



Finding of No Significant Impact

Veterans Memorial Parkway (KY 1958) Extension

KTYC Item No. 7-8401.00

Submitted pursuant to 42 U.S.C. 4332 (2)(c) by the U.S. Department of Transportation, Federal Highway Administration and Kentucky Transportation Cabinet, Division of Environmental Analysis.

Environmental Assessment Approved: April 24, 2023

Submitted November 2023



Federal Highway Administration
FINDING OF NO SIGNIFICANT IMPACT

for

Veterans Memorial Parkway (KY 1958) Extension

From KY 627 (Boonesboro Road) to KY 89 (Irvine Road), Clark County, Kentucky
KTYC Item No. 7-8401.00

The FHWA has determined that the project's selected alternative (Blue East/Black West/Reconfigured "T" Intersection) will have no significant impact on the human environment. This FONSI is based on the attached EA, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

Submitted Pursuant To 42 U.S.C. 4332 (2)(c) by the U.S. Department of Transportation, Federal Highway Administration and Kentucky Transportation Cabinet, Division of Environmental Analysis.

Daniel R Peake 3/26/24

John Ballantyne
Federal Highway Administration
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Date

Daniel R. Peake
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Date

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PROJECT DESCRIPTION

The Kentucky Transportation Cabinet is proposing construction of the Veterans Memorial Parkway (KY 1958) Extension. This project would complete a four-lane bypass route around the western, southern, and eastern sides of the city of Winchester, in Clark County.

As it exists today, the bypass route is partially complete. Its western segment—KY 1958 (Bypass Road)—currently extends from I-64 to KY 627 (Boonesboro Road). Its eastern segment—the existing Veterans Memorial Parkway—begins just south of I-64, at KY 627 (Paris Road/North Maple Street) intersection, and extends to KY 89 (Irvine Road). The Parkway Extension project would connect these eastern and western segments (see **Exhibit 1**).

Kentucky’s FY 2020–FY 2026 Enacted Highway Plan included federal dollars programed for the construction phase of the Parkway Extension project. The project’s 2021 Environmental Assessment (**Appendix 1**) documents KYTC’s re-examination and update of the information prepared in a previous (2013) Draft Environmental Assessment prepared for the project but not acted upon.

PURPOSE AND NEED

The purpose of the Veterans Memorial Parkway Extension project is to improve east-west connectivity between the main roads that radiate south of Winchester and to provide a direct connection to the eastern and western segments of the existing bypass route, i.e., the existing Veterans Parkway and KY 1958. By joining these existing segments, the project would complete a southern bypass around Winchester.

Improved connectivity is needed because: 1) most of the existing

roads are narrow, winding, and were built before the adoption of modern design standards, and 2) because through-traffic seeking access to I-64 and US 60 from the south currently must travel through downtown Winchester, causing delays for both local and regional traffic.

Area transportation and land use planners also expect that the project would support anticipated growth in the less-developed area south of Winchester, in keeping with local planning objectives,¹ and would discourage uncontrolled and undesired development along US 60 and KY 627.

¹ Clark County/Winchester Comprehensive Plan (2018-2038), pp. 75.

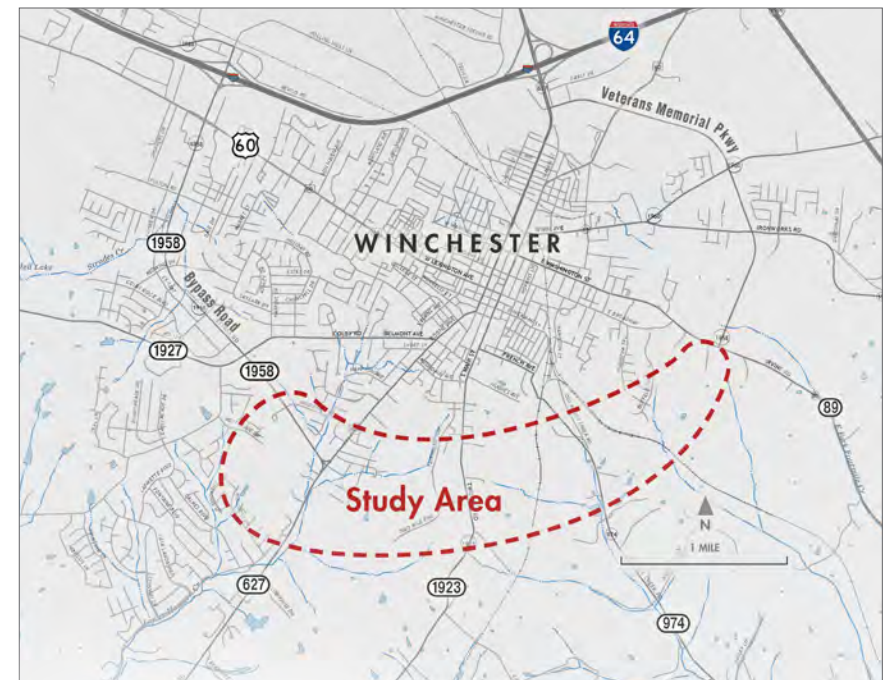


EXHIBIT 1 – Project Location

ALTERNATIVES CONSIDERED BUT ELIMINATED

KYTC explored public transportation, multimodal concepts, transportation demand management, and transportation systems management as alternatives that would not require construction of a new highway segment. None of these were found to meet the purposes of the project and each was eliminated from further consideration.

Three new highway design concepts were developed, designated as the Red, Blue, and Black alternatives, and their expected impacts were assessed and compared. After receiving comments from local governments, regulatory agencies, and the public, KYTC made the decision to drop the Red corridor from further consideration, based on its low public support, its high utility relocation and land acquisition costs, and because it would create an undesirable staggered intersection on Boonesboro Road.

After the Red Alternative was eliminated, the two remaining corridors were each divided into two segments (labeled East and West) at a point approximately one-half mile east of Boonesboro Road. This was done so that one corridor could cross over to another, creating combinations of corridors.

After studying these combinations of corridors the Black-East Alternative was dropped because of its high relocation costs. This left the Blue-East/Blue-West and Blue-East/Black West alternatives remaining for further study.

After further studying these alternatives' benefits and impact, and after receiving public input on them, KYTC made the decision to eliminate the Blue-West segment because it would result in greater impacts and would have no substantial advantage over the Black

West segment.

The highway alternatives considered but eliminated are shown on **Exhibit 2**.

Once the Red, Black-East, and Blue-West alternatives eliminated, KYTC further developed the Black-West segment, identifying two concepts at its connection to Boonesboro Road (KY 627). One consisted of an Offset "T" Intersection and the other a Reconfigured "T" Intersection. After an analysis of the traffic effects of these two, the Reconfigured "T" Intersection was selected as the most advantageous of the two. In further developing the Reconfigured "T" Intersection, a horizontal curve was placed between Boonesboro Road and Bypass Road (KY 1958) to create a new through movement to help alleviate congestion associated with the existing Boonesboro Road/Bypass Road intersection.



EXHIBIT 2 – Highway Alternatives Considered But Eliminated

SELECTED ALTERNATIVE

After distribution of the project’s Environmental Assessment document to local governments, regulatory agencies, and the public, after conducting a formal public hearing in conjunction with the EA’s distribution, and after reviewing and considering all comments received on the document and its findings, KYTC chose the Blue East/Black West/Reconfigured “T” Intersection (urban segment) as the project’s Selected Alternative (see **Exhibit 3**).

The Blue East Alternate was selected because it would cause fewer disruptions to property owners and would have a lower impact on existing utilities. The Black West Alternate (Reconfigured “T” Intersection) was selected because it would achieve an acceptable level of traffic service while also achieving cost savings because it would not require the construction of interchanges and would require less right-of-way acquisition.



EXHIBIT 3 – Selected Alternative Route Location

KYTC set the project’s logical termini at KY 89 (Irvine Road) in the east, where the existing Veterans Memorial Parkway ends, and KY 627 (Boonesboro Road) in the vicinity of Bypass Road, in the west. These locations constitute logical termini because a project built between these locations would effectively achieve the goal of completing the full bypass route around southern Winchester. The project will have independent utility because it will function as a useful transportation facility, without requiring any additional construction projects.

KYTC conducted an analysis of area traffic volumes to verify the required lane configurations for the proposed project and to estimate the effect the project would have on area traffic patterns, based on segments between major intersecting roadways (on a path representing the proposed project), and at the project termini. These segments, and the existing and forecasted traffic volumes along each, are illustrated on **Exhibit 4**. The analysis indicated that the project will operate at Level of Service A in the Design Year of 2045.

The Selected Alternative will be built with a rural typical cross section, with an access spacing interval of 1,200 feet. An urban typical section will be used for the “T” Intersection area, where access will be restricted to 600-foot intervals (see **Exhibit 5**.)

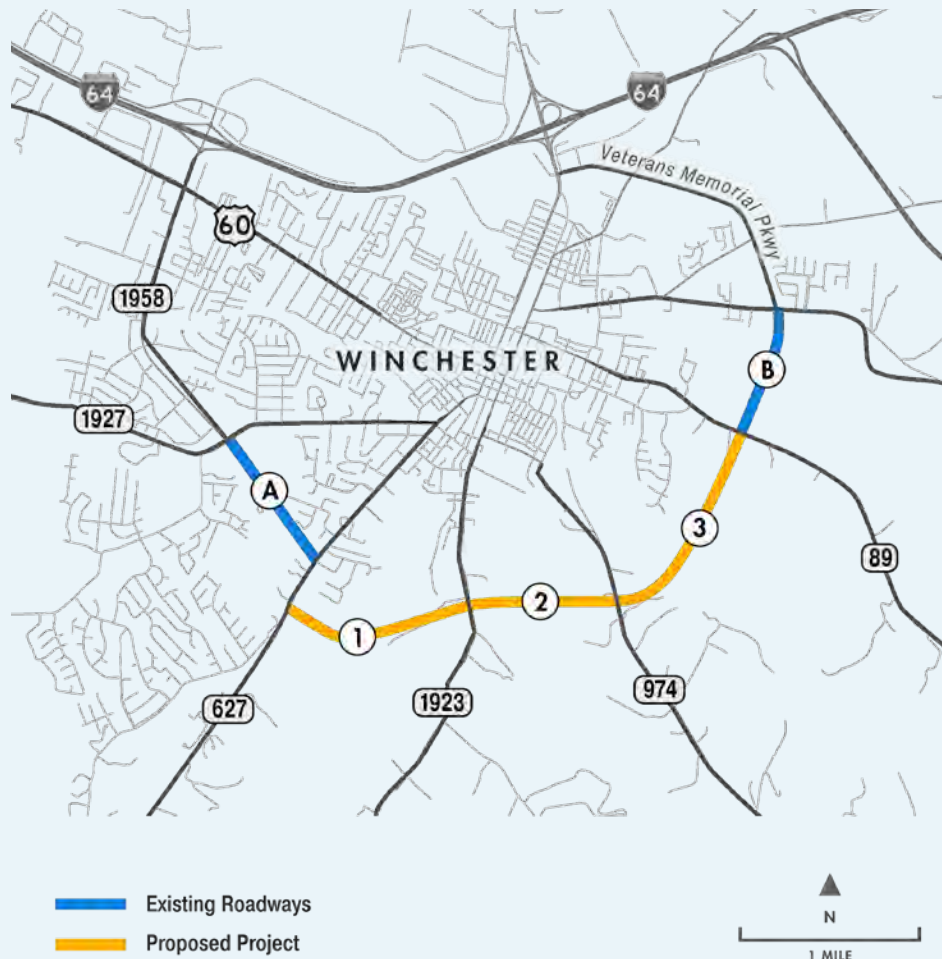
The impacts expected to be associated with the selected alternative, and the project cost estimates, are shown in **Table 1**.

ENVIRONMENTAL IMPACTS

The expected impacts the Selected Alternative will have on the human and natural environment are summarized below. Categories where no significant effect was identified, such as Section 106 resources, and hazardous materials (see **Table 1**) were discussed

Exhibit 4 – Traffic Data

TRAFFIC ANALYSIS SEGMENTS



TRAFFIC VOLUMES PER SEGMENT

	2020	2024	2045	
A	ADT	11,900	n/a	16,000
	Truck DHV	n/a	350	450
	AADTT	n/a	3,100	3,960
1	ADT	n/a	7,900	10,000
	Truck DHV	n/a	80	90
	AADTT	n/a	630	770
2	ADT	n/a	6,700	8,600
	Truck DHV	n/a	60	80
	AADTT	n/a	530	660
3	ADT	n/a	6,700	8,600
	Truck DHV	n/a	60	80
	AADTT	n/a	530	660
B	ADT	4,300	n/a	9,900
	Truck DHV	n/a	40	80
	AADTT	n/a	380	760

ADT = Average Daily Traffic
 DHV = Design Hourly Volumes
 AADTT = Average Annual Daily Truck Traffic

Note: This data was first collected in 2013 and was updated in 2021.

Exhibit 5 SELECTED ALTERNATIVE TYPICAL CROSS SECTIONS

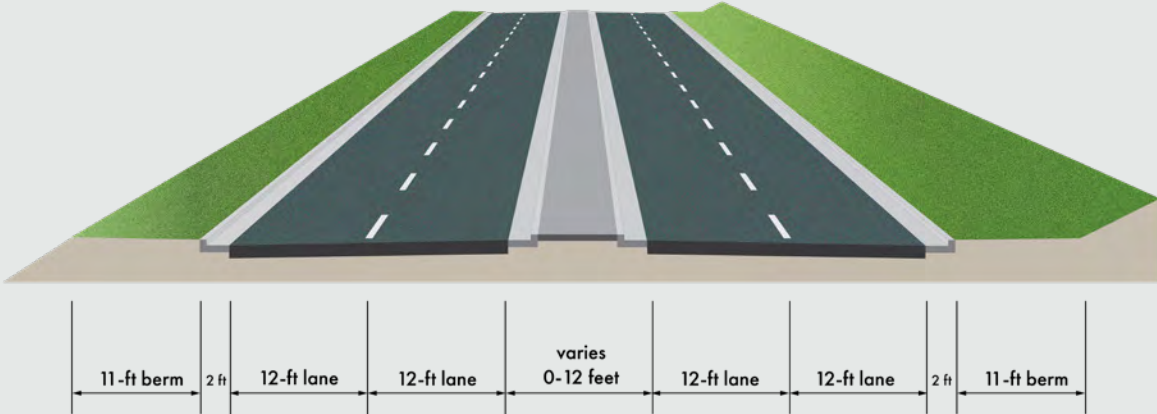
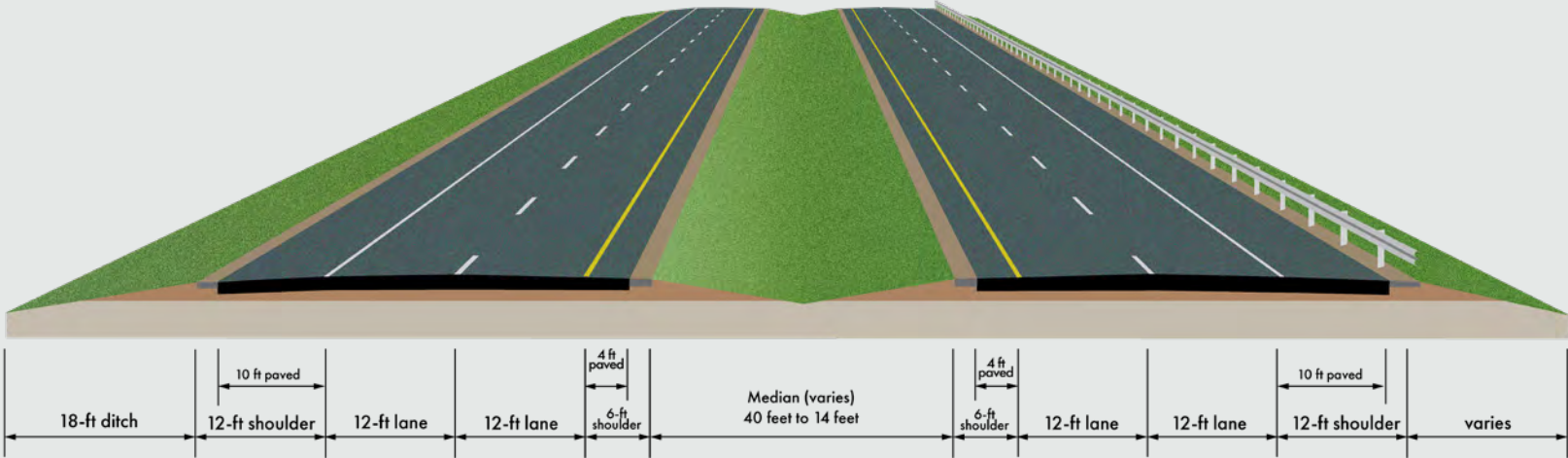


TABLE 1
Expected Impacts and Costs – Selected Alternative

IMPACTS

Air Quality	In attainment for NAAQS
Traffic Noise	
<i>receptors impacted</i>	8 parcels
<i>abatement criteria exceeded</i>	0 parcels
<i>substantial increase</i>	8 parcels
Streams (channel changes/culverts)	6,379 linear ft
Floodplains	2.3 acres
Wetlands	0.148 acres
Protected Species	17.85 acres of potential habitat affected
Section 106 Resources	0 properties*
Section 4(f) Resources	0 properties
Community Impacts	1 potential location
Relocations	6 residences
Environmental Justice	No disproportionately high and adverse impacts
Farmlands	Below threshold for mitigation
Contamination/Hazardous Materials	0 locations/sites

COSTS

Design	\$3.14 million
Right-of-Way	\$6.83 million
Utilities	\$11.47million
Construction	\$36.83 million
Total Cost	\$58.27 million

*The SHPO has concurred that the project will have No Adverse Effect on a historic farm property in the Black West segment.

in the EA, and are not further addressed in this document.

Noise

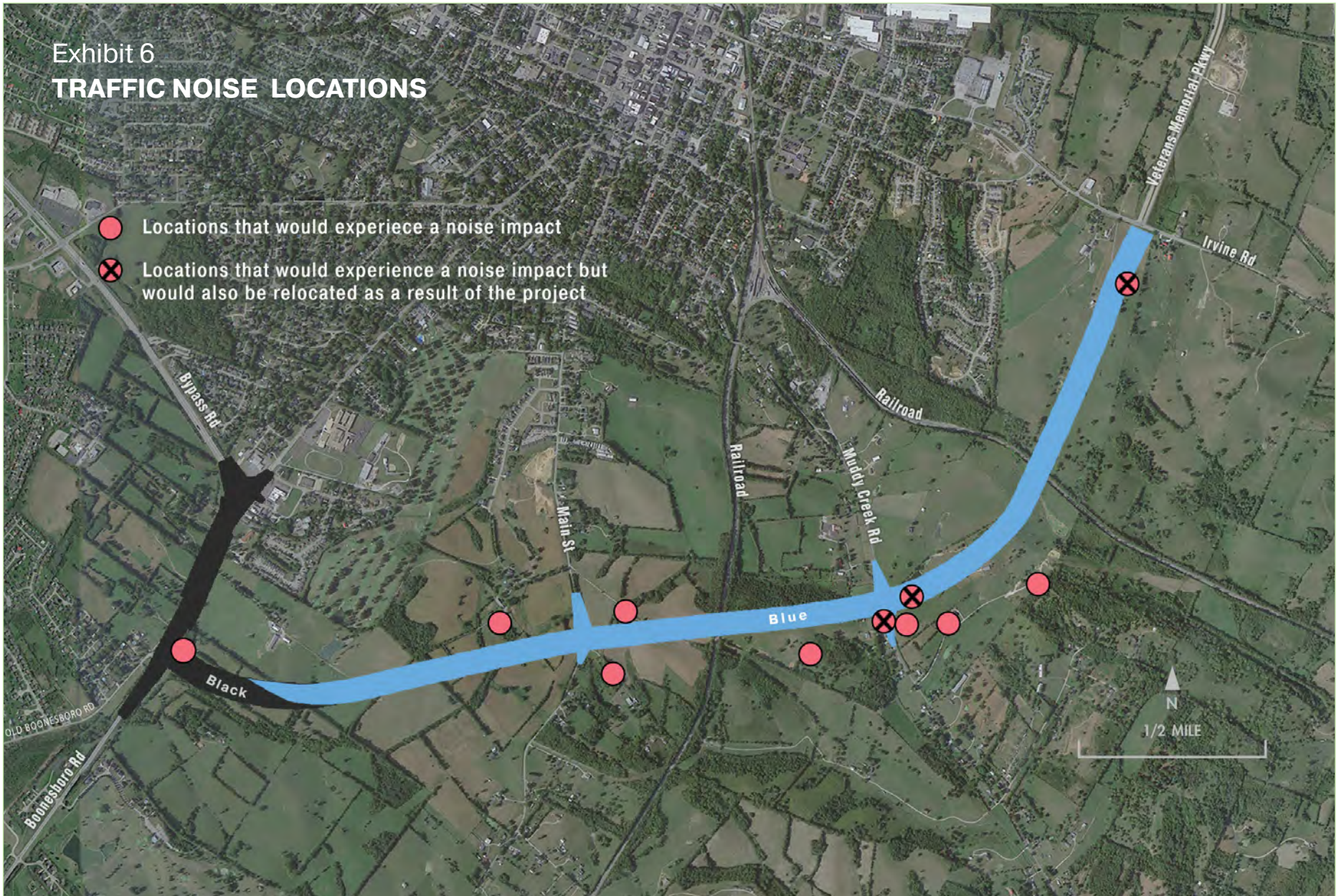
KYTC identified several noise-sensitive locations (receptors) along the Selected Alternative, most of which are residences (see **Exhibit 6**). Applying FHWA’s Traffic Noise Model (version 2.5), KYTC found that traffic noise impacts would occur in the future, with or without the project. Under the future (2045) No-Build condition, traffic noise is expected to increase by between 0 and 3 decibels over existing levels, which is consistent with the predicted increase in traffic volumes.

Along the Selected Alternative’s Blue East segment, seven receptors representing eight residences are predicted to receive a traffic noise impact because of a substantial increase in noise levels. Three additional residences receiving an impact are properties that KYTC will need to acquire and relocate. Along the Selected Alternative’s Black West segment, one residence, at the Boonesboro Road intersection, is predicted to receive a traffic noise impact because noise levels would approach or exceed the abatement criteria. At the time of the analysis was conducted, the residence was vacant and listed for sale as commercial property.² Along the Reconfigured “T” Intersection portion of the Selected Alternative, five receptors are at least 275 feet from the centerline and three are greater than 400 feet. Based on the 2020 KYTC Noise Policy, no further consideration of impacts is required for these receptors because mitigation to protect these receptors would not be acoustically feasible because there are not three receivers within a 115-foot

² This residence would not be relocated by the project and, as of January 2023, was still vacant.

Exhibit 6
TRAFFIC NOISE LOCATIONS

- Locations that would experience a noise impact
- ⊗ Locations that would experience a noise impact but would also be relocated as a result of the project



radius of each other. KYTC has determined that the project would not result in any indirect noise impacts.

KYTC evaluated sound barriers to determine if barriers would be both reasonable and feasible at locations where FHWA's noise abatement criteria will be approached or exceeded. The evaluation indicated that all barrier locations would cost more than the maximum allowed per benefited residence. As a result, KYTC concluded that noise abatement measures are not feasible and reasonable to address the traffic noise impacts that would occur as a result of the project.

Although noise and vibration effects could occur during construction of the project, such effects do not constitute a noise impact as defined by FHWA regulation and KYTC noise policies. Construction of the proposed project will be governed by KYTC Standard Specifications for Road and Bridge Construction to minimize the nuisance that can be caused by construction noise. Changes in traffic noise and short term construction noise will not result in significant impacts.

Streams, Wetlands, and Water Quality

The project corridor contains several stream systems that drain to the south, toward the Kentucky River, via Howard Creek, Fourmile Creek, and their unnamed tributaries. The Selected Alternative will cross eight streams in two sub-watersheds of the Kentucky River: Lower Howard Creek-Kentucky River, and Fourmile Creek (see **Exhibit 7**).

A field survey of biological, chemical, and physical/habitat characteristics was conducted to establish the baseline conditions of each stream and to evaluate overall aquatic community health. Field survey samples were collected at five locations.

Macroinvertebrates and fish populations at each station were sam-

pled using quantitative and qualitative methods established in the Kentucky Division of Water's Methods for Sampling Benthic Macroinvertebrate Communities in Wadable Waters. At each location, the macroinvertebrate environment was found to be in the "poor" category, meaning human activity has substantially degraded the stream and its ability to provide adequate habitat for macroinvertebrates. At three of the five locations (Lower Howard Creek at two locations and Fourmile Creek), the biotic integrity was found to be in the "poor" category. At a second location on Fourmile Creek the rating was "fair," and at the Twomile Creek sampling location the rating was "excellent." The fish encountered at each location were common species that would typically be found in small headwater streams in this region. The field survey noted that the drainage areas for these streams are very small (0.47 to 2.34 square miles) and that with such small area it is probable that the sampled streams lack flow during dry times of the year. They further noted that even though Twomile Creek scored an "Excellent" rating, this result was likely to be misleading because of the stream's small drainage area.

Stream habitat quality and water quality was assessed using a Rapid Bioassessment Protocol (RBP) developed by the USEPA and modified for use in Kentucky by the Kentucky Division of Water. Water samples were taken at each of the five stream locations. The assessment resulted in a "poor" rating for each of the five streams. Sub-optimal or marginal conditions were detected across most of the analysis categories, which led to this rating.

In addition to the loss of habitat at the project's stream crossings, the Selected Alternative's potential impacts on aquatic resources include:

- Increased sediment loading and siltation due to vegetation removal, erosion, or construction.
- Erosion of stream banks as a result of construction activities.

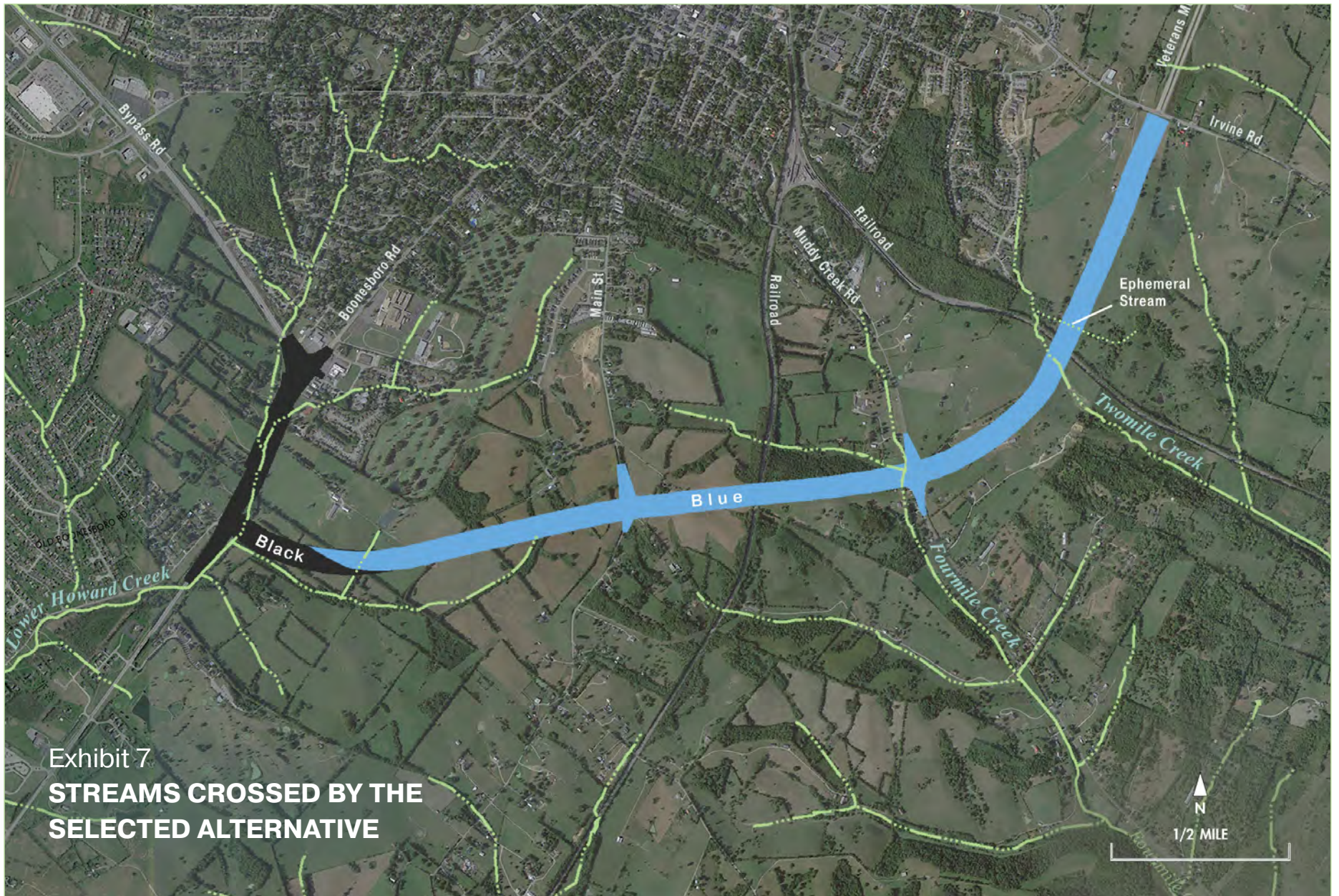


Exhibit 7
**STREAMS CROSSED BY THE
 SELECTED ALTERNATIVE**

- Increased turbidity, resulting in decreased light penetration and water clarity.
- Increased concentration of pollutants from highway runoff, construction activities, and construction equipment.
- Increased stream flows and velocities as a result of increased storm runoff.
- Increases in average stream temperatures, which can lower stream oxygen levels, affecting animal communities and promoting algal growth.
- Reductions in the amount of beneficial, naturally occurring coarse woody debris into the stream systems.

The Selected Alternative has the potential for indirect and cumulative impacts. It may indirectly affect Lower Howard's Creek—an important feature of the Lower Howard's Creek State Nature Preserve. Although this preserve is several miles downstream from the project, the project could indirectly affect it because it could receive runoff from construction activities or accidental discharges of pollutants. Although the project's field analyses found that the aquatic resources crossed by the Selected Alternative are generally of poor quality, impacts resulting from construction of the Selected Alternative could have a cumulative impact because they could result in further degradation of these already stressed resources.

To help keep stream and water quality impacts to a minimum, an erosion and sedimentation control plan, prepared in accordance with Kentucky Division of Water and KYTC guidance, will be put in place before any construction occurs. A US Army Corps of Engineers permit was prepared in 2017 identifying mitigation for 6,379 feet of impacts to jurisdictional streams and 0.148 acres of wetlands. This permit will be renewed prior to construction. With the proposed mitigation, there will not be significant impacts to water quality from the selected alternative.

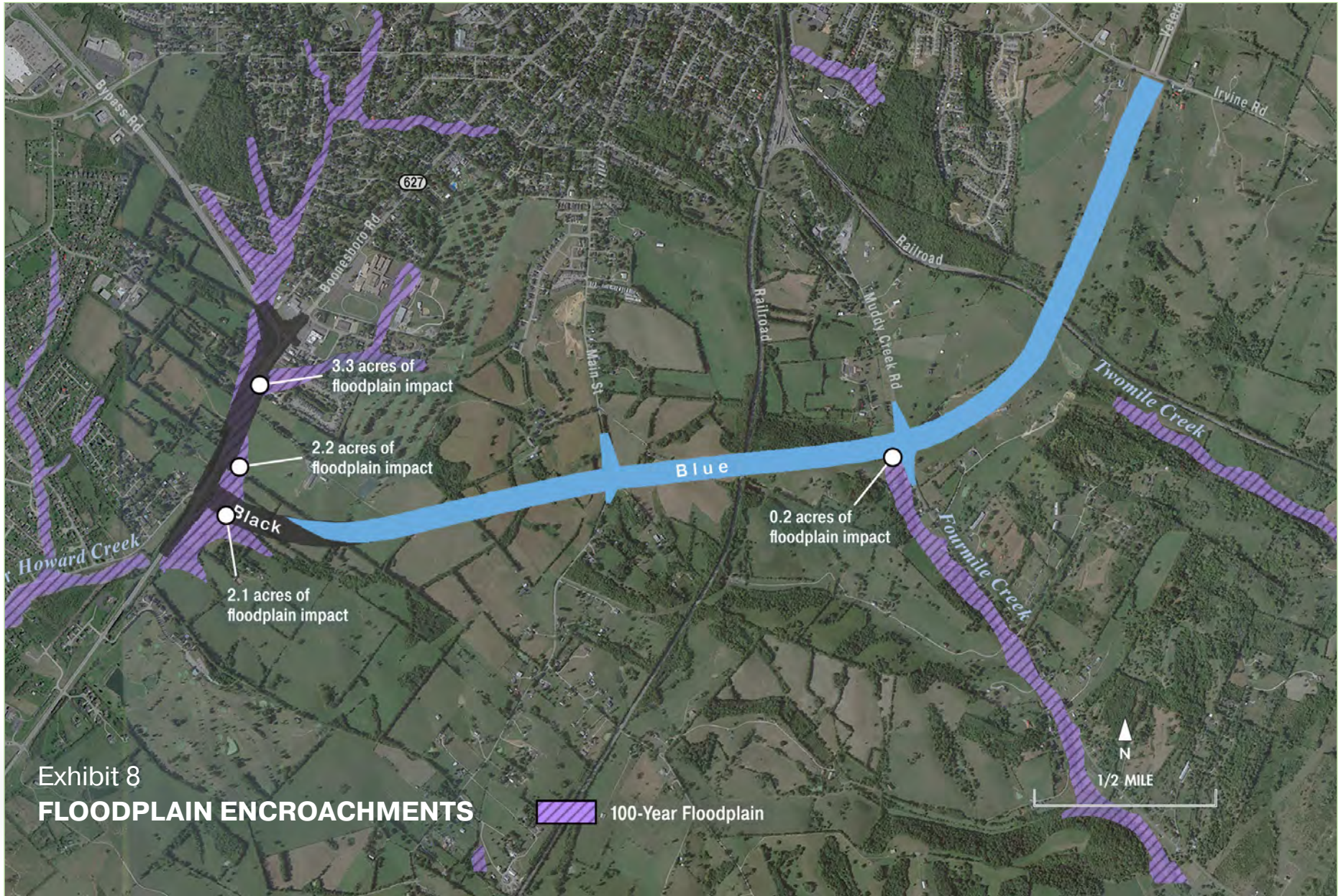
Floodplains

The evaluation of floodplain impacts was based on Federal Emergency Management Agency (FEMA) flood insurance studies and FEMA Flood Insurance Rate Maps (FIRM). As shown on **Exhibit 8**, the Selected Alternative crosses 100-year floodplain areas associated with Lower Howard Creek and crosses or abuts floodplain areas associated with Fourmile Creek. The acreages affected are 7.6 and 0.2, respectively. Efforts to minimize these acreages will be carried out by KYTC during the project's Final Design stage. These impacts are not considered significant.

Federally Threatened and Endangered Species

The project has the potential to affect federal and state-listed threatened or endangered species. Based on coordination with the US Fish and Wildlife Service, the Kentucky Department of Fish and Wildlife Resources, and the Kentucky State Nature Preserves Commission, the species that required assessment included the Gray Bat, Indiana Bat, Northern Long-Eared Bat, and Running Buffalo Clover. (Subsequent to the assessment, Running Buffalo Clover was delisted by the USFWS and is now considered recovered. No further consideration of this species is necessary.)

An assessment was conducted within the project corridor to determine if suitable habitats are present for the listed species. Mature woods in the project corridor was identified as suitable summer habitat for the Indiana Bat and Northern Long-Eared Bat. The streams and ponds in the project corridor were identified as poor-quality foraging and commuting habitat for the Gray Bat, but the mature woods in the corridor were found to provide suitable commuting habitat for this species. No potential hibernacula or roosting habitat for these bat species were identified within the project corridor. Although three sinkholes are present within one-



half mile of the project, they were found to not provide adequate bat habitat. In addition, the three culverts present in the corridor were determined to be unsuitable as potential roosting habitat for the Gray Bat. Based on the occurrence or potential occurrence of these species, and the presence of potential habitat in the project corridor, KYTC has elected to assume presence of the Gray, Indiana, and Northern Long-Eared Bat species in the project corridor.

Construction of the proposed project will result in the removal of approximately 17.9 acres of potential habitat for the Indiana Bat and Northern Long-Eared Bat, and construction activities may need to occur when these habitats are considered occupied by these species. Based on these potential impacts, the US Fish and Wildlife has assigned the determination category of “May Affect, Likely To Adversely Affect” for the Indiana Bat and Northern Long-Eared Bat. No direct or cumulative effects on the Gray Bat are anticipated as a result of the proposed project, and potential indirect effects on this species are considered insignificant. As a result, USFWS has assigned the determination category of “May Affect, Not Likely To Adversely Affect” for this species.

The KYTC will mitigate for incidental takes associated with potential direct, indirect, and cumulative impacts to the Indiana Bat and Northern Long-Eared Bat, in keeping with guidance provided in the Revised Conservation Strategy for Forest-Dwelling Bats in the Commonwealth of Kentucky,³ and will make a contribution to the Imperiled Bat Conservation Fund for use in protection of these species. With these commitments, there will be no significant impact to endangered species from the selected alternative.

³ US Fish and Wildlife Service, Kentucky Field Office. Revised Conservation Strategy for Forest-Dwelling Bats in the Commonwealth of Kentucky. Version 2: June 2016.

Section 106 Consultation

In order to fully understand the potential effect on historic structures, districts, or archaeological sites, KYTC reached out to property owners, local public officials, and members of local historic preservation groups to solicit participation in the Section 106 Consultation Process as consulting parties. An invitation to participate was included in a project newsletter sent to households in the project area. The newsletter was also made available at the County Clerk’s office, local public library, and local agricultural extension office. An invitation to become a consulting party was also posted on KYTC’s Consulting Parties Portal, which allows interested individuals to search for projects by county and includes an online application form. Despite these various outreach efforts, KYTC received no applications, and the Section 106 Consultation Process was concluded.

In a letter dated September 29, 2021, KYTC requested consultation with federally-recognized Native American Indian tribes who have jurisdiction over tribal matters in the project area. One comment was received, from the Eastern Shawnee Tribe of Oklahoma. In a letter dated November 9, 2021, the tribe’s Tribal Historic Preservation Officer stated: “... upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes no Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archaeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours).” On August 16, 2022 FHWA notified KYTC that the consultation period for the project had concluded. There are no significant impacts to historic properties, resulting in a finding of “no adverse effect”,

with SHPO concurring via letter on June 7, 2022.

Section 4(f) and Section 6(f)

No impacts to parks, or wildlife management areas were identified. There is no direct or constructive use of any historic or Section 4(f) resource. No 6(f) resources were identified in the project area. There are no significant impacts to Section 4(f) or Section 6(f) resources.

Land Use

Existing land uses in the immediate project area are predominantly low-density residential, agricultural, or undeveloped. The Winchester Comprehensive Plan (2018-2038) designates future land uses in the immediate project vicinity as predominantly single-family residential, with some planned community neighborhoods and local neighborhood/planned development categories. The comprehensive plan has been prepared assuming the Veterans Memorial Parkway Extension project will be built.

Although the project footprint is primarily outside of Winchester's city limits, it is within the City's Urban Planning and Long Range Planning boundaries (see **Exhibit 9**). These boundaries establish areas where new development is most suitable with respect to existing and planned utilities and public infrastructure.

Because the Parkway Extension project is called for in the Town's adopted comprehensive plan, and because the project would be located within the Town's urban growth boundaries, any growth supported by the project would be viewed by area planners as a positive outcome.

Indirect and cumulative land use impacts are primarily related to

growth and development in the corridor. If owners of large parcels (or owners of adjacent smaller parcels) decide to sell their property, that land may ultimately be developed into higher density residential or commercial properties, changing the character of the community from a rural to suburban. There are no significant impacts to land use.

Community Impacts

The low-density, rural pattern of residential housing in the project corridor does not create discernible neighborhoods, although some higher-density subdivision neighborhoods are present. Most residences in the project corridor are clustered along roadways. Because there are no established neighborhoods in the project corridor, and because there would be few residential relocations, KYTC does not expect the project will affect the quality or quantity of social interaction and has concluded that any changes in community cohesion will be minor. Because this project will not close any existing streets or substantially change access to properties, KYTC does not expect it will result in any substantial barrier effects. There are no significant community impacts.

Relocation Impacts

Although KYTC has attempted to minimize the need for relocations, six residential relocations will be unavoidable. These acquisitions will be conducted in accordance with the Uniform Relocation Assistance and Real Properties Act of 1970 and the Kentucky Transportation Cabinet's Relocation Assistance Program. KYTC has assessed available housing in the project vicinity and does not expect that any potential relocatees will have difficulty finding replacement housing.

The archaeological survey conducted for the project discovered a



Exhibit 9
LAND USE PLANNING

previously unidentified family cemetery. It contains three graves, dating from 1988 to 2008. This cemetery is located within the proposed right-of-way of the Blue East segment and will require relocation for construction of the Selected Alternative. There are no significant relocation impacts.

Pedestrian and Bicycle Facilities

As defined in KYTC's Complete Streets, Roads, and Highways Manual, the current project would be a rural highway and would therefore require minimal bicycle and pedestrian accommodations. The exception is along the project segment of KY 627 (Boonesboro Road), where both the Winchester-Clark County 2016 Active Transportation Plan and Clark County 2018-2038 Winchester Comprehensive Plan identify a proposed future shared use path within the project footprint. The Selected Alternative accommodates this path by including an 11-foot berm along the east side of the reconstructed KY 627. The project will not result in significant impacts to pedestrian and bicycle facilities.

Visual Impacts

The area's viewsheds primarily contain undeveloped and agricultural properties, with residences scattered along roads. There are no roadways in the project area designated as scenic highways or byways. Although the project's conversion of undeveloped land to roadway may result in negative visual impacts to residents living near the project's path, KYTC has concluded that the project's potential visual impact would not be significant, given the that much of the project area is increasingly transitioning to suburban land uses.

Impacts of Construction Activities

Short term, negative impacts of roadway projects can include in-

creased noise and air pollution, stream sedimentation, and erosion. In addition, the presence of heavy construction equipment accessing the site from existing roadways can affect area motorists. Because project will be constructed almost entirely along new alignment, it is not likely to result in any substantial traffic delays, nor will it require detours.

To minimize potential construction impacts, KYTC will ensure that all construction contractors comply with Kentucky's Standard Specifications for Road and Bridge Construction. Sedimentation and erosion will be minimized through adherence to an Erosion Control Plan developed for the project, in accordance to the Standard Specifications and KPDES permit requirements. In addition, Best Management Practices will be strictly followed. Increases in noise and air pollution from heavy construction equipment can sometimes be mitigated by adjusting the time of day that certain construction activity occurs. KYTC will monitor and adjust all such minimization measures, as needed, to ensure they are functioning effectively. There are no significant impacts from short term construction activities.

PUBLIC INVOLVEMENT

Coordination with members of the public and other key stakeholders has been ongoing throughout the life of the project.

Regulatory Agencies

Between 2010 and 2021, applicable regulatory agencies were consulted regarding potential impacts resulting from the proposed project. These included: the US Fish and Wildlife Service–KY Division, KY Department of Fish and Wildlife, KY Nature Conservancy, US Army Corps of Engineers, KY Division of Water, KY Heritage Council, KY State Historic Preservation Officer, and the Federal

Highway Administration. These agencies were each afforded opportunities to comment on the project alternatives and associated impacts as the project developed. No controversy was identified during this consultation.

Advisory Committee

A Transportation Advisory Committee composed of City of Winchester and Clark County officials, residents, and other key stakeholders was created for the project in the early 2000s. Working with KYTC, the Advisory Committee established the project goals and objectives. Having been dormant for several years, the project was re-activated in the late 2000s, with a new Advisory Committee formed in 2012. The build alternatives currently under consideration were developed jointly by KYTC and this more recent Advisory Committee, over the course of ten meetings.

Public Meeting

A public meeting was held for the project on August 13, 2012. The meeting was conducted as an informal open house, giving the public an opportunity to informally discuss the project with KYTC staff and provide comments. Approximately 100 individuals attended.

Public Hearing

The project's Environmental Assessment was signed on April 24, 2023. Copies of the EA were available for two weeks prior to the hearing on the project website, at KYTC District 7, at the Clark County public library, and the Clark County Judge and Mayor's office.

The project's public hearing was held on Thursday, August 3, 2023, at George Rogers Clark High School, in Winchester, from 5:30 p.m. to 8:00 p.m. It was conducted using an open house for-

mat, with individual "stations" set up to guide the public through the project. These stations included:

1. Hearing Sign-In—where attendees added their names to the attendance record and received an informational brochure about the project and a comment form. In total, 80 individuals signed the sign-in form.
2. Environmental Overview—which included a map showing the key environmental features in the project area and copies of the Environmental Assessment document. KYTC staff were available to discuss the project's environmental study and findings.
3. Design—where a map of the preferred alternative was on display, along with perspective drawings of the project's typical cross sections, and attendees could learn more about the project's design features and discuss the project with KYTC staff.
4. Right-of-Way—where attendees could discuss the land acquisition process with KYTC staff. Materials about the Cabinet's Relocation Assistance Program were available.
5. Testimony—where attendees could make formal comments about the study and its findings. The public was notified of the many options for providing comments for the project's hearing record. These included:

- Formal testimony submitted during the public hearing
- Paper comment form provided at the public hearing
- Email submitted to the Cabinet
- Written letter submitted to the Cabinet
- Phone call to the Cabinet

Fourteen individuals submitted comments using at least one of these methods. In total 18 different concerns or comments were

expressed. These are summarized below, along with KYTC responses.

Comment 1 (Mentioned by 3 individuals):

I am concerned that the T intersections proposed at the project termini will cause traffic back-ups. Have intersection geometry alternatives (such as smooth flow ramps for right turns, roundabouts, etc.) been considered at the project termini areas?

KYTC Response:

Future traffic volume estimates, including a estimate of truck volumes, are the basis for developing appropriate design concepts at intersections such as those at the project's termini. The concepts for these intersections were developed to keep property impacts to a minimum while still adequately accommodating the traffic volume and mix of vehicles that are expected to be using the intersections in the future.

Comment 2 (Mentioned by 3 individuals):

I am concerned about the project causing increased traffic volumes near the junior and senior high schools near the western project terminus. Has the widening of KY 627 near these schools been considered? Have other traffic improvements at the school locations been considered?

KYTC Response:

The adopted Clark County/Winchester and KYTC future transportation plans both include the proposed Veterans Memorial Parkway Extension. While neither plan shows a need to widen KY 627 in the vicinity of this project or the schools, the project's final plans will likely restrict lane closures during the beginning and end of the school day to avoid traffic backups during project

construction.

Comment 3 (Mentioned by 3 individuals):

I am concerned about the possibility that the project could cause flooding of area streams.

KYTC Response:

The EA identified impacts to the 100-year floodplain associated with this project. KYTC has coordinated with the Federal Emergency Management Agency (FEMA) concerning the potential rise in flood levels as a result of the project. A Conditional Letter of Map Revision (CLOMR) will be required. Ongoing coordination with FEMA will be carried out by KYTC during the project's Final Design stage.

Comment 4 (Mentioned by 3 individuals):

In general, I support the project.

KYTC Response:

No response required.

Comment 5 (Mentioned by 1 individual):

I feel the project will substantially reduce school bus travel times.

KYTC Response:

No response required.

Comment 6 (Mentioned by 1 individual):

I am concerned that the project does not include pedestrian accommodations at its intersection with Bypass Road.

KYTC Response:

The project has been developed in accordance with federal and

KYTC “Complete Streets” policies. Complete Streets is an approach to the development of transportation projects that takes into account not just cars and trucks but non-motorized modes of travel, too, including bicycles and pedestrian facilities. The Winchester-Clark County Active Transportation Plan (2016) inventoried existing sidewalks to find where gaps exist and to help create a plan for filling those gaps. A section of KY 627 (Boonesboro Road) within the study area is identified in the plan as one of these gaps. Although KYTC policy classifies this project as rural, without a requirement to provide pedestrian accommodations, the project’s design in the vicinity of the Bypass Road intersection has been developed to allow for development of pedestrian and bicycle facilities.

Comment 7 (Mentioned by 1 individual):

I am concerned about streams being negatively affected by the project.

KYTC Response:

Although KYTC’s analyses found that the aquatic resources in the study area are generally of poor quality, impacts resulting from the proposed project could have a cumulative impact because they would further degrade these already stressed ecosystems. To keep these kinds of impacts to a minimum, an erosion and sedimentation control plan will be developed and put in place before any construction occurs. This plan will be prepared in accordance with Kentucky Division of Water and KYTC guidance.

Comment 8 (Mentioned by 1 individual):

I am concerned that project could damage my cistern and retaining wall.

KYTC Response:

All construction contractors awarded contracts for this project will be required to follow Best Management Practices to guard against any damage to private property.

Comment 9 (Mentioned by 1 individual):

I am concerned about traffic noise levels increasing at my farm as a result of the project.

KYTC Response:

In its noise analysis for this project, KYTC identified several noise-sensitive locations (receptors) Most of these were residences. The noise analysis model required by the Federal Highway Administration (FHWA) was used to determine if these locations would receive substantial traffic noise impacts as a result of the project. KYTC’s analysis of the noise model output indicated that traffic noise impacts would occur in the future with or without the project. Because FHWA’s criteria for consideration of noise abatement would be met at certain locations, KYTC evaluated sound barriers to determine if they would be reasonable and feasible, according to federal definitions. The evaluation concluded that there are no noise abatement measures that could reasonably or feasibly address the traffic noise impacts that would occur as a result of the project, although a final decision about barriers will not be made until after completion of the project’s final design phase and public involvement process.

Comment 10 (Mentioned by 1 individual):

I am concerned about negative impacts to my driveway connection as a result of increased traffic generated by the project.

KYTC Response:

Traffic volumes on roads crossed by the proposed project are ex-

pected to increase in the future, regardless of whether the project is built. It is not possible for KYTC to mitigate for the extra time it might take for an individual to enter the street from their driveway.

Comment 11 (Mentioned by 1 individual):

I would like to know who at KYTC can be contacted if impacts to my property occur during or after construction.

KYTC Response:

KYTC does not know at this time which individuals will be assigned to this project during the construction stage. The project's website will be updated as the project progresses, however, and will include updates to contact information.

Comment 12 (Mentioned by 1 individual):

I am concerned about my property having an adequate connection to the local roadway network.

KYTC Response:

All parcels that currently have access to public roads will continue to be provided access during and after project construction.

Comment 13 (Mentioned by 1 individual):

The project is not needed; other areas in Winchester have greater needs.

KYTC Response:

Transportation planners in the Winchester/Clark County region work with planners at KYTC in a continuing, cooperative, and comprehensive process to identify transportation needs and to program projects to meet those needs. Various criteria are used to develop the list of projects included in adopted plans. Such

plans are not officially adopted for implementation until after the public has had the opportunity to review them and provide comments. Both the KYTC and Winchester/Clark County adopted plans have identified the need for the current project.

Comment 14 (Mentioned by 1 individual):

I am concerned about additional runoff from the project damaging my property.

KYTC Response:

During the final design and land acquisition stages of the project, KYTC will develop mitigation plans to address any runoff impacts that may occur. In general, all construction contractors awarded contracts for this project will be required to follow Best Management Practices to guard against any damage to private property.

Comment 15 (Mentioned by 1 individual):

I am concerned that the project's stream and water quality data in the EA is outdated.

KYTC Response:

Project related impacts were permitted in 2017 by Kentucky Division of Water and US Department of Army Corp of Engineers. These permits will be updated prior to construction.

Comment 16 (Mentioned by 1 individual):

I am concerned about Old Boonesboro Road being used by construction vehicles and by vehicles trying to avoid construction activity. Will semi-trucks will be prohibited (or discouraged) from using Old Boonesboro Road?

KYTC Response:

The project's maintenance of traffic plans will be developed to make traffic movement during construction as efficient as possible, in an attempt to discourage motorists from seeking alternate routes. KYTC cannot control where the traveling public chooses to drive. Also any prohibitions or limitations imposed on local roads would unjustifiably limit the normal users of those roads. It is possible, however, to place restrictions on the use of local roads by heavy trucks, and KYTC will consider including such restrictions as final plans are developed.

Comment 17 (Mentioned by 1 individual):

I am concerned that changes in land use in the Old Boonesboro Road area have not been considered.

KYTC Response:

Future land uses established in long range plans are factored into decisions about the need for, size, and location of transportation projects such as the Veterans Memorial Parkway Expansion project.

Comment 18 (Mentioned by 1 individual):

I am concerned about how traffic will be maintained during construction near the schools on KY 627.

KYTC Response:

The project's final plans will likely restrict lane closures during the beginning and end of the school day to avoid traffic backups during project construction.

* * * * *

No changes to the project's design concept or location were

required as a result of these comments. All comments received are contained in the public hearing transcript, which is attached as **Appendix 2**.

Project Events

There have been no events since the approval of the Environmental Assessment that have influenced the EA's conclusions.

Upon approval, this FONSI will be available for public review at KYTC District 7, at the Clark County public library, and the Clark County Judge and Mayor's office.

Project Commitments

TABLE 2

Commitment	Responsible Party	Timing
<p>Impacts to the Indiana and gray bats will be addressed following guidance in the Programmatic Biological Opinion on the Effects of Transportation Projects in Kentucky on the Indiana Bat and Gray Bat (2020 Programmatic Biological Opinion) between the Federal Highway Administration (FHWA), KYTC, and U.S. Fish and Wildlife Service Kentucky Field Office (USFWS KFO). Impacts to the northern long-eared bat will be addressed as determined by the IPaC D-Key. Mitigation will be made via a contribution to the Imperiled Bat Conservation Fund (IBCF), CMOU, and/or as guided by the USFWS IPaC D-Key.</p>	<p>KYTC Division of Environmental Analysis</p>	<p>Prior to construction activities</p>
<p>Impacts to Waters of the US (WOTUS) were permitted by the United States Army Corp of Engineers via Letter of Permission to the Kentucky Transportation Cabinet to Construct Across or Along a Stream on November 1, 2017. The Kentucky Division of Water issued a General Water Quality Certification for the Letter of Permission on November 28, 2017. This permit will be renewed prior to construction. Mitigation for the impacts to WOTUS will be required.</p>	<p>KYTC Division of Environmental Analysis</p>	<p>Prior to construction activities</p>
<p>Impacts to the floodway will be coordinated through the Federal Emergency Management Agency (FEMA). A Certified Letter of Map Revision (CLOMR) is anticipated as a result of the coordination. Ongoing coordination with FEMA will be carried out by KYTC through the project’s Final Design stage.</p>	<p>KYTC Division of Environmental Analysis</p>	<p>Prior to construction activities</p>
<p>Any structures that are proposed to be demolished and/or renovated will need an asbestos inspection and abatement, if asbestos building materials are identified they will be disposed of in an appropriately permitted landfill. This inspection/abatement needs to be conducted prior to demolition and/or renovation activities.</p>	<p>KYTC Division of Environmental Analysis</p>	<p>After right of way acquisition and prior to structure demolition</p>

Please refer to separate bound appendix document for Appendix 1, Appendix 2, and Appendix 3.

Finding of No Significant Impact

Veterans Memorial Parkway (KY 1958) Extension

KTYC Item No. 7-8401.00

APPENDIX MATERIALS

Submitted pursuant to 42 U.S.C. 4332 (2)(c) by the
U.S. Department of Transportation, Federal Highway Administration and
Kentucky Transportation Cabinet, Division of Environmental Analysis.

Environmental Assessment Approved: April 24, 2023

Submitted November 2023



APPENDIX 1

Environmental Assessment



ENVIRONMENTAL ASSESSMENT

Veterans Memorial Parkway (KY 1958) Extension
KTYC Item No. 7-8401.00

US Department of Transportation
Federal Highway Administration

Kentucky Transportation Cabinet,
Division of Environmental Analysis

March 2023



ENVIRONMENTAL ASSESSMENT

Veterans Memorial Parkway (KY 1958) Extension

From KY 627 (Boonesboro Road) to KY 89 (Irvine Road)
Clark County, Kentucky
KTYC Item No. 7-8401.00

Submitted Pursuant to 42 USC 4332(2)(c) by:

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Federal Highway Administration
Kentucky Division Office

Date



Danny Peake here 3.6.23

Kentucky Transportation Cabinet
Division of Environmental Analysis

Date

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VETERANS MEMORIAL PARKWAY EXTENSION

TIME LINE

FIRST STUDY FOR THE PROPOSED
VETERANS MEMORIAL PARKWAY
EXTENSION BEGINS ▶

1997 The Kentucky Transportation Cabinet established the Winchester Bypass* Advisory Committee (Local Officials, Stakeholders, Property Owners). Nine meetings of this committee are held over a four-year period.

*As the current project was called at the time.

2000 In February, an Environmental Overview is completed for the project. In October, a Public Meeting is held for the SE project presenting Alternative 1 (Red) and Alternative 2 (Blue).

2003 In May, KYTC prepares a study of alternative routes for the SE project. In June, two Corridor Alternatives (Red and Blue) and three KY 627 Intersection alternatives were recommended for further development.

2004 The SE project is identified as a high priority in the Winchester/Clark County Comprehensive Plan.

2010-2013 Baseline level technical reviews are completed to assess potential environmental impacts of alternatives under consideration.

STUDY RESUMES AFTER
EIGHT-YEAR PAUSE ▶

2012 KYTC establishes a new advisory committee for the SE project. Eight committee meetings are held in 2012. In April of 2012, the advisory committee selected three alternative corridors (Red, Blue, and Black) for further development. A Public Meeting is held in August, presenting these alternatives to the public. A Preliminary Line and Grade Meeting is held in October, at which the Red Alternative is dropped from further consideration.

2013 A Draft Environmental Assessment for the SE project is completed in June, but because the project was state funded, it was not submitted to FHWA for review. Subsequently, an additional KY 627 Intersection alternative is developed based on traffic demands. The "Reconfigured T-Intersection" is a variation of the Black West Alternative. In July and August, two additional advisory committee meetings are held for the project. In December, a Design Executive Summary identified Blue (East)/Black (West) T-Intersection as the preferred alternative.

PROJECT RECEIVES
FEDERAL FUNDING ▶

2020 Kentucky's FY 2020-FY 2026 Enacted Highway Plan programs federal dollars for the construction phase of the SE project. KYTC begins updating the 2013 Environmental Assessment, including supplemental baseline studies where appropriate, for the preferred alternative.

1 Project Description

The Kentucky Transportation Cabinet is proposing construction of the Veterans Memorial Parkway (KY 1958) Extension. This project would complete a four-lane bypass route around the western, southern, and eastern sides of the City of Winchester, in Clark County.

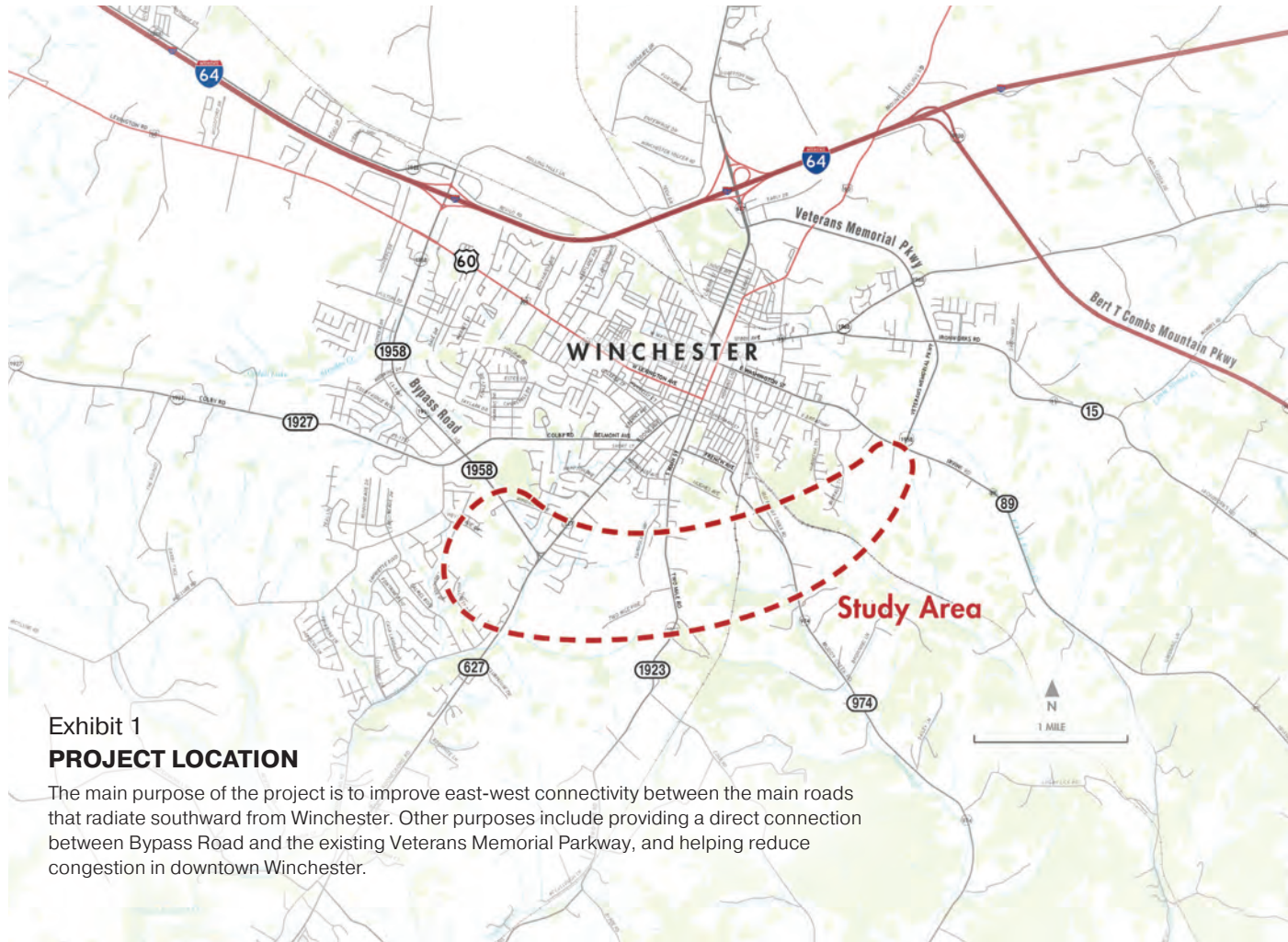
As it exists today, the bypass route is partially complete. Its western segment—KY 1958 (Bypass Road)—currently extends from I-64 to KY 627 (Boonesboro Road). Its eastern segment—the existing Veterans Memorial Parkway—begins just south of I-64, at KY 627 (Paris Road/North Maple Street) intersection, and extends to KY 89 (Irvine Road). The Parkway Extension project would connect these eastern and western segments (see **Exhibit 1**).

This connection has been under consideration since the 1990s. In 2004 KYTC formed a local Transportation Advisory Committee and with that committee's input conducted a corridor study to develop and assess possible route locations for the road. Early in the study the Committee established five goals for the project: 1) improve traffic flow and safety; 2) balance the growth of the community; 3) manage land use; 4) minimize disruption to existing facilities; and 5) minimize environmental harm. And while not all of those goals were included as elements of the project's Purpose and Need Statement, each remains in place in the current study as desirable project outcomes.

It should be noted in particular that the need for safety improvements was not identified as a project issue and was not included in the Purpose and Need Statement. Nevertheless, KYTC routinely considered the effect each project alternative would have on safety, even though the KYTC Highway Safety Manual and associated Crash Modification Factors were not in widespread use at that time. In general, KYTC concluded that shifting traffic from existing rural routes that were not typically constructed with current standard typical sections and clear zones to a newly designed route that meets modern design standards would result in a net improvement in overall highway safety.

Once the 2004 study was completed, lack of committed funding kept the project from advancing. In 2013, it was reactivated and a draft Environmental Assessment was prepared, based on refinements to the work done in 2004. Funding issues again prevented the project from being completed, however.

Kentucky's FY 2020-FY 2026 Enacted Highway Plan programmed federal dollars for the construction phase of the Veterans Memorial Parkway Extension. As a result, this 2021 Environmental Assessment documents KYTC's re-examination and update of the information prepared in the 2013 Draft Environmental Assessment (**Appendix 1**).



**Exhibit 1
PROJECT LOCATION**

The main purpose of the project is to improve east-west connectivity between the main roads that radiate southward from Winchester. Other purposes include providing a direct connection between Bypass Road and the existing Veterans Memorial Parkway, and helping reduce congestion in downtown Winchester.

1.1 THE PROJECT'S PURPOSE AND NEED

The main purpose of the project is to improve east-west connectivity between the main roads that radiate from the center of Winchester into the southern half of Clark County. Another purpose is to provide a direct connection to the eastern and western segments of the existing bypass route. The eastern segment provides connections to I-64 and the Bert T. Combs Mountain Parkway; the western segment connect to US 60 and I-64. By joining these existing segments, the project would complete a southern bypass around Winchester.

Improved connectivity is needed because the area south of Winchester lacks modern east-west routes. Most of the existing roads are narrow, winding, and were built before the adoption of modern design standards. Improved connectivity is also needed because through-traffic seeking access to I-64 and US 60 from the south currently must travel through downtown Winchester, causing delays for both local and regional traffic.

Area transportation and land use planners also expect that the project would support anticipated growth in the less-developed area south of Winchester, in keeping with local planning objectives,¹ and discourage uncontrolled and undesired development along US 60 and KY 627.

1.2 LOGICAL TERMINI AND INDEPENDENT UTILITY

The Federal Highway Administration requires that projects have what is known as "logical termini," meaning projects' begin and end points make sense with respect to the surrounding roadway network. Based on the

¹ Clark County/Winchester Comprehensive Plan (2018-2038), pp. 75.

needs described above, KYTC set the project's eastern terminus at KY 89 (Irvine Road), where the existing Veterans Memorial Parkway ends. Because of the greater number of land use constraints in western project area, KYTC defined the western terminus as somewhere along a section of KY 627 (Boonesboro Road) in the vicinity of Bypass Road, allowing development of different alternatives for connecting the new road to the existing bypass route. These begin and end points meet the definition of logical termini because a project built between these locations would most effectively achieve the goal of completing the full bypass route.

The FHWA also requires that a project have "independent utility," meaning that the project can stand alone, serving a distinct purpose or function without the need for other projects. The current project would meet the independent utility requirement because it would function on its own as a useful transportation facility, without requiring any additional construction projects.

1.3 TRAFFIC ANALYSIS

As part of the project's 2013 study, KYTC conducted an analysis of area traffic volumes² to verify the required lane configurations for the proposed project and to estimate the effect the project would have on area traffic patterns (see **Appendix 2**). This analysis was based on segments between major intersecting roadways (on a path representing the proposed project), and at the project termini. These segments, and the existing and forecasted traffic volumes along each, are illustrated on **Exhibit 2**.

² Forecast updated in 2021.

With respect to the traffic service the proposed project would provide, the traffic volumes forecasts indicate the project would operate at Level of Service A in 2045 (the “design year” for the project). As shown on the illustration (right), Level of Service A corresponds to conditions in which vehicles can move freely, with no conflicts from other vehicles.

1.4 CONSISTENCY WITH LOCAL AND STATE PLANS

The proposed project is included in the Kentucky Transportation Cabinet’s Six-Year Highway Plan (Fiscal Year 2020–2026), with \$36.08 million allocated for construction, beginning in 2024. The project is also included as a “key issue” in the 2018-2038 Winchester/Clark County Comprehensive Plan.

TRAFFIC LEVELS OF SERVICE

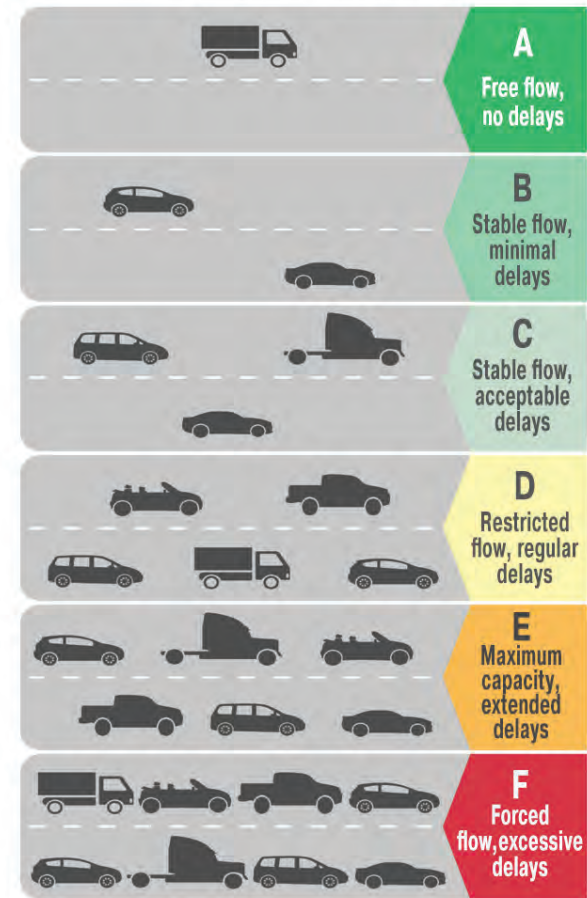


Exhibit 2
Traffic Data

TRAFFIC ANALYSIS SEGMENTS



TRAFFIC VOLUMES PER SEGMENT

	2020	2024	2045	
A	ADT	11,900	n/a	16,000
	Truck DHV	n/a	350	450
	AADTT	n/a	3,100	3,960
1	ADT	n/a	7,900	10,000
	Truck DHV	n/a	80	90
	AADTT	n/a	630	770
2	ADT	n/a	6,700	8,600
	Truck DHV	n/a	60	80
	AADTT	n/a	530	660
3	ADT	n/a	6,700	8,600
	Truck DHV	n/a	60	80
	AADTT	n/a	530	660
B	ADT	4,300	n/a	9,900
	Truck DHV	n/a	40	80
	AADTT	n/a	380	760

ADT = Average Daily Traffic
 DHV = Design Hourly Volumes
 AADTT = Average Annual Daily Truck Traffic

Note: This data was first collected in 2013 and was updated in 2021.

2 Proposed Alternatives

Identifying and analyzing alternatives is the key to ensuring that project decisions are made in an informed, objective manner.¹ For the proposed Veterans Memorial Parkway Extension Project, KYTC identified and assessed a variety of options for meeting the project's purposes. These "Build Alternatives" included different route locations for a new road, along with concepts for meeting the project purpose that would not require building a new road. The alternative of not pursuing the project—the No Build Alternative—was also examined. As described in the paragraphs below, some of these alternatives have been dropped from further consideration because they would not achieve the project's purpose or would be less advantageous than other similar options.

2.1 ALTERNATIVE CONCEPTS CONSIDERED

KYTC explored various transportation concepts that would not require building a new roadway to see if they could meet the project's purposes. These included public transportation, multimodal con-

¹ Federal Highway Administration. Transportation Decisionmaking. https://www.environment.fhwa.dot.gov/nepa/trans_decisionmaking.aspx

cepts, transportation demand management, and transportation systems management.

Public Transportation

Public Transportation alternatives included implementation or expansion of paratransit services, bus routes, bus rapid transit, and passenger rail service. With the exception of paratransit, these options can provide high-capacity, energy-efficient movement along densely traveled routes. They also serve high-density areas by offering an option for automobile owners who cannot or do not wish to drive, as well as service to those without access to an automobile.

The purposes of the current Veterans Memorial Parkway Expansion project are to improve east-west connectivity between the main roads that radiate from the center of Winchester and to provide a direct connection to the existing eastern and western segments of the bypass route (as described previously). These purposes would not be met through implementation or expansion of public transit options. Also, given that Winchester and Clark County are not high-density areas, most public transit options would not be financially feasible. For these reasons, KYTC has concluded that public

transportation options would not meet the purposes of the project and have dropped them from further consideration.

Multimodal Concepts

Multimodal concepts improve mobility by providing different modes of travel, beyond just vehicular travel, or combining vehicular travel with other modes. Examples include accommodating walking and bicycling, or, as discussed above, transit options. The “Complete Streets” concept has emerged as a way to examine and, when appropriate, accommodate the travel needs of people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders.

Although the Veterans Memorial Parkway Expansion project was developed prior to the 2022 implementation of KYTC’s Complete Streets policy, the concepts and practices that are formalized in the policy have been in use for many years in the development of KYTC projects. These include factors such as safety, ADA requirements, public input, functional classification, traffic volume and posted speed, context and setting, and accommodating the anticipated needs of transit, bicyclists and pedestrians. Each of these was considered in the development of alternative design concepts for the current project.

As defined in KYTC’s Complete Streets, Roads, and Highways Manual, the current project would be a rural highway and would therefore require minimal bicycle and pedestrian accommodations. The project will have indirect impacts on existing multimod-

al infrastructure in and around Winchester. The Winchester-Clark County Active Transportation Plan (2016) inventories existing sidewalks and sidewalk gaps. A section of KY 627 (Boonesboro Road) within the study area is identified in the plan as one of these gaps.

The plan also identifies existing and planned rural and urban bicycle routes, most of which fall outside of the project study area. Both the Winchester-Clark County 2016 Active Transportation Plan and Clark County 2018-2038 Winchester Comprehensive Plan identify a proposed future shared use path within the project footprint. The project’s design alternatives accommodate this path by including an 11-foot berm along both sides of the reconstructed KY 627. The proposed 12-foot (10-foot paved) shoulders along the rural portions of the new route will provide a refuge for bicyclists and pedestrians.

Due to the lack of east-west connectivity around Winchester, existing traffic utilizes parts of downtown Winchester as a cut-through, increasing congestion and hazards for pedestrians and cyclists utilizing the facilities available to them in downtown. By 2045 the new alignment is anticipated to service between 8,600 and 10,000 motorists per day, including 80-90 trucks. Removing these vehicles from the existing network is anticipated to improve the safety of the roadways within the existing and planned downtown multimodal infrastructure.

Winchester/Clark County provides limited transit services through the Kentucky River Foothills Development Council. There is current-

ly one bus route utilizing a 90-minute loop. No stops are included in the project area. However, this project could provide new route opportunities and increase operational efficiency of the route.

Transportation Demand / System Management

Transportation Demand Management is an attempt to achieve a more efficient use of transportation resources by taking steps to reduce the need, or “demand,” for use the roadway system. Typically, TDM improvements do not involve major capital investments and instead focus on techniques such as staggered work hours, encouraging the use of flex time at large employment centers, and establishing ride-sharing and other kinds carpooling options. While these techniques can be viable options in some areas, they would not achieve the purposes established for the Parkway Extension project because they rely on the existing network and would not provide the required connectivity. KYTC has concluded that TDM would not meet the project’s purposes and has dropped it from further consideration.

Transportation System Management typically consists of low-cost, minor transportation improvements to increase the capacity or operational efficiency of an existing facility. There are two main types: operational and physical. Examples of operational improvements include traffic law enforcement, access control, signal coordination, turn prohibitions, speed restrictions, and signal phasing or timing changes. Examples of physical improvements include adding turn lanes, intersection realignments, improved warning and information signs, and new traffic signals or stop signs. Because

the purposes of the project are to improve east-west connectivity between the main roads south of Winchester, and to provide a direct connection to the existing eastern and western segments of the Winchester bypass route, KYTC has determined that TSM would not meet the purposes of the project and has dropped it from further consideration.

2.2 ROADWAY ALTERNATIVES

Alternative corridors for the proposed project were first identified in the early 2000s and have been refined or eliminated at various points since then.

Early Development of Alternatives (2000-2003)

In 2000, KYTC established two roadway alternatives—designated as Red and Blue—as part of an Environmental Overview prepared for the proposed project. A public meeting was held in October of that year to present the Overview’s findings at that time.

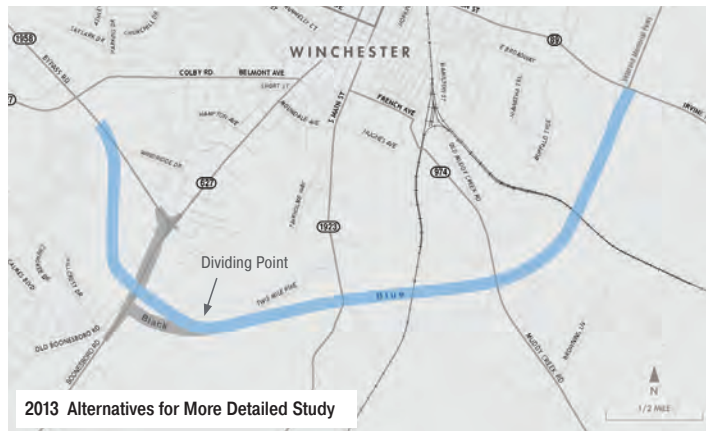
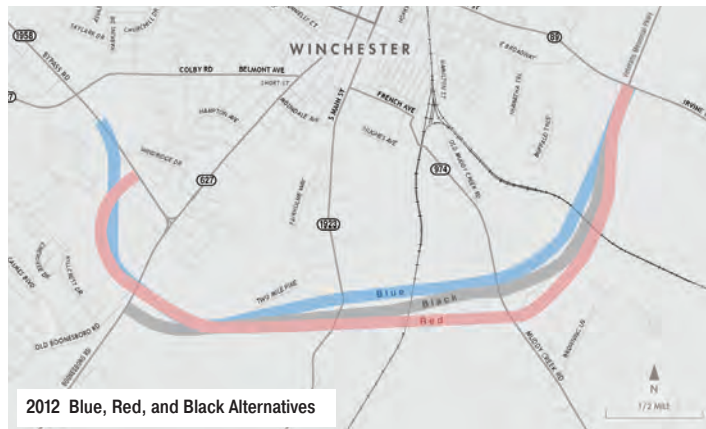
In 2003, KYTC began a more detailed study, establishing three concepts for the project’s intersection with KY 627 (Boonesboro Road). These concepts reflected attempts by KYTC and the study’s Citizen’s Advisory Committee to avoid or minimize community and environmental impacts to the greatest practical extent while still achieving the project purpose. The key impact categories included relocations, utilities, streams and floodplains, and avoiding the bisecting of larger farm tracts.

More Recent Updates (2012-2013)

In 2012, in anticipation of preparing the Environmental Assessment, KYTC established a new advisory committee. In April of that year, the advisory committee, along with the project team, came together to select three alternative corridors (Red, Blue, and Black) for further development. These corridors (**Exhibit 3**, top map) were presented to the public in August of 2012.

After receiving comments on those roadway alternatives and their potential impacts from local governments, regulatory agencies, and the public, KYTC made the decision to drop the Red corridor from further consideration, based on its low public support, its high utility relocation and land acquisition costs, and because it would create an undesirable staggered intersection on Boonesboro Road. It was also at this time that the two remaining corridors—Blue and Black—were divided into two segments (labeled East and West) at a point approximately one-half mile east of Boonesboro Road. This was done so that one corridor could cross over to another, creating combinations of corridors. The eastern portion of the Black corridor was also dropped at this time because of its high relocation costs. As a result, only one corridor location—the Blue East corridor—remained from the eastern project terminus to the dividing point east of Boonesboro Road. It was felt that this one corridor best avoided or minimized all categories of impact, compared to the Red and Black segments. From the alternative's dividing point to the western project terminus, two corridors remained for further evaluation: Blue West and Black West (**Exhibit 3**, bottom map). These combinations of alternatives were assessed in several baseline level technical reviews, the results of which formed the basis for the project's 2013 Environmental Assessment.

Exhibit 3
ALTERNATIVES STUDIED PREVIOUSLY



After working with the committee, and after receiving public input,

KYTC made the decision to eliminate the western segment of the Blue corridor because it would result in greater impacts and had no substantial advantage over the Black West segment. As a result, the one alternative for further analysis was the combination of Blue East and the Black West segments, with variations where the project would connect to Boonesboro Road. Two such variations were developed—an Offset “T” Intersection and a Reconfigured “T” Intersection. It was agreed that traffic turning movements would need to be further analyzed before a decision could be made about which of these variations would be preferable.

In 2013, a traffic forecast for turning movements on KY 627 and Bypass Road was completed and the two Black West variations were analyzed and compared. After discussions with the project’s advisory group and local officials, it was agreed that the Reconfigured “T” Intersection should be developed further and the Offset “T” Intersection should be dropped. In further developing the Reconfigured “T” Intersection, a horizontal curve was placed between Boonesboro Road and Bypass Road (KY 1958) to create a new through movement to help alleviate congestion associated with the existing Boonesboro Road/Bypass Road intersection (see **Exhibit 4**).

2.3 PREFERRED ALTERNATIVE

In December 2013, KYTC prepared a Design Executive Summary identifying the Blue East/Black West/Reconfigured “T” Intersection (urban segment) as the project’s Preferred Alternative. The Blue East Alternate was recommended because it would cause fewer disruptions to property owners and would have a lower im-

act on existing utilities. The Black West Alternate (Reconfigured “T” Intersection) was recommended because it would achieve an acceptable level of traffic service while also achieving cost savings because it would not require the construction of interchanges and would require less right-of-way acquisition.

The Preferred Alternative would be built almost entirely with a rural typical cross section, with an access spacing interval of 1,200 feet. An urban typical section would be used for the “T” Intersection area, where access would be restricted to 600-foot intervals (see **Exhibit 5**).

2.4 NO-BUILD ALTERNATIVE

The No-Build Alternative is defined as all reasonably foreseeable transportation improvements that will be implemented within the design year of the proposed project, excluding the proposed project itself. This alternative is further defined as including maintenance and short-term minor restoration activities (such as resurfacing or safety improvements) intended to maintain the continued operation of the existing roadway network. The No-Build Alternative will remain under consideration for the duration of the project’s environmental assessment process.



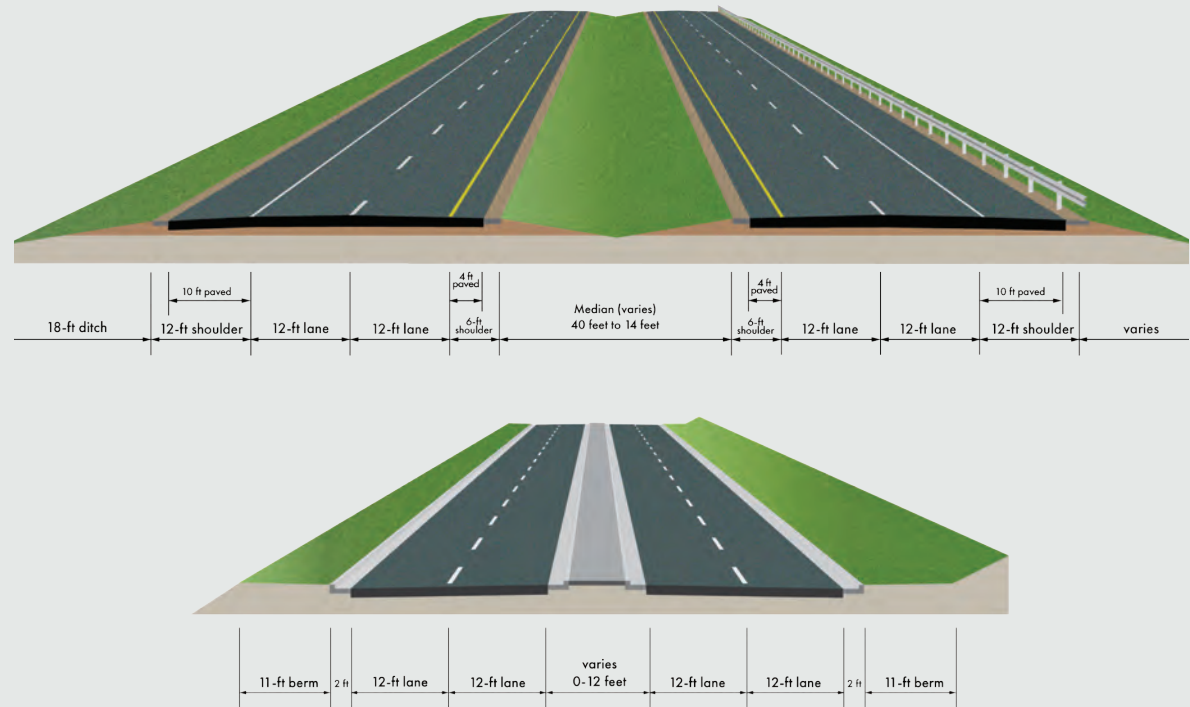
Exhibit 4
PREFERRED ALTERNATIVE

The Preferred Alternative incorporates segments from two alternatives studied previously: the Blue corridor and the Black corridor. The general path of the Preferred Alternative is shown here; the actual roadway would be narrower than this generalized illustration.

Exhibit 5

PROPOSED TYPICAL CROSS SECTIONS

A rural cross section (top) would be used for the majority of the project, with two 12-foot lanes, a grass median, and paved outside shoulders. In the "T" Intersection portion of the project (along KY 627/Boonesboro Road), an urban design would be used (bottom). It would have curbs and gutters and a narrower overall roadway width and would also include 11-foot berms on both sides of the roadway to accommodate a future multi-use path.



3 Environmental Consequences

The environmental consequences of the Blue East, Blue West, and Black West alternatives were previously documented in KYTC's June 2013 Environmental Assessment. This chapter updates that effort by identifying and addressing environmental impacts to the Blue East/Black West/Reconfigured "T" Intersection alternative (the Preferred Alternative). All impacts discussed in this chapter have been documented in technical reports prepared for this project. Technical reports, executive summaries, updated technical memos, and agency coordination completed since the 2013 draft Environmental Assessment are attached as Appendix 4.

3.1 AIR QUALITY

The Clean Air Act of 1970¹ regulates air emissions. It authorizes the US Environmental Protection Agency (USEPA) to establish national standards for air quality to protect public health and welfare and to regulate emissions of hazardous air pollutants. Six pollutants

¹ 42 U.S.C. §7401 et seq.

are targeted in the standards: carbon monoxide, nitrogen dioxide, ozone, particulate matter, sulfur dioxide, and lead. When a region's concentrations of any of these pollutants are above the established standards, the region is designated as a "non-attainment" area for that pollutant. Once the concentrations of specific pollutants are reduced enough to be within the standards, the area is designated as a "maintenance area."

In 2013, KYTC prepared an Air Quality Baseline Assessment for the proposed project and found that the project would be in compliance with the Clean Air Act standards and with all other applicable air quality regulations. Its findings are summarized below.

The project is within the Bluegrass Intrastate Air Quality Control Region, which has the status of "attainment" for all transportation-related pollutants. As an attainment area, there are currently no transportation control measures for air pollution required in the project area. In addition, current Kentucky guidelines indicate that a full air quality analysis is not required for this project because average daily traffic volumes on the project in the year it would be open to traffic

are not expected to reach the threshold required for such analysis. That threshold is 80,000 vehicles per day. The highest average daily volume on the new roadway is expected to be 16,000 vehicles, in the design year of 2045.

Likewise, the project does not meet the criteria for requiring a project-level carbon monoxide analysis and would not violate carbon monoxide standards (35 parts per million over a one-hour period, or nine parts per million over an eight-hour period).

Under USEPA regulations, this project does not require a detailed study for particulate matter, nor does it require a detailed analysis of "Mobile Source Air Toxics (MSAT)," according to FHWA's



The proposed project was found to be in compliance with the Clean Air Act standards and with all other applicable air quality regulations.

guidance. For each of the project's alternatives (including the No-Build), MSATs in the design year are expected to be significantly lower than the EPA threshold of 140,000 to 150,000 annual average daily traffic; therefore, the project is considered to have a "Low Potential for MSAT Effects."

Cumulative and Indirect Air Quality Effects

Although indirect air quality impacts on rural, commercial, or residential areas along the project corridor could occur as a result of additional growth attracted by the project, it is expected they would be minor. Because the project is not expected to cause any significant direct or indirect air quality impacts, it would not result in any cumulative air quality impacts.

For possible air quality concerns during construction, no substantial impacts are expected to occur if currently adopted rules for open burning and dust control are followed. As a result, KYTC has concluded that the project is unlikely to cause or contribute to any violation of USEPA's National Ambient Air Quality Standards.

3.2 TRAFFIC NOISE

In 2021, KYTC updated the 2012 Traffic Noise Impact Analysis using traffic volumes for existing year 2020 and design year 2045, as contained in the project's May 2021 Traffic Forecast Technical Report. The updated analysis is consistent with the current (2020) KYTC Noise Policy and was conducted in accordance with the Federal Highway Administration's Procedures for Abatement of Highway Traffic Noise and Construction Noise.

For highway projects such as the Veterans Memorial Parkway Extension, traffic noise analyses begin by measuring existing noise levels in the project area. Using these measurements as input, an FHWA-approved computer model (TNM 2.5) is used to predict the extent to which existing noise levels would change, and whether any change would be substantial enough to be considered a traffic noise impact.

The FHWA has established a set of Noise Abatement Criteria (NAC) for determining if the noise levels caused by a project would be severe enough to require consideration of measures to lower, or “abate,” them. Abatement must be considered if the predicted noise levels approach or exceed the NAC.

An impact may also be considered to occur if the project would result in a substantial noise level increase over existing conditions. In Kentucky, a substantial increase is considered to exist when a build alternative would increase noise levels over the no-build condition by 10 decibels or more.

In its 2012 analysis, KYTC identified several noise-sensitive locations (receptors) along the proposed alternatives, as shown on **Exhibit 6**. Most of these were residences. FHWA’s TNM 2.5 was used to determine if these locations would receive substantial traffic noise impacts resulting from the project.

KYTC’s analysis of the noise model output indicated that traffic noise impacts would occur in the future, with or without the project. Under the future (2045) No-Build condition, traffic noise is expected to increase by between 0 and 3 decibels over existing levels,

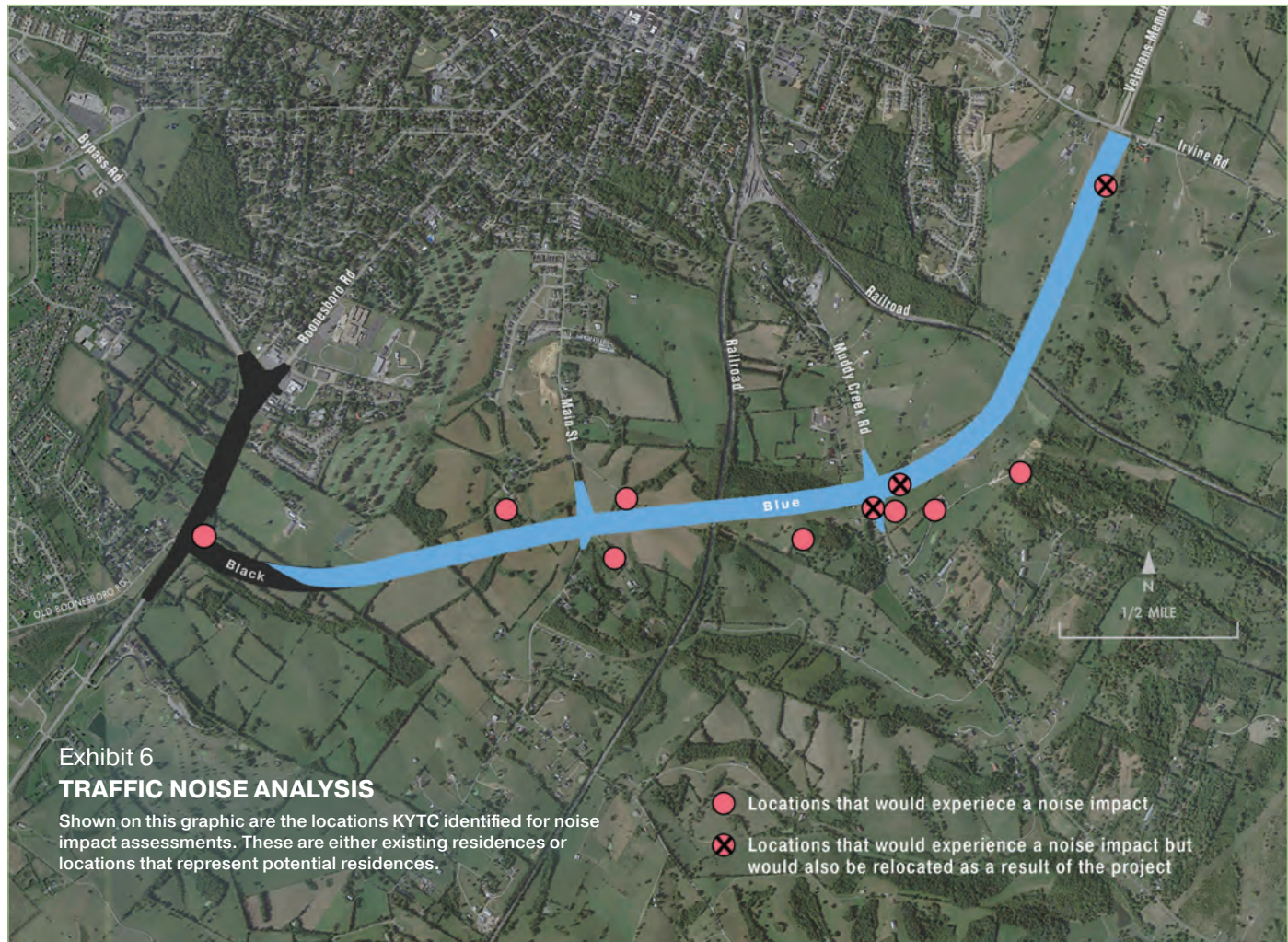
which is consistent with the predicted increase in traffic volumes.

For the Blue East segment, the 2045 noise level is predicted to range from a decrease of one decibel to an increase of up to 21 decibels, compared to existing conditions. Seven receptors representing eight residences are predicted to receive a traffic noise impact because of a substantial increase in noise levels. These include three residences in the vicinity of Two-Mile Road and five in the vicinity of Muddy Creek Road. Three additional residences receiving an impact are properties that KYTC would need to acquire and relocate.

For the Black West segment near the Winchester Country Club golf course, noise levels are predicted to increase by between one and three decibels over existing levels. One residence at the Boonesboro Road intersection of the new bypass was predicted to receive a traffic noise impact because noise levels would approach or exceed the abatement criteria. At the time of the analysis was conducted, the residence was vacant and listed for sale as commercial property.²

The Black West alternative’s Reconfigured “T” Intersection option was not evaluated in the original 2012 noise study and was added to the 2021 update. Based on design year 2045 daily hourly volumes, impacts were predicted to occur within 100 feet from the roadway edge of pavement. The five receptors are all at least 275 feet from the centerline, three being greater than 400 feet. Based

² Note that this residence would not be relocated by the project and as of January 2023 was still vacant.



**Exhibit 6
TRAFFIC NOISE ANALYSIS**

Shown on this graphic are the locations KYTC identified for noise impact assessments. These are either existing residences or locations that represent potential residences.

- Locations that would experience a noise impact
- ⊗ Locations that would experience a noise impact but would also be relocated as a result of the project

on the 2020 KYTC Noise Policy, even if modeling predicted that noise-related impacts would occur, no further consideration of impacts is required because the mitigation required to protect these receptors would not be acoustically feasible because there are not three receivers within a 115-foot radius of each other.

Under the Preferred Alternative, future traffic noise levels are expected to cause impacts. Analysis was conducted to identify impacts because noise levels would meet or exceed abatement criteria, and because noise levels would increase substantially.

Indirect and Cumulative Noise Effects

KYTC's future year (2045) noise analysis included projected traffic volumes for the proposed project as well as forecasted background traffic growth and other planned and programmed projects in the area. With each of these factors included, the noise impacts predicted in the project's noise analysis represent both direct and cumulative noise impacts.

Because a doubling of traffic volume is required to increase the sound level enough to be detected by the human ear, and because traffic volumes in the project area are not anticipated to double, any increases in sound levels beyond the project limits would likely be undetectable. As a result, KYTC has determined that the project would not result in any indirect noise impacts.

Traffic Noise Abatement

Because FHWA's noise abatement criteria would be approached or exceeded at certain receptor locations, KYTC evaluated 25 sound

barrier locations to determine if barriers would be both reasonable and feasible. Barriers within the right-of-way at a height of 20 feet (the maximum recommended height) were assessed to determine their effectiveness, cost, and construction feasibility. The results of the evaluation indicated that all barrier locations would cost more than the maximum allowed per benefited residence.

KYTC concluded that no noise abatement measures are feasible and reasonable to address the traffic noise impacts that would occur as a result of the project. A final decision about noise abatement measures will not be made, however, until after completion of the project's final design and its public involvement process.

Construction Noise

Noise and vibration impacts could occur from various sources including heavy equipment movement, possible blasting, and construction activities such as pile driving and vibratory compaction of embankments. If such impacts occur, they would be intermittent, of relatively short duration, and largely dependent on the distance to nearby receptors. Construction noise is generally less of a nuisance for new highway projects like the Veterans Memorial Parkway Extension because of the lower density of receptors. Construction noise and vibration effects do not constitute a noise impact as defined by FHWA regulation or KYTC noise policies.

Construction of the proposed project would be governed by KYTC Standard Specifications for Road and Bridge Construction to minimize the nuisance that can be caused by construction noise.

3.3 SURFACE WATERS AND AQUATIC HABITAT

Protecting water bodies from pollutants that are carried from road surfaces by rain water is important when constructing a new highway. Short-term impacts on water quality within a project area may be caused by soil erosion and sedimentation. Long-term impacts can also occur when particulates, heavy metals, organic matter, pesticides, herbicides, nutrients, and bacteria enter groundwater and surface water bodies from highway runoff. The likelihood and



When warranted, barriers are a common method for reducing traffic noise along busy roadways.

extent of these impacts often depends on the size of the waterways crossed, the number of crossings, and the time of year that construction takes place.

Aquatic habitats are the places in lakes and streams that support the life cycles of plants and animals. A common way these habitats become polluted is by the introduction of small particles that become suspended in the water and scatter the sunlight that strikes the water's surface, causing the water to become cloudy. This cloudiness is referred to as turbidity. High levels of turbidity can affect a water body's biological productivity, recreational values, and habitat quality, and cause lakes to become increasingly shallow.

Sediments entering a water body as a result of road construction can cause an increase in turbidity, which can in turn have direct negative effects on aquatic organisms by clogging or injuring gills and other respiratory surfaces. Turbidity can also negatively affect aquatic habitat by altering water chemistry and reducing concentrations of dissolved oxygen.

The following summary of aquatic resources is based on the findings of the proposed project's Aquatic and Terrestrial Baseline Assessment, prepared in 2013. It is available at the KYTC District 7 Office in Lexington.

Streams and Water Quality

The project corridor contains several stream systems that drain to

the south, toward the Kentucky River, via Howard Creek, Fourmile Creek, and their unnamed tributaries. The proposed project area would cross two sub-watersheds of the Kentucky River: Lower Howard Creek-Kentucky River, and Fourmile Creek. Eight streams would be crossed by the proposed project (see **Exhibit 7**).

KYTC's field survey of biological, chemical, and physical/habitat characteristics was conducted in August and September of 2012. This survey established the baseline conditions of each resource and evaluated overall aquatic community health. Field survey samples were collected at five locations (stations): two on Lower Howard Creek, two on Fourmile Creek, and one on Twomile Creek. Additional field studies were completed in December 2015 to identify and assess jurisdictional waters for the preparation of a Section 404 permit.

Macroinvertebrate Survey

Macroinvertebrates are animals without spines that are large enough to be seen by the human eye. Macroinvertebrates at each station were sampled using quantitative and qualitative methods established in the Kentucky Division of Water Methods for Sampling Benthic Macroinvertebrate Communities in Wadable Waters. At each of the five sampling locations, the macroinvertebrate environment was found to be in the "poor" category, meaning human activity has substantially degraded the stream and its ability to provide adequate habitat for macroinvertebrates.

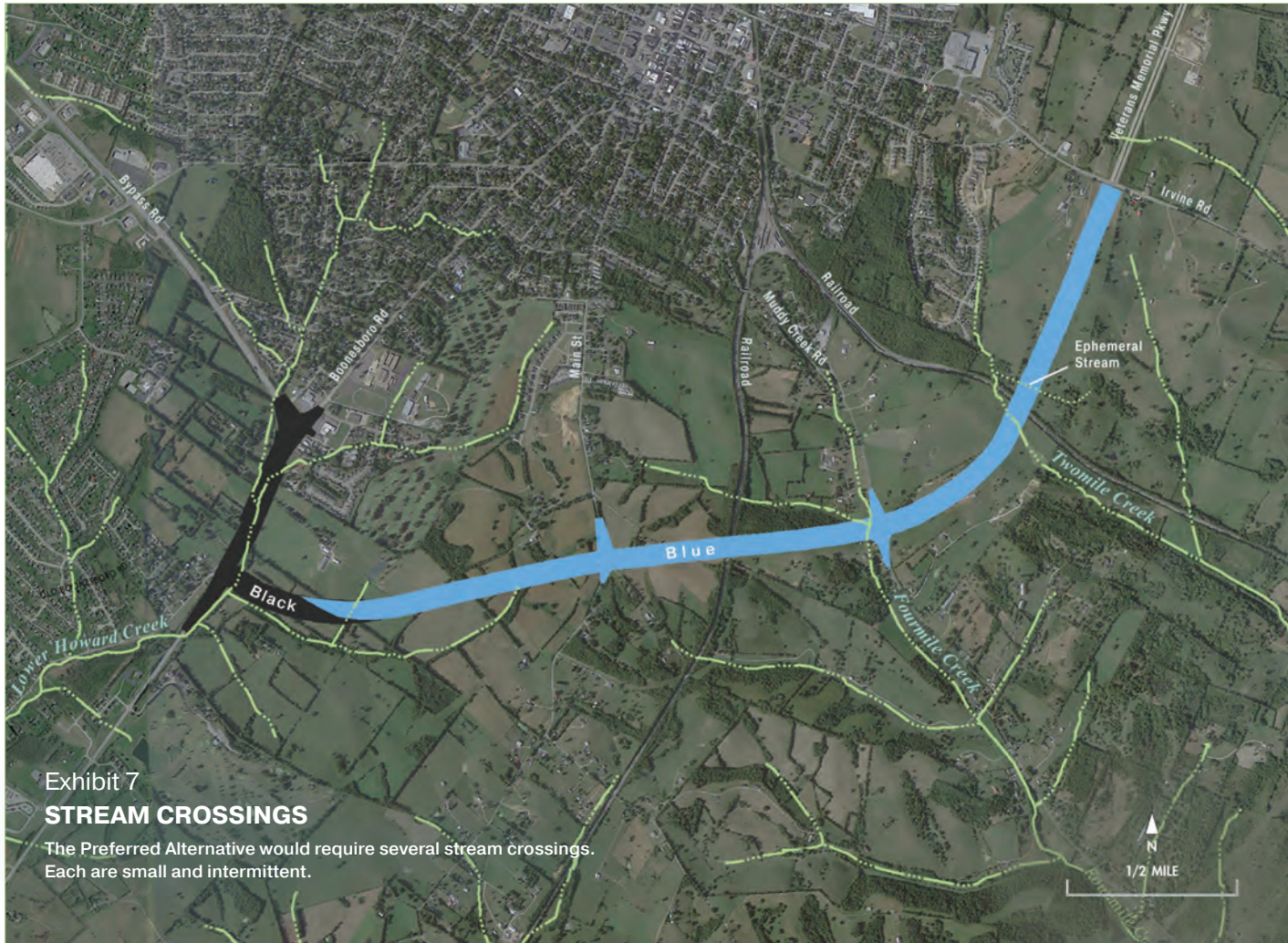
Fish Survey

Fish sampling was conducted following protocols from the Kentucky Division of Water. In a manner similar to the macroinvertebrate assessment, KYTC's biologists used the Kentucky Division of Water Standard Operating Procedure Collection Methods for Fish in Wadable Streams. At three of the five sampling stations (Lower Howard Creek at two locations and Fourmile Creek), the biotic integrity was found to be in the "poor" category. At a second location on Fourmile Creek the rating was "fair," and at the Twomile Creek sampling location the rating was "excellent."

All of the fish encountered at these sampling stations were common species that typically would be found in small headwater streams in this region. KYTC biologists noted that the drainage areas for these streams are very small (0.47 to 2.34 square miles) and that with such small drainages it is probable that the sampled streams lack flow during dry times of the year. They further noted that even though Station 4 (Twomile Creek) scored an "Excellent" rating, this result was likely to be misleading because of the stream's small drainage area.

Water Quality

Stream habitat and water quality was assessed using a Rapid Bioassessment Protocol (RBP) developed by the USEPA and modified for use in Kentucky by the Kentucky Division of Water. Water samples were taken at each of the five stream sampling stations.



The results of the sampling analysis indicated that each of the five streams scored a rating of “poor.” Sub-optimal or marginal conditions were detected across most of the analysis categories, which led to this rating.

Potential Effects on Aquatic Resources

In addition to the loss of habitat at the project’s stream crossings, potential impacts on aquatic resources include:

- Increased sediment loading and siltation due to vegetation removal, erosion, or construction.
- Erosion of stream banks as a result of construction activities.
- Increased turbidity, resulting in decreased light penetration and water clarity.
- Increased concentration of pollutants from highway runoff, construction activities, and construction equipment.
- Increased stream flows and velocities as a result of increased storm runoff.
- Increases in average stream temperatures, which can lower stream oxygen levels, affecting animal communities and promoting algal growth.
- Reductions in the amount of beneficial, naturally occurring coarse woody debris into the stream systems.

Potential Indirect Effects

The project has the potential to affect Lower Howard’s Creek, which is an important feature of the Lower Howard’s Creek State Nature Preserve. Although this preserve is several miles downstream from the project (located at the creek’s confluence with the Kentucky

River), the project could indirectly affect it because of runoff from construction activities or accidental discharges of pollutants.

Although KYTC’s analyses found that the aquatic resources in the study area are generally of poor quality, impacts resulting from the proposed project could have a cumulative impact because they would further degrade these already stressed ecosystems.

Minimization and Mitigation Measures

To keep these kinds of impacts to a minimum, an erosion and sedimentation control plan would be developed and put in place before



Water quality was assessed using the Rapid Bioassessment Protocol developed by the US Environmental Protection Agency and modified for use in Kentucky by the Kentucky Division of Water. The results of indicated that each of the study area’s five streams scored a rating of “poor.”

any construction occurs. This plan would be prepared in accordance with Kentucky Division of Water and KYTC guidance. Examples of Best Management Practices for erosion and sedimentation control that would be used during construction include the use of dikes, berms, silt basins, and silt fencing; locating construction staging areas outside of floodplains and away from streams; and rapid re-seeding of sites where vegetation is disturbed.

Wetlands

KYTC began its analysis of wetlands by consulting the US Fish and Wildlife Service's National Wetland Inventory mapping, which provides a general picture of an area's wetland features. A field survey was conducted by KYTC representatives in August 2012 to verify those findings and to check for additional wetland areas. This survey followed procedures specified in the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region Version 2.0. The survey identified three individual wetland areas near the project's Build alternatives. As shown on **Exhibit 8**, all are in the vicinity of the Blue East Alternative.

Each of these wetlands are small farm ponds. Two have a wetland margin and one is a shallow pond dominated by emergent wetland plants. The location of these areas is such that they would not be affected by the proposed project's Build alternatives. Nevertheless, a final determination of potential impacts to jurisdictional wetlands will be made by KYTC during preparation of the project's final design plans.

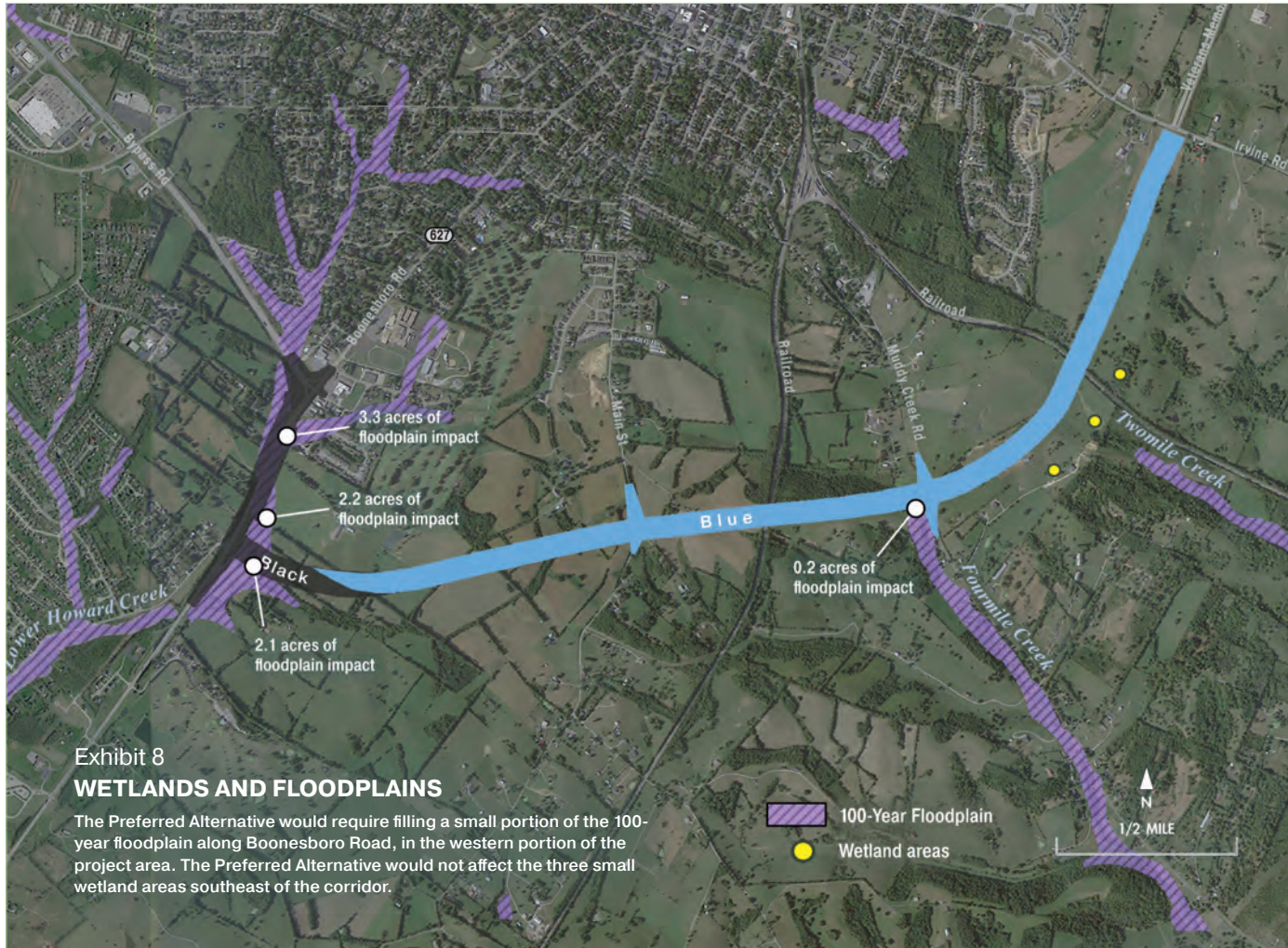
Floodplains

For regulatory purposes, floodplains are defined by the area inundated during the one percent probability flood event, more commonly referred to as the 100-year flood zone. Development in floodplains is regulated, in part, because of their many beneficial attributes. Floodplains typically:

- provide for the natural moderation of floods, the maintenance of water quality, and the recharge of groundwater
- support large and diverse populations of plants and animals
- often contain wetlands areas, which are biologically productive and provide vital breeding grounds for fish and wildlife
- may contain cultural resources including archaeological and historical sites, unique habitats for ecological study, open space, and recreation opportunities
- generally provide excellent resources for agricultural, aquacultural, and forestry production
- have aesthetic and other intangible attributes that have important social and economic value

The evaluation of floodplain impacts is based on official Federal Emergency Management Agency (FEMA) flood insurance studies and FEMA Flood Insurance Rate Maps (FIRM). These studies and maps provide a standardized way of assessing the extent to which a project may encroach upon 100-year floodplain areas.

As shown on **Exhibit 8**, the Preferred Alternative crosses 100-year floodplain areas associated with Lower Howard Creek and cross-



es or abuts floodplain areas associated with Fourmile Creek. The acreages that would be affected are 7.6 and 0.2, respectively.

Other Water Resources

The project area contains no wild or scenic rivers, exceptional waters, or Outstanding National or State Resource Waters. Groundwater in the project area tends to be of insufficient quantity and quality for human use, thus there few groundwater wells in the area. There are no gas or monitoring wells in the project's general path.

3.4 THREATENED AND ENDANGERED SPECIES

KYTC coordinated with the US Fish and Wildlife Service, the Kentucky Department of Fish and Wildlife Resources, and the Kentucky State Nature Preserves Commission to identify the project's potential for affecting any federal or state threatened or endangered species. This coordination resulted in the identification of six federally-listed species that are known to occur or have the potential to occur in Clark County. No designated critical habitat or exemplary natural communities were identified within the vicinity of the project during the review. These findings are contained in the project's 2017 Biological Assessment and are summarized in **Table 1**. In 2023, project biologists revisited these findings and ran a query of USFWS's IPaC system to check for new listed species, the findings of which are also listed in Table 1.

Selection of Species for Study

Based on coordination with the environmental agencies noted above, and review of occurrence records obtained from these agencies, the species that required assessment as a result of the 2017 BA included the Gray Bat, Indiana Bat, Northern Long-Eared Bat, and Running Buffalo Clover.

Assessment and Findings

A habitat assessment was conducted within the project corridor to determine if suitable habitats are present for the listed species. Habitats present within the project corridor include agricultural land, mature woods, young woods/scrub, and maintained areas, as well as streams and ponds. Of these, the mature woods habitat was identified as suitable summer habitat for the Indiana Bat and Northern Long-Eared Bat. The streams and ponds in the project corridor were identified as poor-quality foraging and commuting habitat for the Gray Bat, but the mature woods in the corridor do provide suitable commuting habitat for this species. As of September 2021, Running Buffalo Clover was delisted by USFWS and is now considered recovered. No further consideration of this species is anticipated.

The habitat assessment also documented the presence of any caves, sinkholes, or other features within one-half mile of the proposed project that may provide potential hibernacula (places

TABLE 1
Federally-Listed Species Potentially Occurring in the Project Area

Group	Common Name	Scientific Name	Federal Status	Designating Agency*
Mammal	Gray Bat	<i>Myotis grisescens</i>	Endangered	USFWS, KDFWR, KSNPC
Mammal	Northern Long-Eared Bat	<i>Myotis septentrionalis</i>	Threatened	USFWS, KDFWR
Mammal	Indiana Bat	<i>Myotis sodalis</i>	Endangered	USFWS
Mussel	Fanshell	<i>Cyprogenia stegaria</i>	Endangered	KDFWR
Mussel	Clubshell**	<i>Pleurobema clava</i>	Endangered	USFWS
Mussel	Rabbitsfoot**	<i>Quadrula cylindrica cylindrica</i>	Threatened	USFWS
Plant	Short's Bladderpod	<i>Physaria globosa</i>	Endangered	USFWS, KSNPC
Plant	Running Buffalo Clover***	<i>Trifolium stoloniferum</i>	Endangered	USFWS, KSNPC

*US Fish and Wildlife Service (USFWS); Kentucky Department of Fish and Wildlife Resources (KDFWR); Kentucky State Nature Preserves Commission (KSNPC).

**Added subsequent to preparation of the 2017 Biological Assessment.

***This species has since been delisted, effective September 6, 2021.

where bats can hibernate) or roosting habitat for the three bat species. No potential hibernacula or roosting habitat for were identified within the project corridor. Although three sinkholes are present within one-half mile of the project, they were found to not provide adequate bat habitat. In addition, the three culverts present in the corridor were determined to be unsuitable as potential roosting habitat for the Gray Bat.

The assessment also included examinations for potential Running Buffalo Clover habitat. A lack of one or more preferred habitat requirements for this species led to the conclusion that there is no suitable Running Buffalo habitat in the project corridor, and no indi-

viduals of this species were identified during the corridor field survey. It should be noted that subsequent to preparation of the 2017 BA was delisted, effective September 6, 2021; no further action with respect to this species is required.

Based on the occurrence or potential occurrence of these species in Clark County, and the presence of potential habitat in the project corridor, KYTC has elected to assume presence of the Gray, Indiana, and Northern Long-Eared Bat species in the project corridor.

Construction of the proposed project would result in the removal of approximately 17.85 acres of potential habitat for the Indiana Bat and Northern Long-Eared Bat, and construction activities may

need to occur when these habitats are considered occupied by these species. Based on these potential impacts, the US Fish and Wildlife has assigned the determination category of “May Affect, Likely To Adversely Affect” for the Indiana Bat and Northern Long-Eared Bat.

No direct or cumulative effects on the Gray Bat are anticipated as a result of the proposed project, and potential indirect effects on this species are considered insignificant. As a result, USFWS has assigned the determination category of “May Affect, Not Likely To Adversely Affect” for this species.

The KYTC will mitigate for takes associated with potential direct, indirect, and cumulative impacts to the Indiana Bat and Northern Long-Eared Bat, in keeping with guidance provided in the Revised Conservation Strategy for Forest-Dwelling Bats in the Commonwealth of Kentucky,³ and will make a contribution to the Imperiled Bat Conservation Fund for use in protection of these species.

Details of the assessment and findings for these federally-listed species are contained in the project’s 2017 Biological Assessment for the Southeast Winchester Bypass, which is on file at the KYTC District 7 headquarters, in Lexington.

As noted above, the findings of the 2017 BA were revisited in 2023. Because neither the project plans nor conditions in the study area

³ US Fish and Wildlife Service, Kentucky Field Office, Revised Conservation Strategy for Forest-Dwelling Bats in the Commonwealth of Kentucky, Version 2: June 2016.

have changed since the 2017 BA was completed, that document’s findings remain valid. As previously discussed, Running Buffalo Clover is now delisted and is no longer a concern, and two additional federally-listed mussel species have been included as potentially occurring in the project area. A Habitat Assessment i to address these species and will be completed prior to preparation of this project’s final environmental document.

3.5 FARMLAND IMPACTS

Livestock farms are present on the eastern side of KY 627, within the project corridor. Hay and row crop farming is scattered throughout the corridor. Although KYTC has attempted to locate the proposed project along property boundaries to minimize impacts to farms, several would be affected.

Pockets of land designated by the US Department of Agriculture as Prime Farmland or Statewide Important Farmland occur intermittently along the project’s path and throughout the greater area. Transportation projects with federal participation that would irreversibly convert farmland to nonagricultural uses are subject to the provisions of the Farmland Protection Policy Act. Coordination with the US Department of Agriculture is required on such projects. This coordination results in a scoring of each project alternative, based on a point system contained in the USDA’s Farmland Conversion Impact Rating Form for Corridor Type Projects (NRCS-CPA-106). If a project alternative receives a score of 160 points or higher, the project sponsor must consider alternative actions, as appropriate,

that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).⁴

Coordination with USDA on project alternatives took place during the summer of 2021 and scoring for the project segments is as follows:⁵

Blue	98
Black	108
Blue/Black with "T" Intersection (Preferred Alternative)	105

USDA's Land Evaluation score, combined with the agency Corridor Assessment Criteria for the alternatives being considered, did not result in a score greater than 160. Therefore, no additional consideration of alternative alignments or mitigation is necessary.

Indirect and cumulative impacts to farmland are primarily related to the project's potential to trigger additional or more rapid development in the project vicinity. This potential was estimated when assigning values to USDA's Corridor Assessment Criteria. The Preferred Alternative is contained within the urban expansion area documented the 2018-2038 Clark County/Winchester Comprehensive Plan, and the project could have the effect of making it more appealing for farm owners to sell their land for residential and commercial development, potentially reducing the amount of farmland in the county.

4 Farmland Protection Policy Act. P.L. 97-98, Sec. 1539-1549; 7 U.S.C. 4201, et seq.

5 See appendix 4 for completed rating forms.

3.6 LAND USE AND COMMUNITY IMPACTS

A Socioeconomic Baseline Assessment for the proposed project was prepared by KYTC in 2013. The socioeconomic assessment was updated and documented in a technical memo in August 2021. The update reflects demographic data from the US Census Bureau's 2019 American Community Survey. The findings of this assessment are summarized in the sections that follow.

Existing and Future Land Use

Existing land uses in the immediate project area are predominantly low-density residential, agricultural, or undeveloped. The Winchester Comprehensive Plan (2018-2038) designates future land



The project's study area is predominantly open space and farmland.

uses in the immediate project vicinity as predominantly single-family residential, with some planned community neighborhoods and local neighborhood/ planned development categories.⁶ The latter two designations are intended to include a mix of residential, commercial, and recreational facilities.

The comprehensive plan recognizes the Parkway Extension project and has been prepared assuming the project will be built. As stated in the plan:

Completing the bypass around Winchester has been in discussion for decades and continues to be on the top of KYTC's list. The first phase of the bypass has been completed and the remaining section, the extension of the Winchester East Bypass to the Veterans Memorial Bypass (from KY 627 to KY 89), has been identified as a high priority project on the KYTC maintained Six-Year Plan.⁷

The project area is primarily outside of Winchester's city limits but is within its Urban Planning and Long Range Planning boundaries (see **Exhibit 9**). These boundaries extend beyond the city limits and establish areas where new development is most suitable with respect to existing and planned utilities and public infrastructure.

Because the Parkway Extension project is called for in the Town's adopted comprehensive plan, and because the project would be located within the Town's urban growth boundaries, any growth supported by the project would be viewed by area planners as a positive outcome.

⁶ Clark County/Winchester Comprehensive Plan (2018-2038), pp. 75. NOTE: the road and project names in this passage reflect names used earlier in the proposed project's history.
⁷ *ibid.*, pp. 124.

Indirect and cumulative land use impacts are primarily related to growth and development in the corridor. If owners of large parcels (or owners of adjacent smaller parcels) decide to sell their property, that land may ultimately be developed into higher density residential or commercial properties, changing the character of the community from a rural to suburban.

Relocations and Displacements

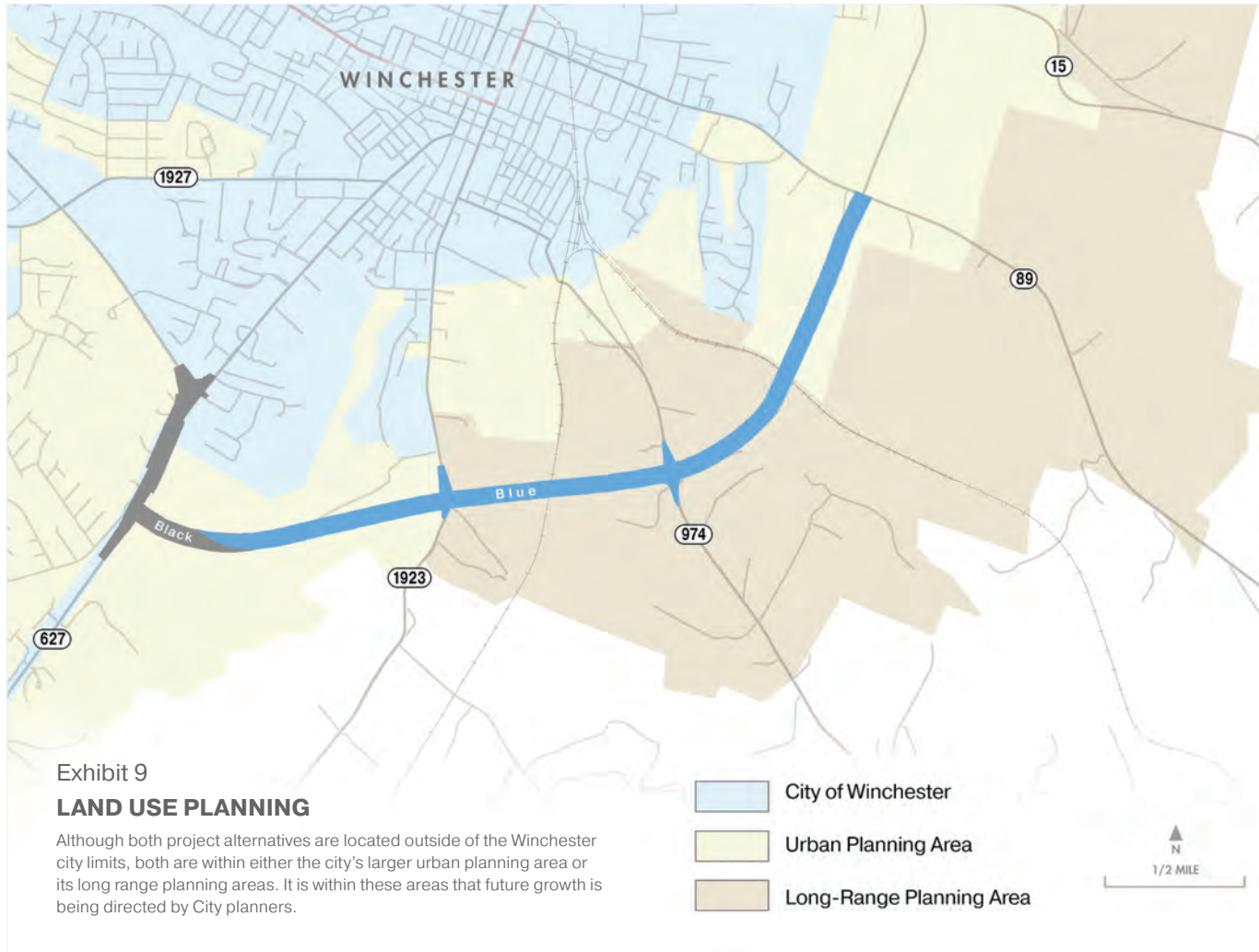
Although KYTC has attempted to minimize the need for relocations, some relocations would be unavoidable. All would be residential properties:

- Blue East 5 residences
- Black West 1 residence
- Preferred Alternative 6 residences⁸

All residential acquisitions would be conducted in accordance with the Uniform Relocation Assistance and Real Properties Act of 1970 and the Kentucky Transportation Cabinet's Relocation Assistance Program. KYTC has assessed available housing in the project vicinity and does not expect that any potential relocatees would have difficulty finding replacement housing.

As described in Section 3.7, below, an archaeological survey of the study area was conducted in April and May 2021. During that survey, a previously unidentified family cemetery was discovered. It

⁸ Note: Because they would not be relocated, the three noise-impacted residences identified during the project's noise analysis are not included on this list.



**Exhibit 9
LAND USE PLANNING**

Although both project alternatives are located outside of the Winchester city limits, both are within either the city's larger urban planning area or its long range planning areas. It is within these areas that future growth is being directed by City planners.

contains three graves, dating from 1988 to 2008. This cemetery is located within the proposed right-of-way of the Blue East segment and would require relocation with the Preferred Alternative.

Community Cohesion and Barrier Effects

Community cohesion refers to the quantity and quality of interactions among people in a community, as indicated by the degree residents know and care about their neighbors and participate in community activities. A community or neighborhood is said to be cohesive when its residents communicate and interact with each other in ways that lead to the neighborhood being seen as a singular unit.⁹

The low-density, rural pattern of residential housing in the project corridor does not create discernible neighborhoods, though some higher-density subdivision neighborhoods are present. Most project corridor residences are clustered along project area roadways. Because there are no established neighborhoods along the project corridor, and because there would be few residential relocations, KYTC does not expect the project to affect the quality or quantity of social interaction and has concluded that any changes in community cohesion would be minor.

The barrier effect refers to a separation between people or places. Communities can become separated when a new highway is built

through them and local streets are closed. This effect can be felt by individuals as a psychological impact, even when local street access is not substantially altered. The barrier effect can also affect businesses, recreational facilities, and other public facilities and services because a new road can sometimes cut off enough clients or users to have a substantial negative effect on the continued operation of a business or facility.¹⁰

Because this project would not close existing streets or substantially change access to properties, KYTC does not expect it would result in any substantial barrier effects.

Community Facility Impacts

Although there are schools, churches, golf courses, trails, and other community facilities in the project area, none would be directly affected by the project.

Environmental Justice and Civil Rights

Under Executive Order 12898 (“Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations”), the policies, programs, and plans of federal agencies may not place an unfair burden on groups of people in the US who have historically lacked political power because of socioeconomic, racial, or ethnic discrimination. Likewise, Title VI of the Civil Rights Act of 1964 requires nondiscrimination on the basis of race, col-

⁹ Litman, Todd. “Community Cohesion As A Transport Planning Objective.” Victoria Transport Policy Institute: Victoria, BC. 2009.

¹⁰ US Department of Transportation. Social Impact Assessment: A Sourcebook for Highway Planners. Report No. FHWA/RD-81/026. Washington, DC. 1982.

or, and national origin in programs that receive federal funds. As a recipient of federal funding, KYTC must demonstrate compliance with these and other regulations designed to mitigate adverse impacts on low-income people, people of color, and transit-dependent individuals.

Data from the 2010 US Census and from a 2021 Technical Memorandum indicate that median household and per capita income levels in the eastern half of the study area (corresponding to census tract 201.06—see **Exhibit 10**) are lower than elsewhere in the project corridor, the county, and the state overall. Data for census tract 201.06 also indicate a higher percentage of the population living below the poverty level and a higher percentage of minority residents in this area, compared to the other two census tracts that are crossed by the project.

Most of the population in census 201.06 is located within the Winchester city limits, outside of the project study area. Because there are few households in the portion of this census tract that would be traversed by the project, it is unlikely that the project would result in a disproportionate share of adverse impacts falling on minority or low income populations. Adverse impacts, particularly relocations, would affect a population that appears to contain a range of incomes, with few of affected households appearing to be low-income.

Other benefits and burdens to the study area population would be distributed evenly along the project corridor. Construction of the project is not expected to result in long-term, meaningful impacts

on air quality. For the Preferred Alternative, noise impacts would be spread out along the project corridor, with no areas recommended to receive noise abatement measures. Potential minority or low income households in or near the eastern part of the study area will not experience noise impacts under the build scenario. Short-term construction impacts such as dust, noise, vibration, and erosion would be experienced similarly by all residences along the proposed build alternative. Under the build scenario, all who live and work in the project area will benefit as result of improved roadway conditions, decreased travel times, and reduced cost for access to goods and services.

Pedestrian, Bicycle, and Recreational Facilities

Very few pedestrian and bicycle facilities are present in the project area; most of the existing sidewalks in the area are located north of the project corridor, in Winchester. One facility within the greater project area is the Winchester Traveling Trail, which includes unpaved walking and bicycling paths.

The proposed project does not include sidewalks or bicycle lanes, consistent with its high speed, rural design, and in keeping with the design of the roadway segments that the project would connect to at its eastern and western termini.

Public parks and recreation facilities are protected by Section 4(f) of the US Department of Transportation Act of 1966.¹¹ Section 4(f)

¹¹ Although the law is now codified in 49 U.S.C. §303 and 23 U.S.C. §138, it is still commonly referred to

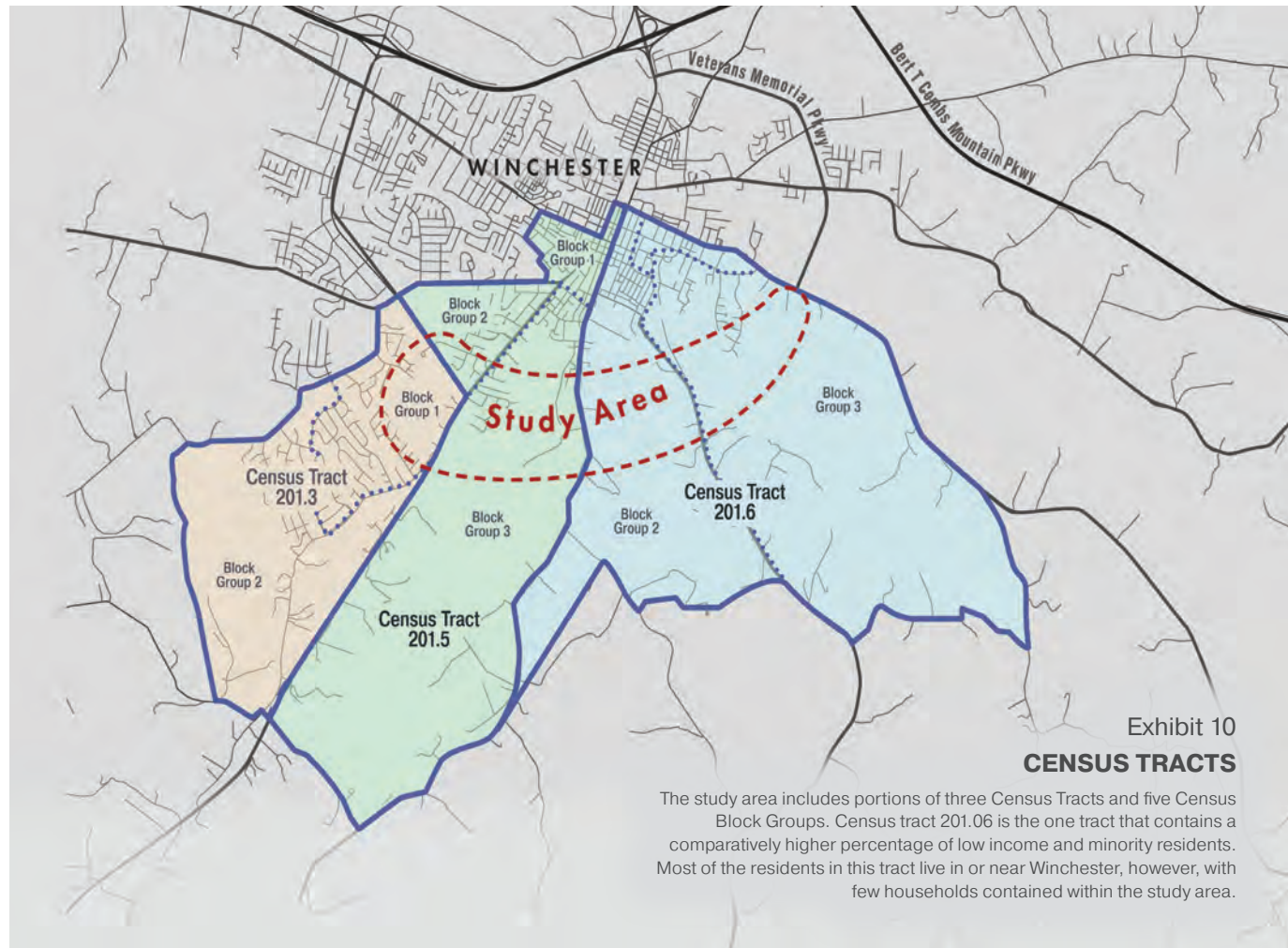


Exhibit 10
CENSUS TRACTS

The study area includes portions of three Census Tracts and five Census Block Groups. Census tract 201.06 is the one tract that contains a comparatively higher percentage of low income and minority residents. Most of the residents in this tract live in or near Winchester, however, with few households contained within the study area.

resources cannot be used by a highway project unless there is no prudent or feasible alternative available.

Three recreational facilities are located in the vicinity of the project:

Winchester Traveling Trail—This is a public facility located just north of the northern terminus of the project. It would not be directly affected by the project.

Southwind Golf Course—This is a privately-owned golf course that is open to the public. It is located just south of the proposed KY 627 intersection and would not be directly affected by the project.

Winchester Country Club—This is a privately-owned facility that is not open to the public. It is located northeast of the proposed KY 627 intersection and would not be affected by the project.

Visual Impacts

The area's viewsheds primarily contain undeveloped and agricultural properties, with residences scattered along roads. There are no roadways in the project area designated as scenic highways or byways.

The project's conversion of undeveloped land to roadway would result in negative visual impacts, experienced primarily by residents living near the project's path. Although the proposed new route

would likely be visible from the southern end of the Winchester County Club golf course, trees and adjacent farmland would likely minimize this impact.

Indirect visual effects are related to the possibility that the project could alter the location or pace of area growth and developments. If the project were to attract new residential and commercial development, the area's viewshed could ultimately transition from rural undeveloped land to more suburban viewshed.

KYTC has concluded that the project's potential visual impact would not be significant, given that much of the project area is increasingly transitioning to suburban land uses.

3.7 HISTORIC RESOURCES

Historic Structures or Districts

An overview level cultural historic survey was originally completed for the project in December 2011. The original area of potential effect (APE) for the survey was defined by a 1,000 ft buffer surrounding the environmental footprint associated with the proposed alternatives. Upon approval of the initial overview level survey, in September 2012, a Cultural Historic Baseline Survey to determine eligibility and effects of the proposed alternatives was prepared detailing the project's effects on historic resources.

In November 2020, KYTC conducted an addendum to the 2012 report to identify any additional resources associated with the Pre-

as Section 4(f).

ferred Alternative. The APE remained a 1,000 ft buffer surrounding the environmental footprint associated with the proposed alternatives. From January through March 2021, field surveys identified 148 cultural historic resources within the APE, 104 of which were previously documented. The report concluded with a recommendation of No Adverse Effect for the proposed project.

In a September 21, 2021 letter, the State Historic Preservation Officer (SHPO) officially concurred with the majority of the recommendations made in the KYTC report. One recommendation they did not concur with was KYTC's findings for resource CK-509—a horse racing farm called Fairholme. For this property, KYTC found that only its 6.2 acre residential parcel and historic driveway were significant, and not the entire 148 acre farm parcel. Initially, the SHPO was concerned that the loss of a barn (Resource H) and the splitting of the farm parcel would constitute an Adverse Effect. The SHPO also did not concur with KYTC's period of significance for the CK-509 resource.

In response to the SHPO's lack of concurrence for this resource, KYTC conducted more detailed research on the history of the Fairholme property, including gathering information on various structures' association with horse racing and photographic documentation of the loss of integrity at the site. Based on these additional research findings, the SHPO re-evaluated its assessment of CK-509 and changed its conclusion to a finding of No Adverse Effect to Historic Properties. This was documented in a letter to the

KYTC Division of Environmental Analysis, dated June 7, 2022. (See **Appendix 5**).

With this new concurrence for the CK-509 resource, the proposed project's Preferred Alternative will have no adverse effect on any historic resources. By agreement, SHPO concurrence with a finding of No Adverse Effect also results in a Section 4(f) *de minimis* determination.

Archaeological Sites

An archaeological survey was conducted for the project in April and May, 2021 by a qualified cultural resources firm under contract to KYTC. The area APE for the survey corresponded to the approximate right-of-way and proposed easements of the Preferred Alternative, encompassing an area of approximately 138 acres. Systematic shovel testing was the primary survey method, with a total of 1,285 tests conducted.

The survey resulted in the identification of nine new archaeological sites and seven isolated finds. None of the nine new sites were found to be eligible for the National Register of Historic Places. Likewise, none of the seven isolated finds met the criteria for designation as archaeological sites. Additional investigation is not necessary for any of these sites or finds.

Two sites had been recorded in the 1930s in the general vicinity of the APE, although their exact locations are unclear today. Shovel

tests conducted in an attempt to locate these sites were unsuccessful and additional investigation of these sites is not necessary. In a letter to the KYTC Division of Environmental Analysis, dated June 15, 2022, the SHPO formally concurs with KYTC's finding of No Historic Properties Affected for archaeological resources (see Appendix 5).

One modern, family cemetery was discovered during the survey, consisting of three graves dating from 1988 to 2008. Given these dates, the cemetery does not represent an archaeological site, and no further investigation is necessary.

Native American Consultation

Section 106 of the National Historic Preservation Act of 1966 (NHPA)¹² requires federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800), as does the National Environmental Policy Act of 1969 (NEPA).¹³ Section 101(d)(6)(A-B) of the NHPA notes that historic properties may have religious and/or cultural significance to Indian Tribes.

In a letter dated September 29, 2021, KYTC requested consultation with federally-recognized Native American Indian tribes who have jurisdiction over tribal matters in the project area. The purpose of the consultation was to request a determination of effect on Native

¹² 16 U.S.C. § 470-470w-6

¹³ 43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)

American Indian tribes with respect to the proposed Veterans Memorial Parkway Extension. In a letter dated November 9, 2021, the Tribal Historic Preservation Officer of the Eastern Shawnee Tribe of Oklahoma responded to KYTC by stating: "... upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archaeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours)" (see **Appendix 5**).

Native American Indian tribal consultation closed on November 1, 2021. One comment was received, from the Eastern Shawnee Tribe of Oklahoma, which raised no concerns. FHWA notified KYTC on August 16, 2022 that the consultation period for the project had concluded (see **Appendix 5**).

Section 106 Consultation

In order to fully understand the effects to the project area from this transportation project, the project team reached out to property owners, local public officials, and members of local historic preservation groups to solicit participation in the Section 106 Consultation Process as consulting parties. An invitation to participate was included in a project newsletter sent to households in the project area. The newsletter was also made available at the County Clerk's

office, local public library, and local agricultural extension office. Prior to the newsletter being distributed, KYTC met with local officials to update them on the project status. An invitation to become a consulting party was also posted on KYTC's Consulting Parties Portal, which allows interested individuals to search for projects by county and includes an online application form. Despite these various outreach efforts, KYTC received no applications, and the Section 106 Consultation Process was concluded.

3.8 POTENTIAL CONSTRUCTION IMPACTS

Short term, negative impacts of roadway projects can include increased noise and air pollution and stream sedimentation and erosion. In addition, the presence of heavy construction equipment accessing the site from existing roadways could affect area motorists. Because project would be constructed almost entirely along new alignment, it is not likely to result in any substantial traffic delays, nor will it require detours.

To minimize potential construction impacts, KYTC would ensure that all construction contractors comply with Kentucky's Standard Specifications for Road and Bridge Construction. Sedimentation and erosion would be minimized through adherence to an Erosion Control Plan developed for the project in accordance to the Standard Specifications and KPDES permit requirements. In addition,

Best Management Practices would be strictly followed. Increases in noise and air pollution from heavy construction equipment can sometimes be mitigated by adjusting the time of day that certain construction activity occurs. KYTC will monitor and adjust all such minimization measures, as needed, to ensure they are functioning effectively.

Utilities

Several public utilities were identified in the project area. The identification of significant utility impacts early in the project development process drove the decision for eliminating the Red Alternative. Utilities that could be affected by the project include; Clark Energy (electric distribution), East KY Power (electric transmission), Winchester Municipal Utilities (water and sewer), East Clark County Water District (water) Columbia Gas of Kentucky (natural gas), Tennessee Gas Transmission (natural gas and crude oil), AT&T (telephone), and Spectrum Communications (cable/communication fiber).

Hazardous Materials

A Phase I ESA was prepared by KYTC in July 2012. The assessment included fieldwork to help identify underground storage tank and hazardous materials issues along the project corridor, along with a review of environmental databases, historic mapping, and aerial

photography, as well as interviews with individuals who may have knowledge of hazardous materials use or contamination events. No storage tank or hazardous materials issues were identified.

The project area does not contain gas stations or commercial or industrial properties that may include storage tanks. Fuel storage tanks associated with farm operations were observed in the immediate project area, two of which were found where the project would cross KY 974. At the time the field work was conducted, these tanks appeared to be in good condition with no signs of leakage.

A 24-inch crude oil pipeline traverses the project area. Construction activities associated with replacement of this pipeline were observed on KY 974 near the Blue Alternative location. Leaks have been documented from this pipeline, with a very large release discovered in 2000, located approximately 3,000 feet down-gradient and south of the project corridor. Because of its down-gradient location relative to the proposed project, this past release does not pose a risk to the project. Additional leaks within the project corridor have not been reported.

Overall, KYTC's assessment did not reveal any hazardous materials or contamination issues that could affect construction the proposed project. A windshield survey was conducted on October 22, 2020, to check for any new land uses or facilities where hazardous materials or underground storage tanks were likely to be present.

None were found, and no further action is necessary at this time.

3.9 IMPACT SUMMARY

In summary, the impacts associated with the Preferred Alternative would be minor across all categories. In no instance are any of the project impacts considered significant.

The impacts associated with the Preferred Alternative are summarized in **Table 2**.

3.10 REQUIRED ENVIRONMENTAL PERMITS

The project would require the following environmental permits: a Nationwide Section 404 (Clean Water Act) permit from the US Army Corps of Engineers, a Section 401 Water Quality Certification Program certification from the Kentucky Division of Water, and, because construction of the project would likely constitute ground disturbance of more than 1.0 acre, a KPDES KYR10 stormwater runoff permit.

A 404/401 permit application was prepared in 2017 and will be renewed, either during the Right-of-Way process or one year prior to construction.

TABLE 2
Preferred Alternative Impact Summary

IMPACT CATEGORY	SEGMENT		
	Blue East	Black West	TOTAL
Air Quality	In attainment for National Ambient Air Quality Standards		
Traffic Noise			
<i>receptors impacted</i>	7	1	8
<i>abatement criteria exceeded</i>	0	0	0
<i>substantial increase</i>	7	1	8
Streams (channel changes/culverts)	3056 linear ft	1224 linear ft	4280 linear ft
Floodplains	0.2 acres	2.1 acres	2.3 acres
Wetlands	0	0	0
Protected Species	17.85 acres of potential habitat affected		
Section 106 Resources	0	0*	0
Section 4(f) Resources	0	0	0
Community Impacts	1	0	1
Relocations	5	1	6
Environmental Justice	No disproportionately adverse impacts		
Farmlands	Below threshold for mitigation		
Contamination/Hazardous Materials	0	0	0

**The SHPO has concurred that the proposed project would have No Adverse Effect on the historic farm property in the Black West segment. By agreement, this is also a de minimus determination.*

4 Stakeholder Involvement

Coordination with members of the public and other key stakeholders has been ongoing throughout the life of the project.

4.1 ADVISORY COMMITTEE

A Transportation Advisory Committee that included city and county officials, residents, and other key stakeholders was created for the project in the early 2000s. Working with KYTC, the Advisory Committee established the project goals and objectives.

Having been dormant for several years, the project was re-activated in the late 2000s, and, in 2012, a new Advisory Committee was formed. The new committee included a similar mix of key stakeholders. It met ten times, in February, March, April, May, June, July, August, and November of 2012, and in July and August of 2013. The build alternatives currently under consideration were developed jointly by KYTC and this more recent Advisory Committee, over the course of these ten meetings.

4.2 PUBLIC OUTREACH

A public meeting was held for the project on August 13, 2012. The meeting was conducted as an informal open house, giving the public an opportunity to informally discuss the project with KYTC staff and provide comments. Approximately 100 individuals attended.

Following the meeting, in October 2012, the Project Team met to review the comments received from the public. As a result, it was determined that the public was split in its preference for the Blue Alternative or the Black Alternative. After discussing the advantages and disadvantages of these alternatives, it was decided that the Blue East Alternative would be the Preferred Alternative in the eastern portion of the study area. KYTC developed two concepts for the Black West Alternative's intersection with Boonesboro Road: an Offset "T" Intersection and a Reconfigured "T" Intersection. The Reconfigured "T" Intersection was ultimately chosen because it addressed the project's purpose with a lower level of impact.

4.3 REGULATORY AGENCIES

Between 2010 and 2021, regulatory agencies including the United States Fish and Wildlife Administration—KY Division, KY Department of Fish and Wildlife, KY Nature Conservancy, United States Army Corps of Engineers, KY Division of Water, KY Heritage Council, KY State Historic Preservation Officer, and the Federal Highway Administration were all consulted regarding potential impacts resulting from the proposed project. These regulatory agencies were afforded opportunities to comment on the project alternatives and associated impacts as the project developed. No controversy was identified during this consultation.

APPENDIX 2

Public Hearing Transcript

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Transcript

Thursday, August 3, 2023

5:30 P.M. TO 8:00 P.M. Local Time

George Rogers Clark High School, Winchester, KY

KTYC Item No. 7-8401.00



Public Hearing Summary

The Kentucky Transportation Cabinet hosted a public hearing on Thursday, August 3rd, 2023, for the Veterans Memorial Parkway (KY 1958) Extension Project. The purpose of the public hearing was for the Cabinet to describe the preferred project location in detail and explain the anticipated impacts that it may have on the community and the environment. It was also a time for the public to submit formal comments about the project's Environmental Assessment.

The Veterans Memorial Parkway (KY 1958) Extension project involves the construction of a new highway that will complete a four-lane route around the western, southern and eastern sides of the city of Winchester connecting Boonesboro Road (KY 627) and Bypass Road (KY 1958) to the end point of the existing Veterans Memorial Parkway, at Irvine Road.

The main purpose of the project is to improve east-west connectivity between the main roads that radiate southward from Winchester. Other purposes include providing a direct connection between Bypass Road and the existing Veterans Memorial Parkway and helping reduce congestion in downtown Winchester.

Advertisements

The Public Hearing was advertised in two local newspapers:

Winchester Sun on July 11, 2023 and July 25, 2023

Herald Leader –on July 12 , 2023

Proof of publication can be found in appendix A.

In addition to these legal ads, a Public Hearing notice was sent to all of the property owners within the project area as well as Public Officials and other major stakeholders. Copies of the notification can be found in appendix A. Copies of the Environmental Assessment were made available for review by the public, two-weeks prior to the hearing at the KYTC District 7 office, the Clark County Public Library, the Clark County Judge's Office and the Mayor's Office. It was also available for review on the KYTC project website at:

<https://transportation.ky.gov/DistrictSeven/Pages/Veterans-Memorial-Parkway-Extension.aspx>

Public Hearing Format

The format was an Open House with multiple stations including the official testimony station. Photos of the open house can be found in appendix E.

Station 1 - Sign-in Table

Members of the project team greeted the community, and everyone was asked to sign in. Attendees were provided with a copy of a project overview handout as well as a comment form.

Materials: The items distributed at check-in, as well as the sign-in sheets are available in appendix B. A copy of the comments received can be found in appendix C.

Station 2 – Environmental Overview

Displays: A map was available that showed an overview of the environmental features within the project area. Staff was available to discuss potential impacts to the features as well as discuss any additional concerns that the community may have related to the surrounding environment. A copy of the display can be found in appendix D. Printed copies of the Environmental Assessment were available for review and reference.

Station 3 – Design

Displays: A map of the preferred alternative was on display as well as diagrams of the proposed typical cross sections that would be used. Staff were available to discuss any questions. A copy of the display can be found in appendix D.

Station 4 – Right of Way

Materials: Handouts about the Uniform Relocation Assistance and Real Properties Act of 1970 and the Kentucky Transportation Cabinet’s Relocation Assistance Program were available. Staff was also on hand to answer any questions. Copies of the handouts provided at this station can be found here:

Right of Way Relocation Assistance

<https://transportation.ky.gov/RightofWay/AppraisalForms/Relocation%20Assistance%20Information%20Booklet.pdf>

Right of Way Acquisition Process

<https://transportation.ky.gov/RightofWay/AppraisalForms/Acquisition%20Information%20Booklet.pdf>

Station 5 – Testimony

A stenographer was available to take official testimony about the project from members of the public. A copy of the comments can be found in appendix C.

Testimony and Public Comment

The public had the opportunity to offer input through several methods including:

- Formal testimony submitted during the Public Hearing
- On-line survey
- Paper comment form provided at the Public Hearing
- Written letter submitted to the Cabinet
- Email submitted to the Cabinet
- Phone call to the Cabinet

A copy of all comments received can be found in appendix C.

News Coverage

Members of the media were in attendance at the hearing. Copies of the news articles and broadcasts that ran can be found in Appendix F.

Appendices

Appendix A – Legal Notices and Notice to Key Stakeholders

Appendix B – Materials Distributed and Sign-in Sheets

Appendix C – Comments and Testimony

Appendix D – Displays

Appendix E – Photos of Public Hearing

Appendix F – News Coverage

Appendix A – Legal Notices and Notice to Key Stakeholders

Publisher's Certificate of Publication

STATE OF KENTUCKY


Jeff Kuerzi, being duly sworn, on oath says he is and during all times herein stated has been an employee of The Bluegrass Newsmedia, publisher and printer of the Winchester Sun. (The "Newspaper"), has full knowledge of the facts herein stated as follows:

1. The Newspaper printed the copy of the matter attached hereto (the "Notice") was copied from the columns of the Newspaper and was printed and published in the English language on the following days and dates:

07/11/23, 07/25/23

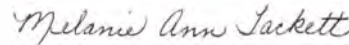
2. The sum charged by the Newspaper for said publication is the actual lowest classified rate paid by commercial customer for an advertisement of similar size and frequency in the same newspaper in which the Notice was published.

3. There are no agreements between the Newspaper, publisher, manager or printer and the officer or attorney charged with the duty of placing the attached legal advertising notice whereby any advantage, gain or profit accrued to said officer or attorney



Jeff Kuerzi, publisher

Subscribed and sworn to before me this
25th Day of July, 2023



Melanie Tackett, Notary Public
Kentucky State at Large
KYNP59534
My commission expires 09-27-2026

Account #
Ad # 1646999


KENTUCKY DEPT OF TRANSPORTATION
800 NEWTOWN COURT
LEXINGTON KY 40511

PUBLIC NOTICE
ANNOUNCEMENT OF A PUBLIC HEARING
CLARK COUNTY ITEM #7-8401.00
VETERANS MEMORIAL PARKWAY (KY 1958) EXTENSION
Thursday, August 3, 2023
5:30 P.M. TO 8:00 P.M. LOCAL TIME
GEORGE ROGERS CLARK HIGH SCHOOL, WINCHESTER, KY

The Kentucky Transportation Cabinet has scheduled a public hearing regarding the Veterans Memorial Parkway (KY 1958) Extension. This project would complete a four-lane bypass route around the western, southern, and eastern sides of the City of Winchester, in Clark County. The purpose of the meeting is to share the recommended alternative, findings of the Environmental Assessment, and to provide opportunity for comment. Anyone having an interest is urged to attend. The hearing will begin at 5:30 p.m. and end at approximately 8:00 p.m. local time. A handout will provide information concerning the project as people arrive. The meeting will be conducted utilizing an informal format. During the meeting individuals will be able to view displays, review the project's Environmental Assessment, and ask questions one on one with department representatives. A comment sheet will be distributed with the handouts facilitating public comment. Oral and written comments can be made during and after the meeting, Monday through Friday 8:00 a.m. to 4:30 p.m. local time for 15 workdays (until August 16, 2023) at the Kentucky Department of Highways District 7 Office, located at 800 Newtown Court in Lexington, Kentucky 40511. The material presented during the meeting, including the Environmental Assessment, will also be made available at that location during the same timeframe. Project information will also be available on KYTC's website at:

<https://transportation.ky.gov/DistrictSeven/Pages/Veterans-Memorial-Parkway-Extension.aspx>

All oral and written statements will become part of the official meeting record. Once compiled, the meeting record and other supporting documentation will be made available for review and copying only after an Open Records Request has been received and approved. All Open Records Requests must be submitted to the Transportation Cabinet, Office of Legal Affairs, Transportation Office Building, 200 Mero Street, Frankfort, Kentucky 40622. In accordance with the "Americans with Disabilities Act," if you have a disability and will require assistance, please notify Joshua Samples of the necessary requirements no later than July 20, 2023. This request does not have to be in writing. Please contact Joshua Samples at the District address above or call (859) 246-2355.



WEDNESDAY, JULY 12, 2023

NEW YORK TIMES CROSSWORD
No. 0907

ACROSS
1. Small white bird
4. One of two people
5. "You!"
10. Green juice
14. Succeeds, as a rule
17. "The beautiful" in biology
18. Accessory worn by people
19. "Scarily Do!"
20. ...Larg (creating news) (word)
21. Cerebral and (person)
22. Toy Story character voiced by Willie A. Soles
26. ...appears to show that the ship has been damaged

DOWN
3. Ocean side of
7. Thick layer of the head of a
13. Unlabeled social structure
15. Suffix in a mathematics
16. Goal of all nations
18. Actor and film maker Renée Zellweger
19. "Inside the" author Ralph
20. ...ing (verb)
21. First-year college
25. Support of the
27. Changes in ocean conditions
28. ...down the ship to return safely
29. Stay faithful to the
30. Kind of fish
31. Seafood
32. Fruits with blue
33. Mammal
34. Mammal
35. ...ing
36. ...of the

Answers by Andrew Lee and Victor Collins

CAROLYN HAX
Give up going abroad to support parents?

Dear Carolyn: After several decades of putting my aspirations on hold, in favor of working in the content zone of my chosen firm, I have the opportunity to pursue a thinking, dream abroad.

Problem is, my parents are well into their 70s, and for my entire adult life, they have shown me that their therapist, constantly reminding me to do more for my parents. He is an angry person, is difficult to live with, and he has had his own health issues that have caused him to be hospitalized. He is a very angry person, is difficult to live with, and he has had his own health issues that have caused him to be hospitalized.

Dear Carolyn: After several decades of putting my aspirations on hold, in favor of working in the content zone of my chosen firm, I have the opportunity to pursue a thinking, dream abroad.

LEXICO
Word search puzzle with a grid and a list of words to find.

1. Having supper
2. Maximum four director
3. Scope
4. Boredom
5. Battlefield doctor

Answers: D, E, M

WEDNESDAY, JULY 26, 2023



Brian Harman holds the Claret Jug trophy after winning the British Open at Royal Liverpool Golf Club in Hoylake, England, on Sunday.

Harman No. 10 in OWGR after winning The Open

The top six players remained the same after the Open, scored by Rory McIlroy of Northern Ireland, Jon Rahm of Spain, Patrick Cantlay, Viktor Hovland of Norway and Xander Schauffele.

Max Homa, who earned his first top-10 finish at a major by tying the 10th at the U.S. Open to win at the PGA Tour since 2017.

Harman, 36, earned a healthy move up the United States Ryder Cup team rankings, as well as jumped 17 spots to No. 11 in qualifying points.

Thomas to play Wyndham Championship in Ryder Cup push



Justin Thomas looks on from the 10th green during the first round of The Open Championship at Royal Liverpool last week.

After another disappointing performance at the final round of the season, Justin Thomas earned most month's Wyndham Championship, the final tournament of the PGA Tour regular season.

The Wyndham will be a chance for Thomas to not only earn FedEx Cup points, but also to prove his feelings on the United States Ryder Cup team.

Thomas, 30, has won two PGA Championships and one Players Championship in his successful career thus far, but he's struggled throughout 2022-23. He missed the cut at the Masters, the U.S. Open and last week's Open Championship.

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FIND YOUR STUFF FAST!
classified.kentucky.com

LEGAL
Public Notice regarding the Kentucky Transportation Cabinet's proposed four-lane bypass route.

LEGAL
Public Notice regarding the Kentucky Transportation Cabinet's proposed four-lane bypass route.

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Public Notice regarding the Kentucky Transportation Cabinet's proposed four-lane bypass route.

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ANNOUNCEMENT OF A PUBLIC HEARING

CLARK COUNTY ITEM #7-8401.00
VETERANS MEMORIAL PARKWAY (KY 195B) EXTENSION
Thursday, August 3, 2023
5:30 P.M. TO 8:00 P.M. LOCAL TIME
GEORGE ROGERS CLARK HIGH SCHOOL, WINCHESTER, KY

The Kentucky Transportation Cabinet has scheduled a public hearing regarding the Veterans Memorial Parkway (KY 195B) Extension. This project would complete a four-lane bypass route around the western, southern, and eastern sides of the City of Winchester, in Clark County. The purpose of the hearing is to share the recommended alternative, findings of the Environmental Assessment, and to provide opportunity for comment. Anyone having an interest is urged to attend. The hearing will begin at 5:30 p.m. and end at approximately 8:00 p.m. local time. A handout will provide information concerning the project as people arrive. The meeting will be conducted utilizing an informal format. During the meeting individuals will be able to view displays, review the project's Environmental Assessment, and ask questions one-on-one with department representatives. A comment sheet will be distributed with the handouts facilitating public comment. Oral and written comments can be made during and after the meeting, Monday through Friday 8:00 a.m. to 4:30 p.m. local time for 15 workdays (until August 18, 2023) at the Kentucky Department of Highways District 7 Office, located at 800 Newcomen Court in Lexington, Kentucky 40511. The material presented during the meeting, including the Environmental Assessment, will also be made available at that location during the same timeframe. Project information will also be available on KYTC's website at: <https://www.kentucky.gov/transportation/kycv/press/Pages/Veterans-Memorial-Parkway-Extension.aspx>

Classified
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classified.kentucky.com

LEGAL
Public Notice regarding the Kentucky Transportation Cabinet's proposed four-lane bypass route.

LEGAL
Public Notice regarding the Kentucky Transportation Cabinet's proposed four-lane bypass route.

LEGAL
Public Notice regarding the Kentucky Transportation Cabinet's proposed four-lane bypass route.

LEGAL
Public Notice regarding the Kentucky Transportation Cabinet's proposed four-lane bypass route.

LEGAL
Public Notice regarding the Kentucky Transportation Cabinet's proposed four-lane bypass route.

LEGAL
Public Notice regarding the Kentucky Transportation Cabinet's proposed four-lane bypass route.

LEGAL
Public Notice regarding the Kentucky Transportation Cabinet's proposed four-lane bypass route.

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

KTYC Item No. 7-8401.00

Thursday, August 3, 2023

5:30 P.M. TO 8:00 P.M. Local Time

George Rogers Clark High School, Winchester, KY



The Veterans Memorial Parkway (KY 1958) Extension environmental study is nearing completion, and the Kentucky Transportation Cabinet District 7 Office has scheduled a public hearing on August 3rd, 2023. The purpose of this public hearing is for the Cabinet to present the preferred project location and explain the anticipated impacts that it may have on the community and the environment. Formal public comment about the project's Environmental Assessment is also being requested. Cabinet officials will respond to comments as required.



Appendix B – Materials Distributed and Sign-in Sheets

All personal information on sign-in sheets has been redacted.

Why are We Here?

The purpose of this public hearing is for the Cabinet to present the preferred project location and explain the anticipated impacts that it may have on the community and the environment. Formal public comment about the project's Environmental Assessment is also being requested. Cabinet officials will respond to comments as required.

Purpose and Need

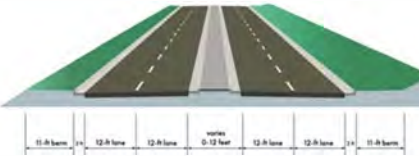
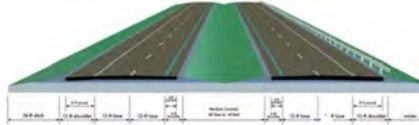
This project will complete a four-lane bypass route around the western, southern, and eastern sides of the City of Winchester, connecting Boonesboro Road (KY 627) to the current end point of the Veterans Memorial Parkway at Irvine Road.

The overall purpose of this project is to improve east-west connectivity between the main roads that radiate from the center of Winchester into the southern half of Clark County. The project will also provide a direct connection to the existing eastern and western Winchester Bypass routes.



Proposed Typical Cross Sections

A rural cross section (top) will be used for the majority of the project. In the "T" intersection portion of the project, an urban design will be used (bottom).



How Do I Submit Comments?

You can submit formal comments tonight by visiting the testimony station or you can submit a comment through our electronic survey by scanning the QR code below with your cell phone.

Comments will be accepted until August 24, 2023.



For More Information

KYTC Project Manager
Joshua Samples, P.E.
800 Newtown Court
Lexington, KY 40511
859-246-2355
Joshua.samples@ky.gov

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Thursday, August 3, 2023
5:30 P.M. TO 8:00 P.M. Local Time
George Rogers Clark High School, Winchester, KY

KTYC Item No. 7-8401.00



US Department of Transportation Federal Highway Administration

Kentucky Transportation Cabinet, Division of Environmental Analysis



Routes Studied



Identifying and analyzing alternatives is the key to ensuring that project decisions are made in an informed, objective manner. For the proposed Veterans Memorial Parkway Extension Project, KYTC identified and assessed a variety of options for meeting the project's purposes including "Build Alternatives" and "No Build" Alternatives". See the map above for the "Build Alternatives" studied.

For more details regarding the "Build Alternatives" and "No Build Alternatives" studied, view the project's Environmental Assessment available at tonight's Public Hearing or on the project website at: <https://transportation.ky.gov/DistrictSeven/Pages/Veterans-Memorial-Parkway-Extension.aspx>



Preferred Alternative



The Blue East/Black West/Reconfigured "T" Intersection was identified as the Preferred Alternative. The Blue East Alternate was recommended because it would cause fewer disruptions to property owners and would have a lower impact on existing utilities. This alternative was recommended because it would achieve an acceptable level of traffic service while also achieving cost savings because it would not require the construction of interchanges and would require less right-of-way acquisition.

A rural design will be used for the majority of the project, with two 12-foot lanes, a grass median, and paved outside shoulders. At a new T-intersection located along Boonesboro Road, an urban design with curbs, gutters and a narrower overall width will be used. See the back panel for an illustration of the design.

What is an Environment Assessment?

An environmental assessment is a process that evaluates the potential impacts of a project on the human, natural, and physical environment and suggests alternatives or mitigations. Examples include but are not limited to:

- Traffic and Construction Noise
- Air and Water Quality
- Aquatic Life
- Wetlands and Floodplains
- Threatened and Endangered species
- Farmlands
- Land Use and Community Impacts
- Environmental Justice and Civil Rights
- Visual Impacts

The environmental assessment for the preferred alternative selected for this project, found that there are no significant impacts on the environment. Therefore, the project team anticipates a Finding of No Significant Impact (FONSI) will be issued.



**Veterans Memorial Parkway (KY 1958) Extension
Public Hearing**



Comment Form



Do you own property affected by the proposed alignment? Yes No

Do you live on property affected by the proposed alignment? Yes No

Are you aware of additional resources that are not identified in the Environmental Assessment? Yes No

If yes, please provide details. _____

Please provide any additional comments that you would like to share related to this project.

Name _____

Address _____

Email _____ Phone _____

Survey Monkey Comment Form

Veterans Memorial Parkway (KY 1958) Extension Public Hearing Survey

If you would like an electronic copy of the Environmental Assessment, please email Marie Jaffe at mjaffe@hwlochner.com.

1. Do you own property affected by the proposed alignment? 


Yes

No

2. Do you live on property affected by the proposed alignment? 

Yes


No


3. Are you aware of additional resources that were not identified in the Environmental Assessment? 

Yes

No

If yes, please provide details.

4. Do you have any additional comments that you would like to share related to this project? 

5. Your contact information 

Name	<input type="text"/>
Address	<input type="text"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
State/Province	<input type="text"/>
ZIP/Postal Code	<input type="text"/>
Country	<input type="text"/>
Email Address	<input type="text"/>
Phone Number	<input type="text"/>

Done

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Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Thursday, August 3, 2023 * 5:30 p.m. – 8:00 p.m.



Please Print

Name	Address	Email	Phone
Andy & Brenda Stickrad			
John P. Harris			
Billard Shumate			
Hutton Houston Ellen Houston			
Cheryl York Christy York			
FRANK HICKS			
Brian Sewell			

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Thursday, August 3, 2023 * 5:30 p.m. – 8:00 p.m.



Please Print

Name	Address	Email	Phone
Sam Williams			
Donna Farris			
Rebecca C Abner			
Christachael Hamm			
Chris Davis			
Ernest Pasley			
Kristopher Mullins			

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Thursday, August 3, 2023 * 5:30 p.m. – 8:00 p.m.



Please Print

Name	Address	Email	Phone
Ricky + Nancy Wills			
Marvin E. Bishop	6		
Mary B Rains			
Marie Banks			5
Ron Kibbey			
Rick & Pat Morahan			5
Greg Elkins			

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Thursday, August 3, 2023 * 5:30 p.m. – 8:00 p.m.



Please Print

Name	Address	Email	Phone
Bryan & Lori Wilson	1100	
Shanda Cecil	
Mark Mayer	
BRAD BERRYMAN	
ROBERT RKE	
Mary B Hendricks	
Joy Totty	

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Thursday, August 3, 2023 * 5:30 p.m. – 8:00 p.m.



Please Print

Name	Address	Email	Phone
James Hall			
Joel Corwin			
Michael Payton Michael Payton			
Blandi + Brent Peacher			
Les Yates			
Clare Spoke			
Jeff Monohan			

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Thursday, August 3, 2023 * 5:30 p.m. – 8:00 p.m.



Please Print

Name	Address	Email	Phone
Barbara M Epperson			
Bobby Epperson			
Jeff Ross			
Jack Ross			
Nancy McCall			
Danny McCall			
Ron Tapp			

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Thursday, August 3, 2023 * 5:30 p.m. – 8:00 p.m.



Please Print

Name	Address	Email	Phone
Stephen Berry			
Tom Maebel			
Jelvy Cecil			
Steve Crockett			
David L Kawstantopoulos			
Randy L. Todd			
Richard E. Morgan			

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Thursday, August 3, 2023 * 5:30 p.m. – 8:00 p.m.



Please Print

Name	Address	Email	Phone
Stefan Fink			
Betsy Hahn			
KENNETH BOOK			
Will Mayer			
Justin Howard			
CHARLIE LADSON			
Kurt Baker			

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Thursday, August 3, 2023 * 5:30 p.m. – 8:00 p.m.



Please Print

Name	Address	Email	Phone
ELLIS & CAROLAN HERVEY			
KEITH HARDMAN			
CHARLES G. TUCKER			
John A. Stratman			
J. B. Eiton			
PARMINDER MARAK			
Teddy Maran			

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Thursday, August 3, 2023 * 5:30 p.m. – 8:00 p.m.



Please Print

Name	Address	Email	Phone
Johnny + Carol Tipton			
Curtis Green			
Barry D. Masby			
Terry Yease			
Bill Bunch			
Chelsea Bellitt			
Nick Coover			

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Thursday, August 3, 2023 * 5:30 p.m. – 8:00 p.m.



Please Print

Name	Address	Email	Phone
Rob Jeffries			

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Thursday, August 3, 2023 * 5:30 p.m. – 8:00 p.m.

Employee Sign-In



Please Print

Name	Address	Email	Phone
Natasha Lay	KYTC - District 7		
Hunter Pace	KYTC - D7		
Calvin Andries	Lochner		
Tyler Reynolds	KYTC		
STUART MEDNICKA	JMT		
BOB NUNCEY	JMT		
Mary Hieronymus	Lochner		

Veterans Memorial Parkway (KY 1958) Extension

Public Hearing

Thursday, August 3, 2023 * 5:30 p.m. – 8:00 p.m.

Employee Sign-In



Please Print

Name	Address	Email	Phone
<i>Derick Adams</i>	<i>Lochner</i>		

CLARK COUNTY
EMPLOYEE SIGN-IN
7-8401 – Winchester SE Bypass

	NAME	ORGANIZATION
1.	LISA Grant	Am/Dor
2.	Joshua Samples	KYTC D7
3.	Erason Passmore	WKYT (CBS TV)
4.	Kaime Cohen	ABC 36 (ABC TV)
5.	Matt Cizek	Winchester Sun (newspaper)
6.	Carol Staudtman	KYTC
7.	Henry present - N.C.	KYTC Right of Way
8.	Phil Logsdon	Lochner
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		
19.		
20.		
21.		
22.		

August 3, 2023
5:30 P.M. – 8:00 P.M.

Appendix C – Comments and Testimony

All personal information from comments and testimony has been redacted.

08/03/23

**Kentucky Transportation Cabinet
2000 Mero Street
Frankfort, KY 40622**

**Re: New Bypass Hearing
Winchester, KY**

To: The Commissioner,

I am unable to attend the scheduled hearing for the proposed new bypass in Winchester. It is my opinion that this proposed bypass is not needed.

The REAL NEED for a new bypass in Winchester is for traffic traveling the existing bypass from I-64 to I-75. There are many times traffic is backed up on the existing bypass all the way from the US 60/West Lexington Avenue/Bypass intersection to the Coby Road/Bypass intersection. The reason for the heavy traffic on the existing bypass is in part due to the semi-trucks going from I-64 to I-75.

There would be much, much less traffic on the proposed new bypass. A New Bypass from US 60 to Ky 627 would greatly reduce the traffic on the existing bypass.

Yours,


Gene R. Graves

**Cc: Joellen Reed ✓
Mayor, Winchester**

**Les Yates
County Judge Executive, Clark County**

RECEIVED

JUL 28 2023

DEPARTMENT OF HIGHWAYS
DISTRICT 7
LEXINGTON

Steven D. Adams

July 27, 2023

Re: The Veterans Memorial Parkway Extension
Hearing August 3, 2023, Clark County
KYTC Item No. 7-8401.00

The Kentucky Transportation Cabinet

I am a resident of the Forest Grove area and I own a business in downtown Winchester. KY HWY 627 is a major thoroughfare in our county and traffic on that roadway is seriously impeded in the mornings and afternoons due to the locations of the George Rogers Clark High School and the Campbell Middle School on Boone Avenue. School children are having to access their bus transportation much earlier in the morning, large trucks are running at high rates of speed near the high school and blocking traffic near the middle school, and our city streets are being destroyed by heavy truck traffic. Major truck traffic combined with school and work traffic results in unsafe driving conditions for all. Heavy truck traffic on Boone Avenue, Maple Street and Main Street expose children to unsafe pedestrian conditions and a dangerous annoyance for residents.

The proposed Bypass Extension will serve to direct traffic, and will provide safe access to and from I-64 and the Mountain Parkway to resolve these issues in a significant manner.

The Bypass Extension is a necessary project to assure the safety of our school children, our neighbors and the downtown area. Thank you for your steadfast work on this long overdue project.

my family and I are
out of town Aug 3

Sincerely,



Steven D. Adams

From: Justin Estes
Sent: Monday, August 21, 2023 12:46 PM
To: Samples, Joshua M (KYTC-D07)
Subject: Re: Veterans Parkway Public Comments

Thank you, Mr. Samples.

Please see my comments below as part of the Public Comment for the Veterans Memorial Parkway Extension project. I would be happy to discuss these with you if you have any questions or wish to discuss further.

- 7.2 acres of floodplain associated with Lower Howards Creek are being affected. Downstream of this project, residents along Lower Howards Creek and Old Boonesboro Rd face constant flooding issues (approximately 2417-4033 Old Boonesboro Rd). An “urban design” in this area will decrease ground soaking capacity and increase water runoff, leading to Lower Howards Creek. The 2013 environmental assessment details how “Coordination with KDOW will be required for floodplain impacts. A general KDOW Water Quality Certification will be necessary, as will FEMA No-Rise Certification for any construction activities occurring within the 100-year floodplain.” This statement or updates to this statement are not found in the 2023 environmental assessment nor does the 2023 assessment provide any indication of how the project will mitigate downstream impacts (i.e., flooding).
- The 2013 assessment notes how “*After construction of the new roadway, an increase in the amount of impervious surface may contribute to greater and more rapid surface runoff to streams. Increased runoff during storm events may cause increased instream flows and velocities.*” This project will have a negative effect on my property (i.e., fencing damage, increased erosion, pollution), and many nearby properties from this additional runoff as our properties are downstream and adjoin Lower Howards Creek. How does the project intend to evaluate and mitigate these risks/impacts?
- Stream and Water Quality tests conducted in 2013 and 2015 (referenced on page 19) now seem outdated as these tests were performed approximately 8 years ago. Does KYTC intend to conduct a new study?
- The T-intersection at the intersection of KY-627, Old Boonesboro Rd, and proposed Veterans Memorial Parkway present several concerns:
 - Motorists traveling to Winchester that will turn right onto the proposed parkway expansion will add to backups at this intersection for those turning right, particularly semi-trucks. If a smooth, right dedicated curve was added (not a 90-degree turn), it could allow for better traffic flow, like how the bypass merges onto KY 627. Additionally, a similar smooth right turn from the parkway onto east bound KY 627 could prevent backups at the parkway/ KY 627/ Old Boonesboro Rd intersection.
 - A dedicated turn lane from KY 627 (traveling into Winchester) to Old Boonesboro will provide safer turns and prevent backups, as many people who turn left from east bound

Continued from previous page

- 627 onto Old Boonesboro Rd impede traffic flow or motorists pass those who are turning in the emergency lane.
- Upon completion of the 627/Veterans/Old Boonesboro intersection, will “No-thru trucks” signage be added to the entrance to Old Boonesboro at the proposed T-section to deter semi-trucks from entering Old Boonesboro Rd, as it is narrow and passes many neighborhoods?
- Previous traffic studies conducted do not consider recent changes to the Old Boonesboro Rd/ KY627 area:
 - An assisted living home has been added with road frontage along KY 627 and access off Old Boonesboro Rd, in the curve near the current intersection. The entrance to this facility, Old Boonesboro Rd, and the approach to the proposed interchange should be evaluated as this is a busy intersection that will have traffic coming from multiple directions.
 - “The Path Walking Trail” is to become a neighborhood. The current plan does not factor how KY 627 and the urban design will handle this increased traffic load and access to this neighborhood.
- The veterinarian’s office/pharmacy at KY-627 is a hazardous and congested area (i.e., motorists turning from southbound lane of KY-627 into businesses or turning from businesses across the north bound lane of KY-627). A design with a dividing median that does not allow these types of turns could prevent future accidents. U-turn areas could be considered for those traveling southbound and wish to access these businesses.
- Page 142 has a Post-It note scanned as part of the file, which obscures content in Appendix 3.
- Delays and congestion are expected on KY-627 due to the construction efforts.
 - How will the construction team integrate with the two schools that are close by to mitigate additional traffic impacts at heavily congested times (i.e., beginning and ending of school).
 - Will construction trucks be required to use KY-627 and not Old Boonesboro Rd, when accessing/egressing the KY-627/Veterans Parkway portion of the project area? Old Boonesboro is narrow, has several tight corners/small bridges for these large construction vehicles. Also, construction vehicles (e.g., dump trucks) are loud and could cause further damage to this road (e.g., vehicle weight/size).
 - Construction at KY-627 intersection could cause additional through traffic on Old Boonesboro Rd and the various residential neighborhoods nearby. How will the construction team mitigate these traffic dangers and noise for the Old Boonesboro Rd and nearby neighborhoods from travelers who may be bypassing construction?

Thank you again,

Justin Estes
Sent from my iPhone

On Aug 17, 2023, at 11:25 AM, Samples, Joshua M (KYTC-D07) <Joshua.Samples@ky.gov> wrote:

Continued from previous page

Feel free to email any comments you have to me. Thanks. Sorry you hadn't gotten a reply on your previous inquiry.

Joshua Samples

From: Justin Estes

Sent: Thursday, August 17, 2023 11:16 AM

To: Samples, Joshua M (KYTC-D07) <Joshua.Samples@ky.gov>

Subject: Veterans Parkway Public Comments

Good afternoon, Mr. Samples.

I had some comments to include in the public comment period for the Veterans Memorial Parkway Extension project. I emailed the main District 7 email address to inquire if I could email these comments or if they needed to be dropped off to the Newtown Court office. However, I never received a reply. Could you please advise if I can email these comments? If not, can these simply be typed out and dropped off at Newtown Court or is a specific format required?

Thank you in advance for your reply,

Justin Estes

Sent from my iPhone

Veterans Memorial Parkway (KY 1958) Extension
Public Hearing



Comment Form



Do you own property affected by the proposed alignment? Yes No

Do you live on property affected by the proposed alignment? Yes No

Are you aware of additional resources that are not identified in the Environmental Assessment? Yes No

If yes, please provide details. _____

Please provide any additional comments that you would like to share related to this project.

We would like for the Bypass to come.

Name *Bobby & Barbara Epperson* _____

Address _____

Email _____ Phone _____

Veterans Memorial Parkway (KY 1958) Extension
Public Hearing



Comment Form



Do you own property affected by the proposed alignment? Yes No

Do you live on property affected by the proposed alignment? Yes No

Are you aware of additional resources that are not identified in the Environmental Assessment? Yes No

If yes, please provide details. _____

Please provide any additional comments that you would like to share related to this project.

- ① Concern About Flooding due to Change in landscape by Construction - both above + below ground - damage to existing pond.
- ② We have cistern water - Concern about construction blasting, cracking both cistern + concrete retaining walls
- ③ Concern about noise + traffic impact to farm
- ④ Concern about impact to our driveway which exits to two mile road.
- ⑤ Contact information when these issues arise?

Name Andy + Brenda Stickrod

Address _____

Email h Phone 6171 !

Veterans Memorial Parkway (KY 1958) Extension Public Hearing



Comment Form



Do you own property affected by the proposed alignment? Yes No

Do you live on property affected by the proposed alignment? Yes No

Are you aware of additional resources that are not identified in the Environmental Assessment? Yes No

If yes, please provide details. _____

Please provide any additional comments that you would like to share related to this project.

I ~~need~~ own the property P-60. So I
need to have direct connection or ~~rather~~
@ Roadway connection from P-51 to P-60

Name PARMINDER S MANAK

Address _____

Email _____
Phone _____

VETERANS MEMORIAL PARKWAY
(KY 1958) EXTENSION
PUBLIC HEARING

DATE: August 3, 2023

TIME: 5:30 p.m.

LOCATION: George Rogers Clark High School
2745 Boonesboro Road
Winchester, Kentucky 40391

* * * * *

Lisa Grant Crump,
Court Reporter

LISA GRANT CRUMP, COURT REPORTER
AN/DOR REPORTING & VIDEO TECHNOLOGIES, INC.

COMMENT FORM

1
2
3 Q. Do you own property affected by the
4 proposed alignment?

5 A. Yes.

6 Q. Do you live on property affected by
7 the proposed alignment?

8 A. Yes.

9 Q. Are you aware of additional
10 resources that are not identified in the
11 Environmental Assessment?

12 A. No.

13 Q. Please provide any comments that
14 you would like to share related to this project.

15 A. 1). Concern about flooding due to
16 change in landscape by construction - both above
17 and below ground - damage to existing pond.

18 2). We have cistern water -
19 concern about construction blasting cracking
20 both cistern and concrete retaining walls.

21 3). Concern about noise and
22 traffic impact to farm.

23 4). Concern about impact to our
24 driveway which exits to Two Mile Road.

25 5). Contact information when these

2

LISA GRANT CRUMP, COURT REPORTER
AN/DOR REPORTING & VIDEO TECHNOLOGIES, INC.

1 issues arise.

2

3 NAME: Andy & Brenda Stickrod
4 ADDRESS:

5 EMAIL:
6 PHONE:

7 COMMENT FORM

8

9 Q. Do you own property affected by the
10 proposed alignment?

11 A. Yes.

12 Q. Do you live on property affected by
13 the proposed alignment?

14 A. Yes.

15 Q. Are you aware of the additional
16 resources that are not identified in the
17 Environmental Assessment?

18 A. No.

19 Q. Please provide any additional
20 comments that you would like to share related to
21 the project.

22 A. I'm Bobby Epperson, and she's
23 Barbara Epperson. We was within two days of
24 them signing -- of us signing last time, if we
25 had took the first offer for our property when

3

LISA GRANT CRUMP, COURT REPORTER
AN/DOR REPORTING & VIDEO TECHNOLOGIES, INC.

1 they was going to come through. They had
2 already talked to us, done everything, and they
3 sent an engineer in to buy the property. That
4 was years ago. It's four and a half acres, and
5 we already know where it was going. They come
6 twice and surveyed it and done everything.

7 So it's going to actually bring us
8 a blacktop driveway, and I'm so for it. It's
9 not because of us. It's because they do it
10 every so often -- I forget, access roads, or
11 something they call it. We do want it. It's an
12 access road. It will give us a lot of road
13 frontage. We hope the bypass does come. It's
14 going to take off a lot of the -- you can't
15 drive out the bypass no more for the tractor
16 trailers and everything. I mean, it's
17 ridiculous. We would like for the bypass to
18 come.

19

20 NAME: Bobby & Barbara Epperson

21

22 EMAIL:
23 PHONE:

24

25

4

LISA GRANT CRUMP, COURT REPORTER
AN/DOR REPORTING & VIDEO TECHNOLOGIES, INC.

1 I love to come out here to the ball games. To
2 me, it would be such a shortcut for me to come
3 straight off 89, around this bypass, to this
4 gym. That helps me.
5 But I just think it needs to be
6 done. Like I say, they've been saying it for
7 years that they was going to do it. And we've
8 heard off and on, you know, like I told one of
9 them up there, I heard they said they was in the
10 process of buying properties and all this stuff
11 and I guess it's all been hearsay. They've even
12 had articles in the paper, you know, it's
13 progressing, and that's the last we hear of it.
14 So I'm hopefully looking forward to this getting
15 done. I want to see some dirt moved.
16
17
18 NAME: My name is AB Ecton
19 ADDRESS:
EMAIL:
PHONE:

LISA GRANT CRUMP, COURT REPORTER
AN/DOR REPORTING & VIDEO TECHNOLOGIES, INC.

STATE OF KENTUCKY)
COUNTY OF FAYETTE)
I, Lisa Grant Crump, the
undersigned Notary Public in and for the State
of Kentucky at Large, certify that the foregoing
transcript was prepared by me; that I was
present during the aforementioned matter; that
the transcript was prepared under my direction
and supervision and to the best of my ability.
My commission expires: April 11, 2027.
IN TESTIMONY WHEREOF, I have
hereunto set my hand and seal of office on this
the 15th day of August, 2023.

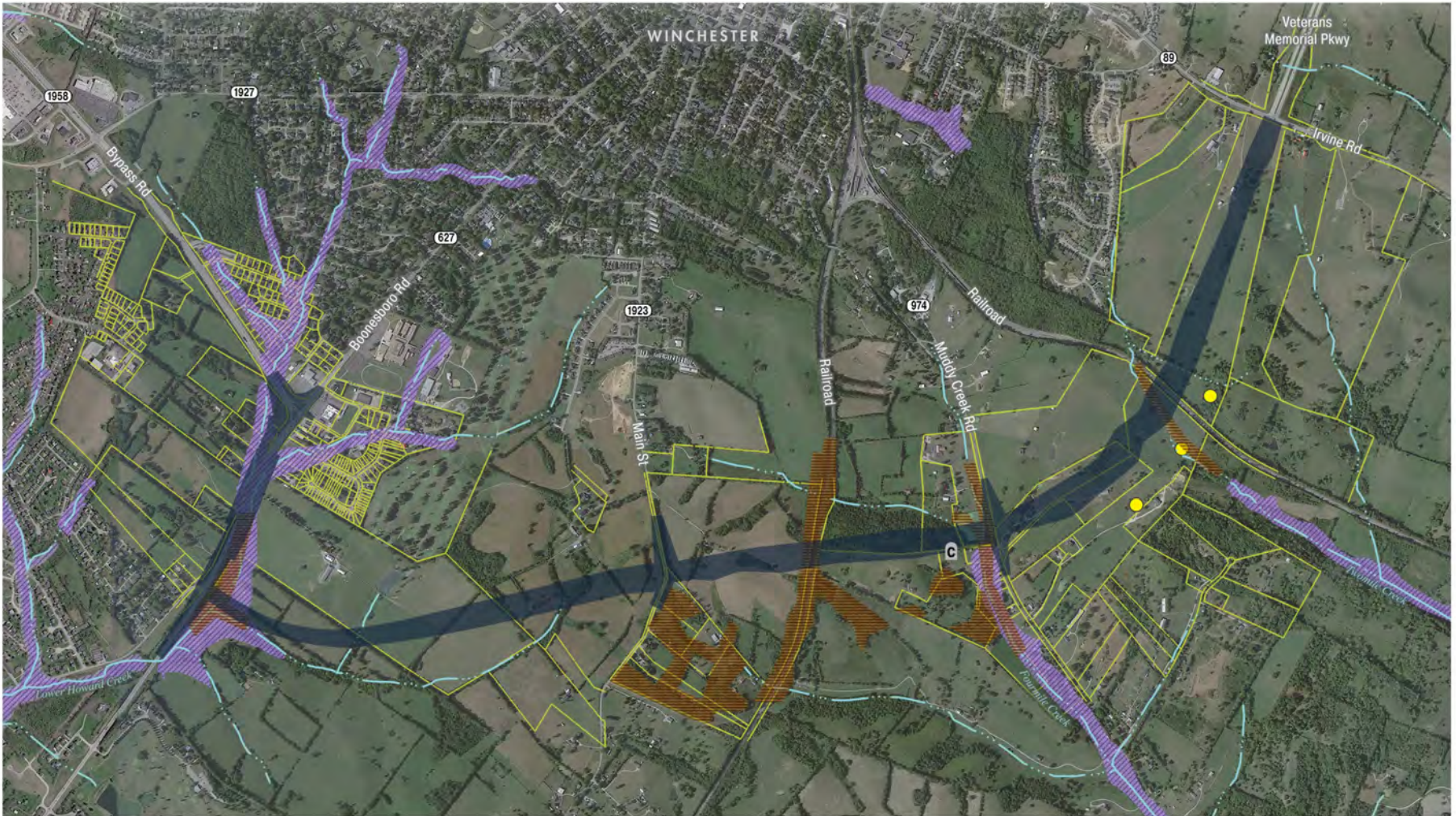
/s/ Lisa J. Crump
LISA J. CRUMP
NOTARY PUBLIC, STATE-AT-LARGE
NOTARY ID: KYNP70332

LISA GRANT CRUMP, COURT REPORTER
AN/DOR REPORTING & VIDEO TECHNOLOGIES, INC.

Comments received through electronic survey

Source of Comment	Date of Survey	Do you own property affected by the proposed alignment?	Do you live on property affected by the proposed alignment?	Are you aware of additional resources that were not identified in the Environmental Assessment?	If yes, please provide details.	Do you have any additional comments that you would like to share related to this project?
Survey Monkey	8/7/2023	No	No	No		At the intersection of the existing Bypass and KY 627 has a continuous green tee intersection been considered with the realignment of the roadways to allow continuous flow from southeast bound Bypass traffic onto southbound KY 627? Has a roundabout been considered at either intersection of KY 627 and the Bypasses? The northbound KY 237 approach at the intersection with Old Boonesboro Road could use a dedicated left turn lane to provide a storage area and allow through traffic to pass in the through lane and not being stuck behind the vehicle waiting to turn or passing on the shoulder.
Survey Monkey	8/4/2023	No	No	No		I'm concerned about increased traffic onto hwy 627 around GRC. The proposed bypass would likely increase traffic from Interstate 64 onto hwy 627 passing by the high school. It might be beneficial to widen 627 from Old Boonesboro past the high school to alleviate some congestion and make the highway safer for students and others entering and exiting the GRC property. Another option might be to work with the school system to have another exit out the back side of the property onto Old Boonesboro Rd to alleviate congestion on 627. The proposed bypass would significantly reduce the time it currently takes to bus students in the eastern part of the county to the middle and high schools.
Survey Monkey	8/4/2023	No	No	No		I'm concerned about school traffic at the existing bypass intersection, I'm not sure there's enough volume to facilitate movements from Jr to High schools or from high school back into town. Also disappointed that there doesn't seem to be pedestrian facility improvement at this intersection, there are a ton of neighborhoods and school kids that walk between home and school and to the shopping center. Pedestrian facilities stop at the main school parking lot. Also concerned the existing intersection with Old Boonesboro isn't being improved enough. Turn lanes into the neighborhoods, improved lane widths and delineation coming out, etc.
Survey Monkey	8/4/2023	No	No	No		I attended the public forum last night at George Rogers Clark High School. I am the current Clark County Schools Superintendent and have a vested interest in traffic flow due to use having a 1,700 student high school that currently has one entrance and exit as well as a 900 student Jr. High on Boone Ave. I would love to have a follow up conversation about bus dismissal and traffic as it relates to the bypass tying into 627 as well as adding an addition exit on old boone ave. to help alleviate traffic from schools. We also want to work proactivity with the project on adjustments we can make to schools regarding logistics to make the project successful and received positively in the community. Please feel free to contact me. I am looking forward to working together if possible to address these and possibly other issues caused by school traffic flow.
Survey Monkey	8/3/2023	No	No	No		Ensuring that storm water from connecting streams are not negatively impacted. Particularly causing water to back up stream as some subdivisions already have issues with flooding during heavy rain events.

Appendix D– Displays



KEY ENVIRONMENTAL FEATURES

Veterans Memorial Parkway (KY 1958) Extension
 KYTC Item No. 7-8401.00

- Path of Preferred Alternative
- 100-Year Floodplain Areas
- Habitat of Protected Bat Species
- Perennial Stream
- Intermittent Stream
- Ephemeral Stream
- Property Lines (2020)
- Wetland Areas
- C Cemetery





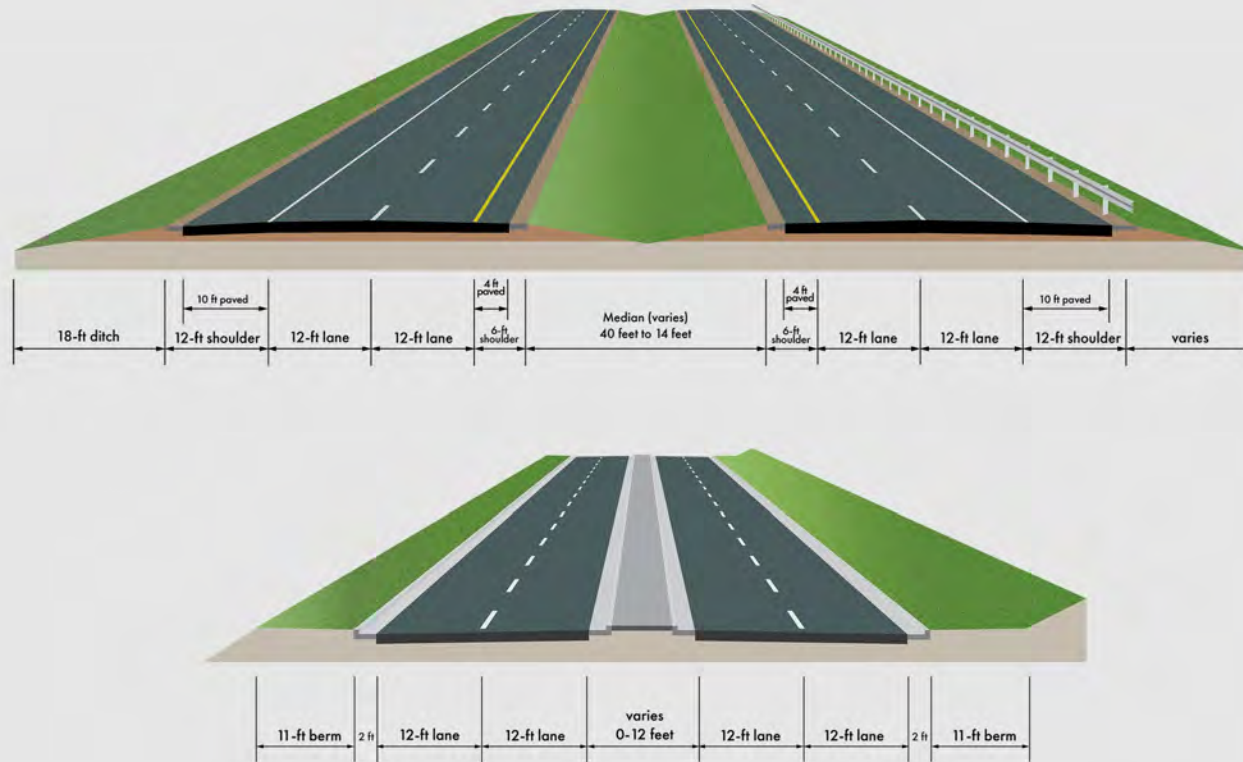
PREFERRED ALTERNATIVE

Veterans Memorial Parkway (KY 1958) Extension
 KYTC Item No. 7-8401.00

The Preferred Alternative incorporates segments from two alternatives studied previously: the Blue corridor and the Black corridor. The general path of the Preferred Alternative is shown here. The actual roadway would be narrower than this generalized illustration.

Property lines in the project area (in 2020)





PROPOSED TYPICAL CROSS SECTIONS

Veterans Memorial Parkway (KY 1958) Extension
 KYTC Item No. 7-8401.00

A rural cross section (top) would be used for the majority of the project, with two 12-foot lanes, a grass median, and paved outside shoulders. In the “T” Intersection portion of the project (along KY 627/Boonesboro Road), an urban design would be used (bottom). It would have curbs and gutters and a narrower overall roadway width and would also include 11-foot berms on both sides of the roadway to accommodate a future multi-use path.

Appendix E – Photos of Public Hearing



Appendix F – News Coverage

Source: <https://www.winchestersun.com/2023/08/07/kytc-meets-with-community-local-leaders-to-discuss-veterans-memorial-parkway-extension/>
#:~:text=The%20Kentucky%20Transportation%20Cabinet%20(KYTC,known%20as%20Veterans%20Memorial%20Parkway.

KYTC meets with community, local leaders to discuss Veterans Memorial Parkway extension

Published 1:00 pm Monday, August 7, 2023

By **Matt Cizek** (<https://www.winchestersun.com/author/mattcizek/>)



Members of the public and professionals talked about ideas for creating a four-lane route connecting Boonesboro Road and Veterans Memorial Highway. (Photo by Matt Cizek)

The Kentucky Transportation Cabinet (KYTC), was present at George Rogers Clark High School on Thursday night, along with numerous community leaders and citizens, to discuss a project involving the eastern bypass, better known as Veterans Memorial Parkway.

When complete, the project would connect Boonesboro Road and Veterans Memorial Parkway.

“Over the years, we’ve gone through with looking at multiple alternatives in the preliminary stage. We’ve [got] public input. They had a committee of locals that helped steer the project as far as the design elements,” said Joshua Samples, KYTC District 7 design section supervisor. “This is where we’ve gotten to through that and we’re trying to move through this environmental process.”

According to a news release from KYTC, the project’s objective would be to simplify connectivity between the main roads from the center of Winchester into the southern section of Clark County.

In so doing, a rural design would be used for most of the project.

Two 12-foot lanes, a grass median and paved outside shoulders would be included.

However, the project would also include urban design.

Specifically, it would be utilized for a new T-intersection along Boonesboro Road, with a narrow overall width for curbs and gutters being applied.

Throughout the development, designs have included two sets of twin bridges over railroad crossings, a single-span bridge, and box culverts and box culvert extensions.

Box culverts, whose primary purpose is to channel water past an obstacle or subterranean waterway, are often surrounded by soil and might be made from pipe, reinforced concrete, or other materials with strong structural integrity.

Continued on next page

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“We knew that there would be drainage structures that had to be of such a size that the bridge would be the most efficient, economically feasible structure,” said Stuart McIntosh, the lead engineer at the Lexington office of JMT Inc., who provided the design work for the project, “That’s definitely been something we were planning on from the beginning.” The project also included an environmental assessment that evaluates the project’s potential impact on the human, natural and physical environment.

As such, alternatives or mitigation strategies have been recommended.

“This is a step between our environmental assessment and our finding of no significant impact that we hope to get,” said Hunter Pace, the environmental coordinator for KYTC. “We just have a list of our floodplain impacts. We’re looking at archaeologies, air qualities, noise impacts, water quality, [and] social justice, which is looking at [how] we are adversely affecting a low-income population more than higher-income populations.”

Phil Logsdon, Environmental Specialist for Lochner – an engineering consultant – acknowledged that much development had been seen since the idea for the project was first brought up in the 2010s.

“All that [environmental assessment] work was done originally in the 2010s and then, more recently, when a decision was made to update all that so we could qualify for federal funding,” Logsdon said. “For the size of the project, the impacts are not anything extravagant. It’s the kind of things we deal with on most projects.”

Also present at the event was Cecil Smith, supervisor with Right of Way.

The organization provides professional acquisition services, safety improvements to highway railroad crossings, and fair and equitable treatment to citizens – including any small percentage of families, businesses, and utilities that might face relocation.

“Everything we follow in the state of Kentucky is federal guidelines, and there’s a large breadth of things we can do in relocation,” Smith said. “Every situation is completely different. It could be something as small as moving an old car [or] could be as large as moving a three-story house and actually physically moving it...we’ve got a lot of things we can do.”

For Winchester residents, including Magistrate Ernest Pasley, the development represents an opportunity for growth.

“It would help any kind of truck traffic. As it is now, truck traffic is not permitted downtown,” Pasley said. “Any of the [George Rogers Clark High School] students on the eastern side of the county would be able to turn on the bypass and come right out at school. That would alleviate some of that bottleneck that we have.”

Meeting held to discuss expanding bypass in Clark Co.



It's a project that many have actually been asking to see.

By Grason Passmore
Published: Aug. 3, 2023 at 10:18 PM EDT



CLARK COUNTY, Ky. (WKYT) - The Clark County community has a chance to give their feedback on a project that could keep truck traffic out of downtown.

It's a project that many have actually been asking to see.

In a small town where you're sure to run into someone you know, it shouldn't come as a surprise that 200 Winchester neighbors filled the Veterans Memorial Parkway Extension project information session Thursday night.

"The first phase of the Eastern Bypass project, I remember my dad sold the right away through our farm out on Kentucky 15, you know, over 20 years ago," said Winchester resident Sam Williams.

Two decades later, Williams is hopeful he may finally see the project begin.

"Dad passed away a few years ago, and I get asked to this day, what are you going to build on that farm out there? Are you going to build us a place to eat? A place we can go shopping? Really, my answer is it's hard to invest in a road to nowhere," Williams said. "And that's what we have on the Eastern Bypass around Winchester."

According to the Kentucky Transportation Cabinet, the main purpose of the project is to improve east-west connectivity between the main roads that radiate from the center of Winchester into the southern half of Clark County.

"Winchester is a growing town. This gives them more options for staying out of downtown if they can, especially a lot of the thru traffic that needs to get to the interstate from various locations south," said District 7 Design Section Supervisor Joshua Samples.

Samples says the project would provide more access to I-64 and the Bert T. Combs Mountain Parkway.

"We've been working on it for a long time, it's been on the books. But we've got more funding for it," Samples said.

They are now trying to move forward with the plans once again.

Samples says it would be at least a couple of years before any construction actually begins.

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Source: www.wkyt.com/2023/08/04/meeting-held-discuss-expanding-bypass-clark-co/

APPENDIX 3

Project Commitments

Veterans Memorial Parkway (KY 1958) Extension
KTYC Item No. 7-8401.00

PROJECT COMMITMENTS

- Impacts to the Indiana and gray bats will be addressed following guidance in the Programmatic Biological Opinion on the Effects of Transportation Projects in Kentucky on the Indiana Bat and Gray Bat (2020 Programmatic Biological Opinion) between the Federal Highway Administration (FHWA), KYTC, and U.S. Fish and Wildlife Service Kentucky Field Office (USFWS KFO). Impacts to the northern long-eared bat will be addressed as determined by the IPaC D-Key. Mitigation will be made via a contribution to the Imperiled Bat Conservation Fund (IBCF), CMOU, and/or as guided by the USFWS IPaC D-Key.
- Impacts to Waters of the US (WOTUS) were permitted by the United States Army Corp of Engineers via Letter of Permission to the Kentucky Transportation Cabinet to Construct Across or Along a Stream on November 1, 2017. The Kentucky Division of Water issued a General Water Quality Certification for the Letter of Permission on November 28, 2017. This permit will be renewed prior to construction. Mitigation for the impacts to WOTUS will be required.
- Impacts to the floodway will be coordinated through the Federal Emergency Management Agency (FEMA). A Certified Letter of Map Revision (CLOMR) is anticipated as a result of the coordination. Ongoing coordination with FEMA will be carried out by KYTC through the project's Final Design stage.
- Any structures that are proposed to be demolished and/or renovated will need an asbestos inspection and abatement, if asbestos building materials are identified they will be disposed of in an appropriately permitted landfill. This inspection/abatement needs to be conducted prior to demolition and/or renovation activities.

