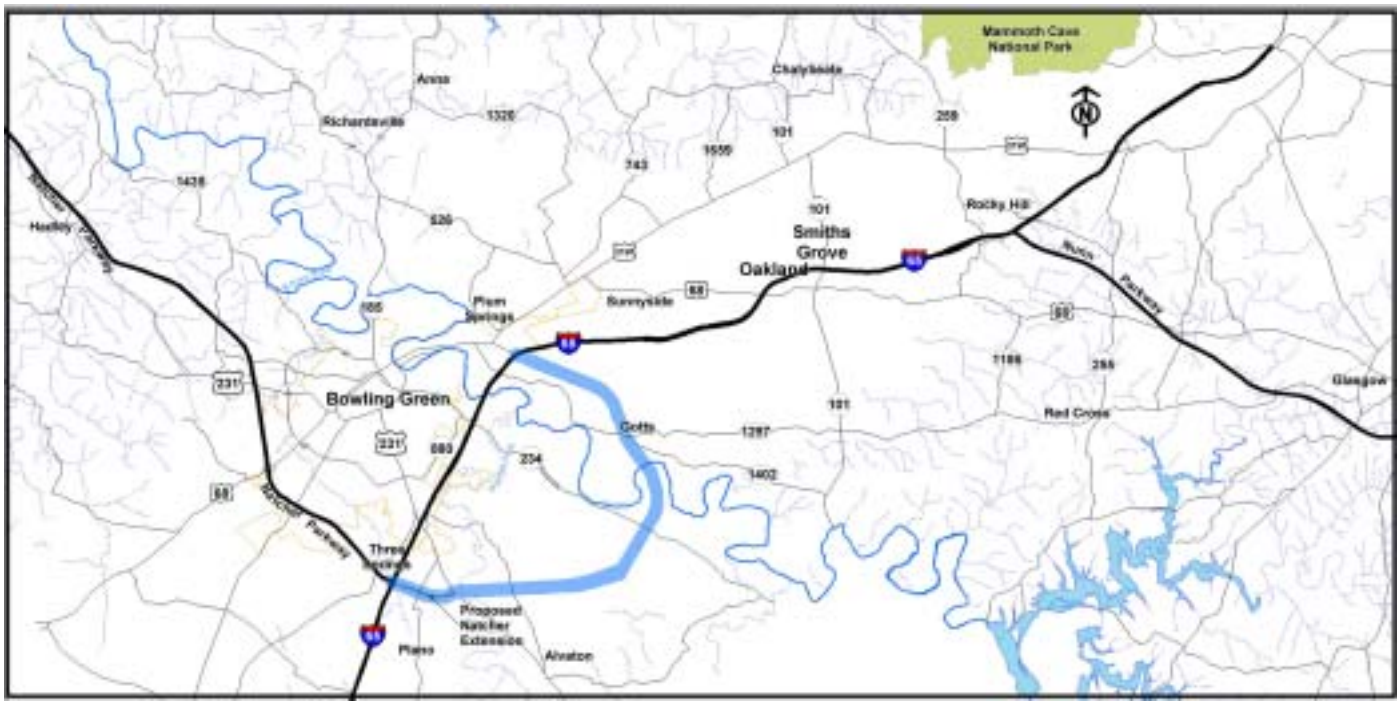
Comments/Explanation

Screening of Outer Beltline Corridors

Corridor H

DESCRIPTION

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



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

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

RECOMMENDATIONS

Not considered for further evaluation

Screening of Outer Beltline Corridors

Corridor H

SCREENING FOR FATAL FLAWS

		Yes	No
8.	What is the potential for this corridor to result in a non-permittable action?		x

Comments/Explanation

SCREENING FOR PROJECT GOALS

		Yes	No
29.	Does this corridor accommodate the transportation needs of the Bowling Green urban area?		x
30.	Does this corridor reduce existing and forecasted traffic congestion in Warren County?		x
31.	Does this corridor strengthen the regional highway network?		x
32.	Does this corridor provide improved access to major traffic generators in Warren County?		x

Comments/Explanation

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

		High	Medium	Low
1.	Potential to affect 4(f), 6(f) and Section 106 resources?		x	
	If so, please identify resource			
86.	Potential to affect Waters of the U.S. or wetlands?			x
87.	Potential for Environmental Justice Issues (minorities and/or low income)?			x
88.	Potential to affect known areas of contamination?			x
89.	Potential to affect forests (including core forest habitat)?			x
90.	Potential to affect the range or habitat of Federally listed TE species?			x
91.	Potential to affect protected Natural and Scenic Rivers?			x
92.	Potential to affect prime or unique farmland?			x
93.	Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
94.	Potential to affect air quality standards?			x
95.	Potential to relocate residential or commercial establishments?			x
96.	Potential to affect neighborhoods and communities?		x	
97.	Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		

Comments/explanation Impact to sinkhole plain

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

		Good	Fair	Poor
36.	Constructability		x	
37.	Connectivity			x
38.	Total Length		13.6 mi.	
39.	New Terrain Length		13.6 mi.	
40.	Number of Intersecting Roads			
a.	US and Major State Routes		3	
b.	Other State Routes and Local Roads		16	

Comments/Explanation

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

		Yes	No
22.	Does this corridor have a significant opposition by an environmental resource agency?		x
23.	Does this corridor have a significant opposition from public opinion?		x
24.	Does this corridor have a support from local and state elected officials?		x

Comments/Explanation