



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

July 15, 2013

This letter is for your information. It was sent to everyone on the attached list.

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

Dear «Letter_Title» «Last_Name»:

Subject: Planning Study
U.S. 60 Bridge Replacement Scoping Study
Livingston County, Smithland, Kentucky
Item No. 1-1142.00

We are requesting your agency's input and comments on a planning study to determine the need and potential impacts for a proposed highway project. The Kentucky Transportation Cabinet has assembled a study team to evaluate the roadway conditions, analyze the current and future traffic and propose recommendations.

This planning study includes a scoping process for the early identification of environmental issues and impacts related to the proposed project. We believe that early identification of issues or concerns can help us develop highway project alternates avoiding or minimizing negative impacts. The Project Team has identified a number of alternates with the help of Local Officials, Stakeholders, and Public by conducting meetings with them at various study stages.

We are requesting that you provide comments on the proposed improvement alternates and/or specific comments concerning the bulleted items below as they relate to the proposed improvement alternates.

- Comments on the purpose and need for the project,
- Significant issues or concerns in the project area that may need to be addressed so that the project can be adequately scoped,



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- Any conservation or development plans your agency or organization has ongoing or is aware of in the project area,
- Locations of any known areas, issues, or resources within the project area that should be considered when developing alternates so that impacts can be avoided, minimized, or mitigated early in the process, and
- Any mitigation strategies that should be considered in the development of the project.

We respectfully ask that you provide us with your comments by *July 31, 2013*, to ensure timely progress in this planning effort.

During the development of this planning study, comments will be solicited from federal, state, and local agencies, as well as other interested persons and the general public, in accordance with principles set forth in the National Environmental Policy Act (NEPA) of 1969. The Federal Highway Administration is partnering with us in these efforts.

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

- A draft statement of Study Purpose and Need
- Study Limits and Existing Roadway Information
- Average Daily Traffic, Level of Service and Crash Type
- Environmental Overview
- Project Frequently Asked Questions (FAQs)
- Study Area Map with the following alternatives:
 - Alternative 0 - Do Nothing
 - Alternative 1 – Bridge Rehabilitation in Place
 - Alternative 2 – Superstructure Replacement on Existing / Rehabilitation of Structure
 - Alternative 3A – New Bridge to the East Upstream
 - Alternative 3B – New Bridge Farther East Upstream
 - Alternative 4 – New Bridge to the West Downstream

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We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to *Tonya Higdon* of the Division of Planning at (502) 564-7183 or at *Tonya.Higdon@ky.gov*. Please address all written correspondence to Keith Damron, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 200 Mero Street 5th Floor, Frankfort, KY 40622.

Sincerely,



Keith R. Damron, P.E.
Director
Division of Planning

KRD/TH/NH

Enclosures

c: Jose Sepulveda, FHWA (w/enc)
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HB 174 Stage 1 Study
Interview form

Site Index no. **9070.new**

Interviewer: Matt Nemecek
Affiliation: ATC Associates Inc.

AI
No.

Page 1 of 2
Date: 3/13/06

Person/s Interviewed: Barb Green
Title/ Affiliation: City Hall Secretary
Address: Wilson Ave.
Smithland, KY 42081
Association with landfills: None, Resident of Smithland

Phone:

E-mail:

(Use back of sheet if more room is needed for any item)

General comments:

This site was added as a newly identified landfill per discussion with Smithland City Hall employees.

Suggestions of other persons to interview:
none

Site-specific comments

Landfill names, past and present:
Smithland Tire Dump

Degree of familiarity with landfill:

Barb only knows that the tire store on the property and some residents have dumped things there in the past

Location:

On the Smithland Tire property to the south side of the building over the edge of the adjacent ravine.

Period of operation:

Early 1980s - current

Land owner at time of operation:

unsure

Current owner and intermediate owners (incl. contact info):

Unsure...possibly the owner of the tire store.

Who operated it:

Open dump, no operator

Discussion of how it operated and other comments (*hazardous materials, location of waste areas, cover, past engineering efforts, wells, springs, etc*):

Barb noted that passers by and employees of the Smithland Tire Store would dump general trash and used tires over the edge of the ravine.

Index number: **9070.003**

AI number: N/A - **Newly Identified Site**

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G. Appendices

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G.2 Additions and revisions

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Executive Summaries

Operational history (including permits and past DEP actions)

This was a newly identified site found through interviews with local residents. Site reconnaissance and associated research suggests that it was an open dump along a drainage where local residents would discard waste. Waste materials were likely not graded nor regularly capped. The site is located adjacent to a commercial tire/auto service facility. Scrap tires are abundant along the edges of the fill area in areas of surficial dumping. The site was never permitted to operate. It looked like the top of the area had been filled in with construction debris (asphalt, road gravel, concrete, etc.) to bring the fill area to grade with the tire service station lot. There were no signs of recent dumping.

Current engineering and maintenance conditions

There are no ongoing engineering activities at the site since. The site is connected with a parcel of land that is used primarily as a tire service station. There is no cap or liner present. No leachate collection systems are in use at the site. Some debris was exposed on the southern slope of the apparent fill area during the site visit, the very bottom of which could possibly come into contact with the adjacent drainage creek during heavy rain events. This slope was greater than a 10:1 and had debris exposed at various locations. Most of the debris appeared to be tires, concrete or asphalt.

Groundwater scenario and contamination issues

The site is situated in an alluvial setting. Exact groundwater conditions beneath the site are unknown, but it is likely that the drainage creek is in contact with the water table due to its proximity to the Cumberland and Ohio Rivers. According to the AKGWA database there are 11 water wells located within a 2,000-foot radius of the subject property, 10 of which are used for monitoring purposes. One well is listed as a public supply well, and it is located on the Cumberland River, approximately 1,600 feet west of the site.

Other release modes and contamination issues

There are no known soil or air contamination issues at this site.

Known problems and knowledge gaps

There is no cap or liner present. The slope of the edge of the waste area is dangerously steep. Exact soil and groundwater conditions at the site are unknown.

Suggested solutions

Slope should be stabilized. Recommend evaluation of feasibility of vegetative controls for slope stability.

Present status in HB 174 program

Currently in Stage 1 status of the program, ATC Associates Inc. is the consultant. The site does not meet criteria for eligibility in the program.

Administrative

Comments on SW permits or other program involvement

No permits were ever issued for this site, and it is not in any other DEP programs. Permit number 070-A0001 was assigned to the site by the consultant.

Ownership/Responsible Parties

Landfill owner/operator narrative

The property is owned by Mr. Sebastian Hawk, the owner/manager of the Smithland Tire facility on-site.

Layout, Geology, and Engineering Overviews of Site

General site layout

As stated above, the site is located on the southern portion of the Smithland Tire facility, just to the north of the town of Smithland on the southeast corner of SR 60 and HWY 70. There is a drainage creek to the south of the site that runs along the southern boundary of the apparent waste area. The site is located in a mixed commercial/residential area. Commercial properties are located across SR 60 to the west. Residential properties exist north, south and east of the site.

Geologic/geomorphic context

The site is located in the Jackson Purchase Region of Western Kentucky atop lacustrine and fluvial deposits of the Quaternary System. These deposits are composed of silts, sands and gravels. Aquifers in the area yield sufficient amount of water for domestic and industrial use. The site elevation is approximately 360 feet above mean sea level. Surface water at the site drains west towards the Cumberland and Ohio Rivers.

Past work done (including borings, wells, etc.)

None.

Leachate issues

No evidence of leachate or former leachate outbreaks were observed during site reconnaissance (Summer, 2006).

Cap issues

A true "cap" does not exist at the site; the waste area has been covered with road gravel, crushed concrete and asphalt grindings.

Other engineering issues

The dump area is obviously unlined.

Individual Waste Areas

Waste Area Name: Historic Landfill Area A

Operation narrative: Nothing is known about the operations of this dump site. It was likely that there were no formal operations of the site and that it was just used as an open dump. Debris was probably just dumped over the edge of an existing ravine and left uncovered.

Engr. Controls narrative:

None exist.

Maintenance narrative:

The area is not maintained. Tall grass was present near the edges of the fill, but the top of the fill area is unvegetated. Trees are present locally on the side of the slopes of the dump/fill area in the ravine.

Site-wide Waste and Contamination Information

Site vulnerability narrative (to new dumping)

Access to the site is not controlled. It is part of the Smithland Tire lot. There was no evidence of any recent dumping.

What materials on the property pose significant environmental hazards? How much? Location within property? Source of information.

Evidence of industrial or regulated waste was not observed. Most of the waste appeared to be construction-related debris or tires.

Summary of detections or lab data if available, including date sampled.

No record of sampling/analysis was identified in association with this site.

Site characteristics uncertainty narrative

Site soil and groundwater conditions are unknown.

Pathways or mechanisms to release

Generation of contaminated water narrative

The permeability of the material in the fill area is unknown. The adjacent creek should provide adequate drainage for the site runoff. No stagnant or ponded water was observed atop the fill area during site visits. Some waste was observed exposed at the site, but the waste appeared to be construction debris. Slope failure could result in waste materials coming into direct contact with the drainage and potentially being transported downstream.

Current conceptual groundwater scenarios

The site is situated in an alluvial setting. Exact groundwater conditions beneath the site are unknown, but it is likely that the drainage creek is in contact with the water table due to its proximity to the Cumberland and Ohio Rivers. According to the AKGWA database there are 11 water wells located within a 2,000-foot radius of the subject property, 10 of which are used for

monitoring purposes. The lone public supply well is located on the Cumberland River, approximately 1,600 feet west of the site (presumably down-gradient).

[Water release narrative](#)

Runoff from the waste area discharges to an ephemeral stream (which the dump area is at the headwaters off). Contaminants (if present) would be discharged directly to surface water, likely with minimal leaching to groundwater.

[Soil contamination narrative](#)

Soil impact is not known to exist at the site.

[Airborne contamination narrative](#)

Air contaminants are not known to exist at the site.

[Complicating factors narrative](#)

Fill materials from dumping are at headwaters of drainage. Area could be undercut through headward erosion. Slopes are steep and may be unstable.

[Receptors](#)

[Receptors narrative](#)

As stated above, there are 11 water wells reported within a 2,000-foot radius of the site. 10 wells are for monitoring purposes and one is a public use well. The properties immediately surrounding the site are a mix of residential and commercial. The site is currently used as a tire service center, so direct human exposure is an applicable pathway. There are a couple of residences between the drainage creek adjacent to the site and the Cumberland River. However, given the small size and the inaccessibility of this creek due to the dense vegetation and steep banks, it is unlikely that anyone would be able to use it for recreational purposes. There are no cattle or food animal farms in the vicinity of the site that would potentially be ingesting water directly or indirectly from the surface water bodies. The water and soil conditions on-site did not appear to be negatively impacting the surrounding environment.

[Risk Ranking Score](#)

[Rationale for assigning ranking score](#)

Water route

Water hazard component is 3. The contents of this dump appear to be waste tires and construction related debris, based on materials exposed at the surface and on the slope. There is no cap or liner, and vegetative cover is poor/minimal.

Water transport component is 3. The site is in an alluvial setting near the Ohio River. Any potential leachate that the site would produce would exit the slopes of the landfill and immediately enter the adjacent drainage creek and travel south towards Island Creek. Water can probably percolate through the waste area pretty readily. The waste appeared to be approximately 20 feet in thickness as viewed from the top of the fill area. It appeared that the waste was just pushed off of the edge of a ravine, so the water table is most likely not up into the waste area. However, water may laterally enter the waste from the drainage creek during heavy rains.

Drinking water receptors component is 1. There was one public use well identified within the surrounding area of the site that could potentially be affected by any contamination released from the site. It is located about 1,600 feet west of the site. It is unknown if this well has been tested recently. The likelihood of this site contaminating the groundwater in the area is relatively low based off of the types of waste observed there while on-site.

Water body contact receptors component is 1. Although there is an adjacent creek just south of the site, the creek is ephemeral in nature. Although the creek does flow through one small residential area downstream, there have not been any instances of observed leachate outbreaks.

Composite calculated score for the water route is 1.8. Accordingly, 2 will be the accepted judgment adjusted score.

Soil route

Soil hazard component is 2. There appears to be no cap present at the site, which is the reason for a higher score in this component. There are tires, and construction related debris exposed around the sides of the fill area.

Soil transport component is 2. The flow in the adjacent creek is high enough during rain events that it could potentially erode some of the small granular fill materials (crushed concrete and asphalt), but not high enough to transport the large and heavy wastes that were observed on the edges of the fill area. The drainage travels about 1,300 feet before entering the Cumberland River.

Soil receptors component is 2. The site is adjacent to an operational tire service center to which access is not controlled. Employees could potentially come into contact with the top of the waste area, but there was no evidence of exposed waste or leachate there to be harmful to anyone that sets foot on it.

Composite calculated score for the soil route is 1. I accept this automatically calculated score as my judgment adjusted score.

Air route

Air hazard component is 0. Based on the type of waste disposed of here, landfill gases would not be generated.

Air transport component is 1. There are no confined spaces or depressions in which gases could accumulate at the former dump. There is no cap present on the top or on the sides of the dump area, so gases could easily migrate out at either of those points.

Air receptors component is 1. The site is in a mixed commercial/residential area, but no reports of odors or gaseous releases have been made. There is always the possibility of gases making their way to the SR 60 right of way and into the utilities corridor or to the service station structure north of the site if the units are geologically connected, but nothing has been reported.

Composite calculated score for the air route is 0. I accept this automatically calculated score as my judgment adjusted score.

The site ranking score is 2. The water mode is the most important mode due to the proximity of the public use well. The soil and air modes rank low due to the type of waste apparently disposed of here.

Information quality and completeness score

Quality and completeness discussion

This is a new site, so there was no historical information available here. All of the information was gathered by field observations and discussions with local residents. Site information score is 50%

The groundwater pathways are fairly well known. Groundwater flow is assumed to be in the direction of Cumberland River although there are no monitoring wells installed in association with the site to confirm this. The soil and airborne pathways pose minimal exposure risks due to the nature of the fill. Pathways score is 75%.

The primary receptors of concern would be employees at Smithland Tire Service (direct contact), or potential surface water direct contact in down-gradient residential area in creek (though no evidence of impact to surface water was observed). Surrounding land use is mixed residential/commercial. Receptors score is 85%.

Current overall completeness score is 70%.

Errors/discrepancies detected and discussion of resolution or status

No obvious information discrepancies were encountered to date.

Scope of work recommended for Phase 2 work

Test pits could be excavated to better characterize the waste dumped and buried here. However, nothing was observed or discovered to suggest the potential presence of industrial waste being dumped at this location.

Immediate mitigation steps advised

Evaluate slope instability issue.

Other reports on this site and their locations

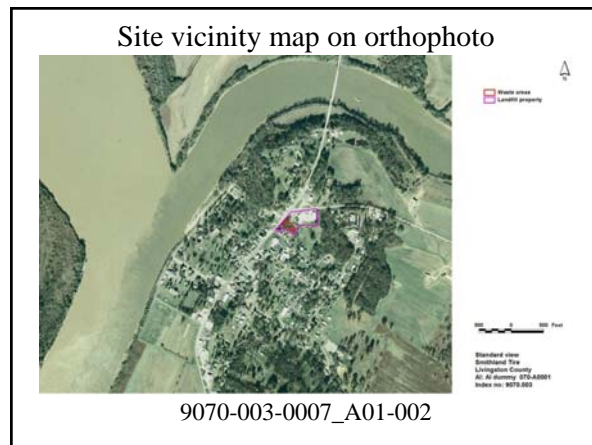
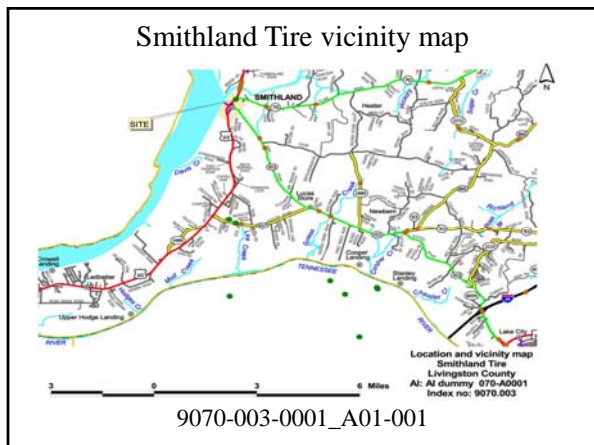
Generating Entity	Date	Report Name	File Location

Index of additions and revisions to this document

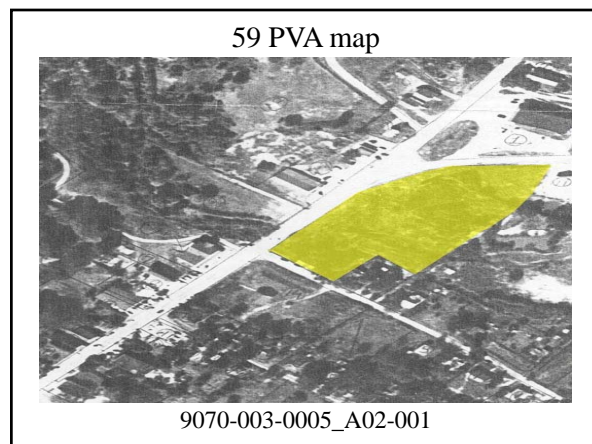
Person making	Affiliation	Date	A	B	C	D	E	F
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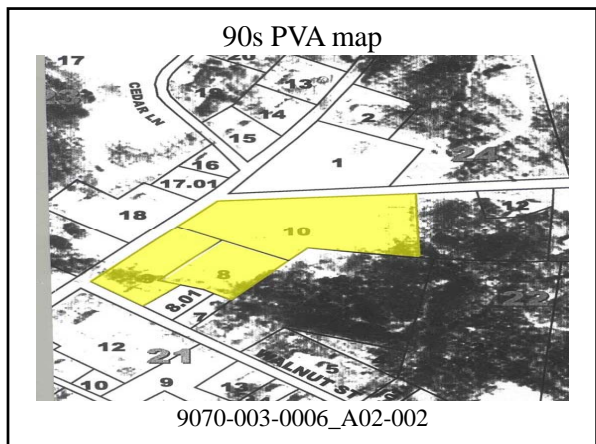
A Site visits & General Info

A01 Site location maps



A02 PVA and property boundaries





A03 [date] visit {by}

A04 3-15-06 Visit By
Nemecek - ATC



B General site layout

**B01 Current site
conditions**

**B02 Past site
conditions**

B03 Topo maps

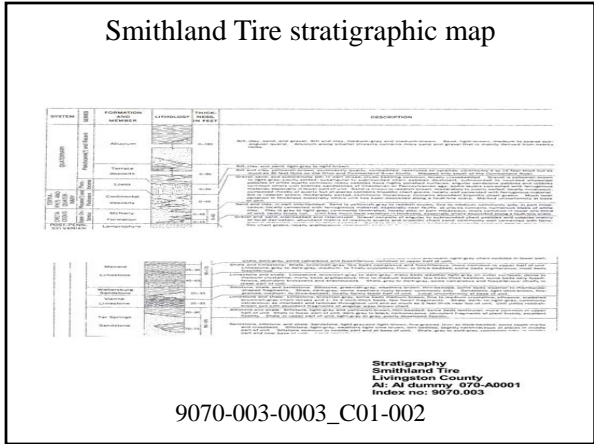
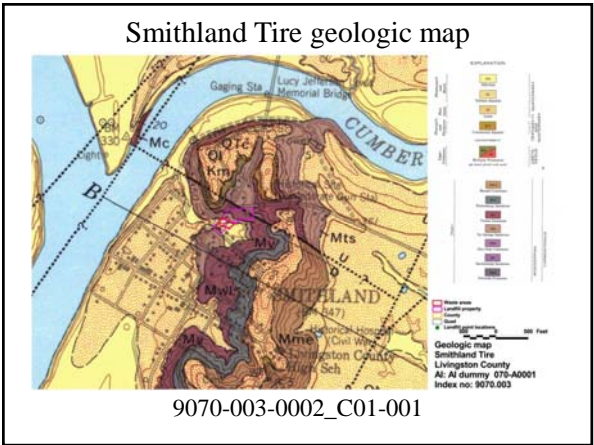
B04 Boring plans

B05 Field maps

B06 Mine maps

C Geology & Site characterization

C01 General Geology



C02 Hydrogeologic analyses

C03 Monitoring
wells

C04 Borings

C05 Geochemistry

C06 Dye trace

D Engineering
(Specific)

D00 Overall
engineering of
landfill

D01 Leachate system

D02 Water treatment-
disposal system

D03 Cap design and
current condition

D04 Surface water
drainage

E Illustrations and
miscellaneous

E01 Work plan

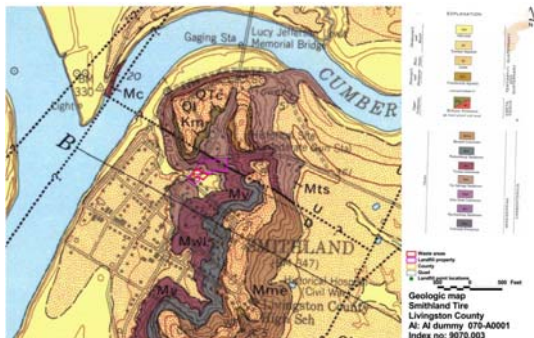
Source Documents

smithland tire vicinity map



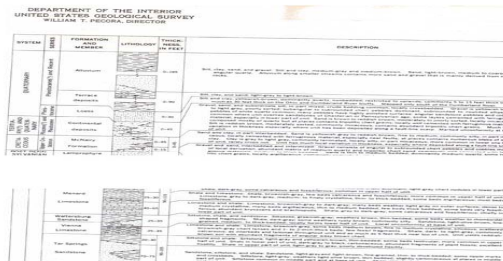
9070-003-0001

smithland tire geologic map



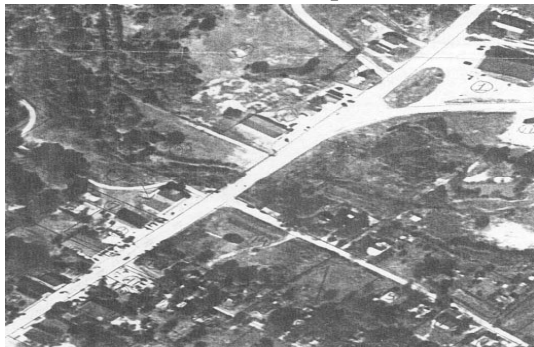
9070-003-0002

smithland tire stratigraphic map



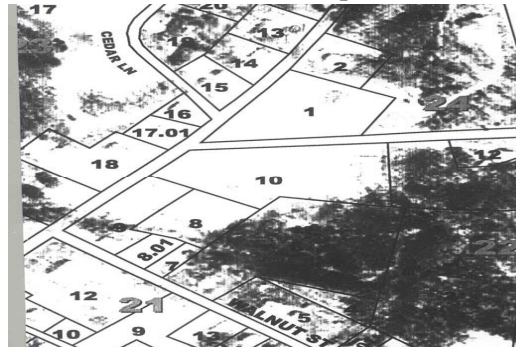
9070-003-0003

59 PVA map



9070-003-0005

90s PVA map



9070-003-0006

Site vicinity map



9070-003-0007

A copy of this presentation is included on the CD that has been submitted with this report.

Dikes, Shawn P.

From: Higdon, Tonya (KYTC) [Tonya.Higdon@ky.gov]
Sent: Friday, July 26, 2013 3:50 PM
To: Higdon, Tonya (KYTC); Dikes, Shawn P.; Walker, Lindsay A.
Subject: RE: KDOWN Reply -US 60 Bridge Planning Study Letter

FYI. See below

Thanks Again,

Tonya M. Higdon, P.E.

Transportation Engineer Specialist
Kentucky Transportation Cabinet
Division of Planning, 5th Floor West
200 Mero Street
Frankfort, Kentucky 40622
Phone: 502-564-7183
Fax: 502-564-2865
tonya.higdon@ky.gov

From: Jackson, Adam (EEC)
Sent: Friday, July 26, 2013 12:22 PM
To: Higdon, Tonya (KYTC)
Cc: Gruzesky, Sandy (EEC); Wilhelm, Jill (EEC); Dorman, Clark (EEC)
Subject: FW: Planning Study Letter

Ms. Higdon,

The proposed "US 60 Bridge Replacement Scoping Study for Livingston County, KY" document dated July 11, 2013 has been reviewed by the Water Quality Certification Section of the KY Division of Water. As requested, please accept the following comments:

-The project is not proposed within waters currently designated by the KY Division of Water as being Cold Water Aquatic Habitat (CWAH) or Outstanding State Resource Waters (OSRW). In addition, the location immediately downstream of the confluence of the Cumberland River with the Ohio River, on the downstream side of Cumberland Island, has been designated as an OSRW due to the presence of threatened or endangered species of mussels.

-A Water Quality Certification will be required for the proposed project in order to certify the US Army Corps of Engineers Dept of Army Permit, due to the fact that the project proposes fill within Section 10-navigable waters. As part of our project review process, please submit documentation of a recent mussel survey to ensure that threatened and/or endangered species of mussels are not located within the scope of the project's impacts within the Cumberland River.

-Jurisdictional wetlands are also within the scope of the proposed project. Keep in mind that the permanent placement of fill material within jurisdictional streams and/or wetlands will require Water Quality Certification authorization, and possible mitigation for the impacted streams and/or wetlands.

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

Adam Jackson
Water Quality Certification Section Supervisor

*KY Division of Water
200 Fair Oaks, 4th Floor
Frankfort, KY 40601
(502) 564-3410 Ext 4855*

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JUL 24 2013

Div. of Planning



**TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY DEPARTMENT OF FISH & WILDLIFE RESOURCES**

Steven L. Beshear
Governor

#1 Sportsman's Lane
Frankfort, Kentucky 40601
Phone (502) 564-3400
1-800-858-1549
Fax (502) 564-0506
fw.ky.gov

Bob Stewart
Secretary

Dr. Jonathan W. Gassett
Commissioner

22 July 2013

Keith R. Damron, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street 5th Floor
Frankfort, KY 40622

RE: US 60 Bridge Replacement over the Cumberland River, Livingston County, KY
KYTC Item No. 1-1142.00

Dear Mr. Damron:

The Kentucky Department of Fish and Wildlife Resources (KDFWR) has received your request for information pertaining to the subject project. The following is from a letter KDFWR sent to Third Rock Consultants dated 8 March 2013 concerning this project.

The Kentucky Fish and Wildlife Information System indicates that the federally - endangered Interior Least Tern (*Sterna antillarum athalassos*), Spectacle Case (*Cumberlandia monodonta*), Fat Pocketbook (*Potamilus capax*), Sheepnose (*Plethobasus cyphus*), Grey bat (*Myotis grisescens*), and Indiana bat (*Myotis sodalis*) are known to occur within close proximity to the proposed project site. The Armored Rocksnail (*Lithasia armigera*) and Osprey (*Pandion haliaetus*) are additional state-listed species known to occur within the study area. Please be aware that our database system is a dynamic one that only represents our current knowledge of various species distributions.

This project falls within known Indiana bat swarming habitat of P3/P4 cave(s) and is considered a sensitive area by the U.S. Fish and Wildlife Service Kentucky Field Office (USFWS). Any tree cutting will likely be restricted, and recommended only from November 15th – March 31st to reduce impacts to listed bats. The Interior Least Tern nests on exposed sandbars and isolated mudflats on the lower Ohio River and the Mississippi River. Nesting occurs in late spring and summer, and often groups of nests are located close together. The KDFWR recommends surveying within the study area outlined in the project description for these nests prior to any construction. Disturbances within close proximity to the nests may cause abandonment, and reduced nesting success.

The KDFWR also recommends mussel surveys within the study area, and perhaps downstream of the study area, to determine the presence of federally-listed mussel species. Also, please contact the USFWS at 502-695-0468 to discuss appropriate measures to reduce impacts to these federally-listed species and ensure compliance under the Federal Endangered Species Act.

According to our records, Ospreys have nested on this bridge for the past several years. Ospreys prefer to nest on elevated structures (often man-made) near large bodies of water, making this bridge an attractive nesting opportunity. Nest sites are often used for several consecutive years, as long as they are protected and minimally disturbed. Prior to construction, please contact KDFWR biologist Kate Heyden (502-564-7109 ex. 4475) to discuss ways to minimize impacts to these birds to the extent practical. Since nesting occurs in late winter through early summer, the KDFWR requests that disturbance be minimized on the current bridge during that time. While Ospreys are not protected under the Federal Endangered Species Act, they are protected under the Migratory Bird Treaty Act which does carry fines and other reprimands if harassments do occur to protected species. Clearly this area is used by a large number of threatened/endangered species, and construction techniques should be utilized to minimize impacts to these species.

To minimize indirect impacts to aquatic resources, strict erosion control measures should be developed and implemented prior to any construction to minimize siltation into streams and storm water drainage systems located within the project area. Such erosion control measures may include, but are not limited to silt fences, staked straw bales, brush barriers, sediment basins, and diversion ditches. Erosion control measures will need to be installed prior to construction and should be inspected and repaired regularly as needed.

The KDFWR recommends feasible alternatives that cause the least amount of environmental damage and impact (Alternatives 1 and 2). I hope this information is helpful to you, and if you have questions or require additional information, please call me at (502) 564-7109 extension 4453.

Sincerely,



Dan Stoelb
Wildlife Biologist

Cc: Environmental Section File



United States
Department of
Agriculture

Forest
Service

Daniel Boone
National Forest

1700 Bypass Road
Winchester, KY 40391
859-745-3100

File Code: 1900

Date: JUL 19 2013

Keith R. Damron, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street 5th Floor
Frankfort, KY 40622

Dear Mr. Damron:

Thank you for the opportunity to respond to the proposal being developed to replace/rehabilitate an existing bridge located on U.S. 60 in Smithland, KY. My staff and I have reviewed your proposal to provide a safe, reliable roadway. This site is more than 200 miles to the west of national forest system lands managed by the Daniel Boone National Forest (DBNF), and the watershed where the proposal is centered does not flow onto national forest system lands. I see no reason to believe that the proposal would affect resources or facilities managed by the DBNF. I have no objection to the proposal. Additional correspondence with the DBNF regarding this proposal is not necessary.

If you have questions, please contact Forest Planner Elizabeth Robinson at 859-745-3151.

Sincerely,

FRANK R. BEUM
Forest Supervisor

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JUL 23 2013

Div. of Planning



U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street, Room 2.102D
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2382
Fax: (314)269-2737
Email: david.a.orzechowski@uscg.mil
www.uscg.mil/d8/westerriversbridges

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16591.1/2.81 CMB
July 25, 2013

Mr. Keith R. Damon, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street 5th Floor
Frankfort, KY 40622

JUL 29 2013

Div. of Planning

Subj: LUCY JEFFERSON LEWIS MEMORIAL BRIDGE, MILE 2.81, CUMBERLAND RIVER

Dear Mr. Damon:

This is in reply to your letter of July 11, 2013, concerning the proposed bridge project at Mile 2.8, Cumberland River.

The General Bridge Act of 1946 requires that the location and plans for bridges over navigable waters of the United States be approved by the Commandant, U.S. Coast Guard prior to commencing construction. The Cumberland River is considered to be a navigable waterway of the United States for bridge administration purposes at the bridge site.

Applications for bridge permits should be addressed to Commander (dwb), Eighth Coast Guard District, 1222 Spruce Street, Room 2.102D, St. Louis, Missouri 63103-2832, Attn: Bridge Branch. The application must be supported by sufficient information to permit a thorough assessment of the impact of the bridge and its immediate approaches on the environment. We recommend that the impacts of procedures for constructing cofferdams, sand islands, and falsework bents, etc., that will be employed to build the bridge and demolish the old bridge be discussed. The Environmental Assessment (EA) should also contain data on the number, size and types of vessels currently using the waterway. This information should be compared with past and projected future trends on the use of the waterway.

We agree to serve as a Cooperating Agency for the project from a navigation standpoint. We should be given the opportunity to review the EA and be consulted before a decision is made to prepare a FONSI in lieu of an EIS. Our review and recommendations on the vertical and horizontal clearance requirements for river traffic will be coordinated with the Kentucky Transportation Cabinet, Bridge and Structure Division office.

We appreciate the opportunity to comment on the project in this early stage. You can contact Mr. David Orzechowski at the above telephone number if you have questions regarding our comments or requirements.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric A. Washburn".

ERIC A. WASHBURN
Bridge Administrator, Western Rivers
By direction of the District Commander



STEVEN L. BESHEAR
GOVERNOR

**TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY HERITAGE COUNCIL**

BOB STEWART
SECRETARY

THE STATE HISTORIC PRESERVATION OFFICE
300 WASHINGTON STREET
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-7005
FAX (502) 564-5820
July 30, 2013

CRAIG POTTS
EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

Mr. Keith R. Damron
Director, Division of Planning
Kentucky Transportation Cabinet, 200 Mero Street
Frankfort, KY 40622

**Re: Planning Study
US 60 Bridge Replacement Scoping Study
Livingston County, Smithland, Kentucky
Item No. 1-1142.00**

Dear Mr. Damron:

Our office has received a request for comments on the above referenced project. Because FHWA is the lead federal agency on this project, the Kentucky Transportation Cabinet must ensure compliance with relevant state and federal regulations regarding cultural resources. These may include any or all of the following: the Advisory Council on Historic Preservation's Rules and Regulations for the Protection of Historic and Cultural Properties (36 CFR, Part 800) pursuant to the National Historic Preservation Act of 1966; the National Environmental Policy Act of 1969; Executive Order 11593; the Kentucky Antiquities Act; the Kentucky Cave Protection Act; and graves protection legislation.

In order to determine if properties eligible for listing in the National Register of Historic Places will be affected by this project, you must submit one copy of a historic architectural survey report and one copy of an archeological survey report to this office for review and comment. The reports must be completed by professionals meeting the Secretary of the Interior's Standards for Professional Qualifications in archaeology, history, or architectural history, and they must meet the Kentucky Heritage Council's *Specifications for Conducting Fieldwork and Preparing Cultural Resource Assessment Reports*, available at <http://heritage.ky.gov/enreview>. The determination of the area of potential effect (APE) for both archaeological and cultural historic resources should be made in consultation with our office. The documents enclosed with your letter show a study area for the project that may or may not be adequate to account for all potential direct or indirect impacts. This effort should be coordinated with the Division of Environmental Analysis at KYTC.

Pending our review of the requested documentation, there may be a need for additional consultation with our office to determine how to avoid, minimize, or mitigate any adverse effects to significant cultural resources. Thank you for giving our office an opportunity to comment in the planning stages for this project. If you have any questions, please contact Burcum Keeton of my staff at (502) 564-7005, ext. 147.

Sincerely,

Craig Potts
Executive Director and
State Historic Preservation Officer

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JUL 31 2013

Div. of Planning

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Steven L. Beshear
Governor



Terry Holliday, Ph.D.
Commissioner of Education

**EDUCATION AND WORKFORCE DEVELOPMENT CABINET
DEPARTMENT OF EDUCATION**

Capital Plaza Tower • 500 Mero Street • Frankfort, Kentucky 40601
Phone: (502) 564-4770 • www.education.ky.gov

July 30, 2013

Keith R. Damron, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40622

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AUG - 1 2013

Div. of Planning

Dear Mr. Damron:

Thank you for the opportunity to review the "U.S. 60 Bridge Replacement Scoping Study" for Livingston County. I forwarded the information to the District Facilities Branch and the Student Tracking and Transportation Branch here at Kentucky Department of Education (KDE) for their input. Staff reported that there is nothing in the report that impacts anything under the direct control of KDE in terms of school facilities or school bus routes. However, it is the recommendation of KDE staff that the Transportation Cabinet contact Livingston County Public Schools directly to solicit feedback from school district officials who have better knowledge of how this project could impact schools in the affected area. The contact information is:

Superintendent Darryl Crittenden
Livingston County Public Schools,
127 East Adair Street
P.O. Box 219
Smithland, KY 42081
(270) 928-2111

If you have any questions concerning school facilities or school bus transportation in general, please contact Kay Kennedy, KDE Director, Division of District Support at kay.kennedy@education.ky.gov or (502)564-3930.

Sincerely,

A handwritten signature in black ink, appearing to read "Terry Holliday".

Terry Holliday, Ph. D.

cc: Thomas Zawacki



Steven L. Beshear
Governor

**Energy and Environment Cabinet
Department for Environmental Protection**

Leonard K. Peters
Secretary

Division for Air Quality
200 Fair Oaks Lane, 1st Floor
Frankfort, Kentucky 40601-1403
Web site: air.ky.gov

July 30, 2013

Mr. Keith R. Damron, P.E.
Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, Kentucky 40622

Dear Mr. Damron:

The Division has reviewed the planning study for evaluating potential impacts for a proposed highway project, the US 60 Bridge Replacement Scoping Study in Livingston County, Item Number 01-1142.00. The following Kentucky Administrative Regulations apply to this proposed project:

Kentucky Division for Air Quality Regulation **401 KAR 63:010** Fugitive Emissions states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth moving equipment to be deposited onto a paved street or roadway. Please note the Fugitive Emissions Fact Sheet located at <http://air.ky.gov/Pages/OpenBurning.aspx>

Kentucky Division for Air Quality Regulation **401 KAR 63:005** states that open burning is prohibited. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney. However, open burning may be utilized for the expressed purposes listed on the Open Burning Brochure located at <http://air.ky.gov/Pages/OpenBurning.aspx>

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JUL 31 2013

Div. of Planning

Mr. Keith Damron
Page 2
July 30, 2013

The Division would like to offer the following suggestions on how this project can help us stay in compliance with the NAAQS. More importantly, these strategies are beneficial to the health of citizens of Kentucky.

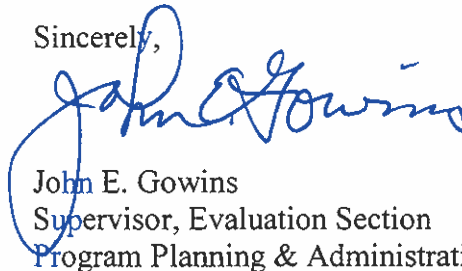
- Utilize alternatively fueled equipment.
- Utilize other emission controls that are applicable to your equipment.
- Reduce idling time on equipment.

Finally, the projects listed in this document must meet the conformity requirements of the Clean Air Act as amended and the transportation planning provisions of Title 40 of United States Code.

The Division also suggests an investigation into compliance with applicable local government regulations.

The Division appreciates the opportunity to review this submittal. If you have any questions regarding this matter, please contact Joe Forgacs of my staff at (502) 564-3999.

Sincerely,



John E. Gowins
Supervisor, Evaluation Section
Program Planning & Administration Branch

JEG/jmf



TOURISM, ARTS AND HERITAGE CABINET

STEVEN L. BESHEAR
GOVERNOR

2400 CAPITAL PLAZA TOWER
500 MERO STREET
FRANKFORT, KENTUCKY 40601
502-564-4270 – OFFICE
502-564-1512 - FAX

LINDY CASEBIER
DEPUTY SECRETARY

BOB STEWART
SECRETARY

MATT SAWYERS
DEPUTY SECRETARY

July 23, 2013

Keith R. Damron, P.E.
Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40622

Dear Mr. Damron:

Thank you for providing the opportunity to make comment toward the potential US 60 Bridge replacement in Livingston County. The Tourism, Arts and Heritage Cabinet appreciates the efforts made to keep our travelers safe while moving them efficiently throughout Kentucky.

By copy of this letter I am asking Craig Potts, Executive Director of the Kentucky Heritage Council and Commissioner Jon Gassett of the Department of Fish and Wildlife Resources to review this project to assess any possible impact it might have on historic sites and/or impact on plants, animals, or habitats in the area. I would ask them to provide their comments to you by August 1st, 2013.

Again, I appreciate the opportunity to make this request. Please don't hesitate to contact me if I may be of further assistance.

Sincerely,

Bob Stewart
Secretary

C: Craig Potts
Jon Gassett

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JUL 30 2013

Div. of Planning



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Kentucky Ecological Services Field Office
330 West Broadway, Suite 265
Frankfort, Kentucky 40601
(502) 695-0468

August 5, 2013

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AUG - 7 2013

Div. of Planning

Mr. Keith R. Damron, P.E.
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40622

Re: FWS 2013-B-0280; KYTC 1-1142.00; US 60 bridge replacement over the Cumberland River; located in Livingston County, Kentucky

Dear Mr. Damron:

Thank you for the opportunity to provide comments on the above-referenced project. The U.S. Fish and Wildlife Service (Service) has reviewed this proposed project and offers the following comments in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), Bald and Golden Eagle Protection Act (54 Stat. 250, as amended, 16 U.S.C. 668a-d), and the Migratory Bird Treaty Act (MBTA) (40 Stat. 775, as amended; 16 U.S.C. 703 *et seq.*). This is not a concurrence letter. Please read carefully, as further consultation with the Service may be required.

In order to assist you in determining if the proposed project has the potential to impact protected species we have searched our records for occurrences of listed species within the vicinity of the proposed project. Based upon the information provided to us and according to our databases, we believe that the following federally listed species have the potential to occur within the project vicinity. The listed species are:

Group	Species	Common name	Legal Status*
Mammals	<i>Myotis grisescens</i>	gray bat	E
	<i>Myotis sodalis</i>	Indiana bat	E
Mussels	<i>Pleurobema clava</i>	clubshell	E
	<i>Potamilus capax</i>	fat pocketbook	E
	<i>Plethobasus cooperianus</i>	orangefoot pimpleback	E
	<i>Obovaria retusa</i>	ring pink	E
	<i>Cumberlandia monodonta</i>	spectaclecase	C
	<i>Plethobasus cyphus</i>	sheepnose	C
	<i>Lampsilis abrupta</i>	pink mucket	E
Birds	<i>Pleurobema plenum</i>	rough pigtoe	E
	<i>Sterna antillarum</i>	interior least tern	E
	<i>Haliaeetus leucocephalus</i>	bald eagle	Delisted

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

We must advise you that collection records available to the Service may not be all-inclusive. Our database is a compilation of collection records made available by various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitats and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific locality.

Gray bat

Gray bats roost, breed, rear young, and hibernate in caves year round. They migrate between summer and winter caves and will use transient or stopover caves along the way. Gray bats eat a variety of flying aquatic and terrestrial insects present along streams, rivers, and lakes. Low-flow streams produce an abundance of insects, and are especially valuable to the gray bat as foraging habitat. For hibernation, the roost site must have an average temperature of 42 to 52 degrees F. Most of the caves used by gray bats for hibernation have deep vertical passages with large rooms that function as cold air traps. Summer caves must be warm, between 57 and 77 degrees F, or have small rooms or domes that can trap the body heat of roosting bats. Summer caves are normally located close to rivers or lakes where the bats feed. Gray bats have also been found in non-cave summer roosts, such as under bridges and inside culverts.

Because we have concerns relating to the gray bat on this project and due to the lack of occurrence information available on this species relative to the proposed project area, we have the following recommendation relative to gray bats.

- Based on the presence of numerous caves, rock shelters, and underground mines in Kentucky, we believe that it is reasonable to assume that other caves, rock shelters, and/or abandoned underground mines may occur within the project area, and, if they occur, they could provide winter/summer habitat for gray bats. Therefore, we would recommend that the project proponent survey the project area for caves, rock shelters, and underground mines, identify any such habitats that may exist on-site, and avoid impacts to those sites pending an analysis of their suitability as gray bat habitat by this office.
- Sediment Best Management Practices (BMPs) should be utilized and maintained to minimize siltation of the streams located within and in the vicinity of the project area, as these streams represent potential foraging habitat for the gray bat.
- If the existing bridge is planned to be removed during a time when gray bats are expected to be out of hibernation, the underside should be inspected for the presence of roosting gray bats.

Indiana bat

Based on your correspondence, summer habitat (suitable forested areas) for the federally endangered Indiana bat occurs within the project area. Furthermore, the proposed project is within the swarming range of two sensitive P-3 and P-4 documented hibernacula. Prior to hibernation, Indiana bats utilize the forest habitat around the hibernacula, where they feed and roost until temperatures drop to a point that forces them into hibernation. This "fall swarming" period lasts, depending on weather conditions in a particular year, from about August 16 to about November 15. This is a critical time for Indiana bats, since they are acquiring additional fat reserves and mating prior to hibernation. Another critical time for Indiana bats utilizing this swarming range is during spring emergence (~April 1 - ~May 14) from the hibernacula. During this time, bats utilize the swarming range to

forage prior to migrating to their respective summering areas. It should also be noted that some bats may continue to utilize this swarming area year round; however, these are typically adult males. Typically for a project of this nature, the Service would recommend seasonal tree clearing or the completion of a mist net survey before construction activities take place. Mist net surveys provide presence/absence information; however, we already know that the Indiana bats are present and that the project area falls within the swarming range of known hibernacula. We do not believe a survey is necessary for the proposed project. Also, seasonal tree clearing could result in indirect and/or cumulative effects to the bats utilizing this hibernacula and associated swarming ranges through changes to the landscape and the removal of potential foraging and roosting habitat while the bats are hibernating. Currently, the available forested habitat within the swarming range of this hibernacula is already relatively low and determined sensitive, so even seasonal removal of habitat is likely to result in significant or non-discountable effects to the Indiana bat.

In order to address these concerns and be in compliance with the ESA, we recommend one of the following options:

- KYTC should refer to the September 6, 2012 Indiana bat Programmatic Agreement between KYTC, FHWA, and the Service for guidance in addressing impacts to potential Indiana bat summer roosting habitat.
- Based on the presence of numerous caves, rock shelters, and underground mines in Kentucky, we believe that it is reasonable to assume that other caves, rock shelters, and/or abandoned underground mines may occur within the project area, and, if they occur, they could provide winter habitat for Indiana bats. Therefore, we would recommend that the project proponent survey the project area for caves, rock shelters, and underground mines, identify any such habitats that may exist on-site, and avoid impacts to those sites pending an analysis of their suitability as Indiana bat habitat by this office.

Federally listed mussels

Federally listed mussel species are known to inhabit the Cumberland River. Should the proposed project require disturbance of substrate that coincides with the habitat required for these mussel species, an on-site inspection or survey of the area may need to be conducted to determine if listed species are present or occur seasonally. Surveys should be done by qualified personnel and be conducted during the appropriate time of day and or year to ensure confidence in survey results. Please notify this office with the results of any surveys and an analysis of the “effects of the action,” as defined by 50 CFR 402.02 on any listed species including consideration of direct, indirect, and cumulative effects.

Surveys for the listed species would not be necessary if sufficient site-specific information was available that showed that: (1) there is no potentially suitable habitat within the project area or its vicinity or (2) the species would not be present within the project area or its vicinity due to site-specific factors.

Interior least tern

Interior least terns breed in or near the major river systems of the Great Plains and the Midwest. In Kentucky they spend the spring and summer months around the lower Ohio River and Mississippi River, nesting in loose colonies beginning in late April to early June. Their nests are shallow depressions on sparsely vegetated sand and gravel substrates. Colonies often use habitat on bars and islands within a wide unobstructed river channel but also commonly use manmade areas, such as sand and gravel pits. Reproductive success is decreased by human disturbance.

islands within a wide unobstructed river channel but also commonly use manmade areas, such as sand and gravel pits. Reproductive success is decreased by human disturbance.

We recommend that the project proponent assess the action area of the proposed project to determine its suitability of interior least tern nesting habitat. If suitable habitat is present, the project proponent should evaluate potential impacts of the proposed project to the species. Surveys may be necessary to determine if the species is present in the action area of the proposed project.

Bald Eagle

The bald eagle (*Haliaeetus leucocephalus*) was officially removed from the List of Endangered and Threatened Species on August 8, 2007 but it continues to be protected under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA). According to our database, there are no known bald eagle nests within one mile of the proposed project area, but it is possible that new or previously unidentified nests are present.

Eagles in Kentucky typically nest in large mature trees (e.g., bald cypress, sycamore, willow, etc.) near major rivers and large, open bodies of water where fish, waterfowl, and other prey are abundant. Eggs are laid in late February or early March and hatch after 35 days. Bald eagles often revisit and reuse the same nest season after season.

Breeding bald eagles occupy "territories" that they will typically defend against intrusion by other eagles, and that they likely return to each year. A territory may include one or more alternate nests that are built and maintained by the eagles, but which may not be used for nesting in a given year. Potential nest trees within a nesting territory may, therefore, provide important alternative bald eagle nest sites. In forested areas, bald eagles often select the tallest trees with limbs strong enough to support a nest that may weigh more than 1,000 pounds. Most nests are located in the upper 30 feet of the tree; the cone-shaped nest may be 6 to 8 feet in diameter and 6 to 8 feet from top to bottom. Nest sites typically include at least one perch with a clear view of the water or area where the eagles usually forage. Shoreline trees or snags located near large water bodies provide the visibility and accessibility needed to locate aquatic prey. Bald eagles are vulnerable to disturbance during courtship, nest building, egg laying, incubation, and brooding. Disturbance during this critical period may lead to nest abandonment, cracked and chilled eggs, and exposure of small young to the elements. Human activity near a nest late in the nesting cycle may also cause flightless birds to jump from the nest tree, thus reducing their chance of survival. Major threats to this species include habitat alteration, human disturbance, and environmental contaminants (i.e., organochlorine pesticides and lead).

The Service developed the National Bald Eagle Management (NBEM) Guidelines to provide landowners, land managers, and others with information and recommendations to minimize potential project impacts to bald eagles, particularly where such impacts may constitute "disturbance," which is prohibited by the BGEPA. A copy of the NBEM Guidelines is available at: <http://www.fws.gov/migratorybirds/BaldEagle.htm>. Those guidelines recommend: (1) maintaining a specified distance between the activity and the nest (buffer area); (2) maintaining natural areas (preferably forested) between the activity and nest trees (landscape buffers); and (3) avoiding certain activities during the breeding season. On-site personnel should be informed of the possible presence of nesting bald eagles within the project boundary, and should identify, avoid, and immediately report any such nests to this office. If a bald eagle nest is discovered within or adjacent to the proposed project area, then an evaluation must be performed to determine whether the project is likely to disturb nesting bald eagles. That evaluation may be conducted on-line at:

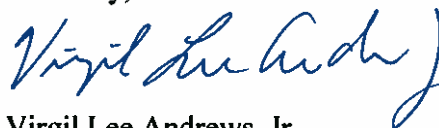
<http://www.fws.gov/southeast/es/baldeagle>. Following completion of the evaluation, that website will provide a determination of whether additional consultation is necessary. The Division of Migratory Birds for the Southeast Region of the Service (phone: 404/679-7051, e-mail: SEMigratorybirds@fws.gov) has the lead role in conducting such consultations. Should you need further assistance interpreting the guidelines or performing an on-line project evaluation, please contact this office.

Migratory Bird Treaty Act comments

The MBTA prohibits the take of 1,007 species of birds listed under the four international migratory bird treaties signed by the U.S. (50 CFR 10.13). If the existing bridge is to be removed between approximately April 15th and August 31st, the underside should be inspected for the presence of nesting birds, such as barn swallows and cliff swallows.

Thank you again for your request. Your concern for the protection of endangered and threatened species is greatly appreciated. If you have any questions regarding the information that we have provided, please contact Jessi Miller at (502) 695-0468 extension 104.

Sincerely,

A handwritten signature in blue ink that reads "Virgil Lee Andrews, Jr." The signature is written in a cursive style with a large, sweeping flourish at the end.

Virgil Lee Andrews, Jr.
Field Supervisor



MELVIN HOUK
Finance and Title I

PAM GARRETT
Special Education Director

TAMMY SAYLE
School Psychologist and Preschool

Livingston County Schools

Darryl Chittenden, Superintendent

127 East Adair Street * P. O. Box 219 * Smithland, KY 42081
(270)928-2111 * FAX (270)928-2112

SHERI L. HENSON
Instructional Supervisor/DAC

AMY RAMAGE
Director of Pupil Personnel

MORGAN MCCALL
School Psychologist

August 06, 2013

Mr. Keith Damron, P.E.
Director, Division of Planning, Kentucky Transportation Cabinet
200 Mero Street 5th Floor
Frankfort, KY 40622

Dear Mr. Damron,

I know I have technically missed the deadline to submit written comments, but if you can still accept my comment I would appreciate it. I would like to say as Superintendent of the Livingston County School System, I would recommend either Alternate 3 or 4 from the information I received from you dated July 11, 2013. I will also say our school system would be delighted with any option that would ensure a fully functional and operational HWY 60 bridge on the Cumberland River in Smithland.

The new Ledbetter Bridge is a great addition for our county and we are all extremely proud. We owe many thanks to you, Mr. Jim Lefevre, the staff at the KY transportation department, Governor Beshear, and many others. I feel we need to pursue a new bridge at Smithland as soon as practical. The future of Livingston County depends on a fully functional and operational bridge here.

If the Cumberland Bridge became restricted or heaven forbid, impassable, residents on the north end of our county would have to travel an hour or more through 2 other counties to get to the county seat at Smithland. And as we have seen with HWY 60 road closures in the 1994, 1997, and 2011 floods, when HWY 60 closes, so does our school system.

I would love to see a new Cumberland River bridge happen in my lifetime! But I understand new bridges are not cheap to build with the new Ledbetter Bridge costing a reported cost of approximately \$95 million.

I am glad the KY transportation cabinet has started the Cumberland River Bridge study, and I feel it is a very good sign these options are being looked at now. Again, thanks for all you have done for Livingston County with the Ledbetter Bridge and we would like to see Alternate 3 or 4 given top consideration when the time comes to build a new Cumberland River Bridge at Smithland.

Sincerely,

Darryl Chittenden
Superintendent
Livingston County Schools

RECEIVED

AUG - 8 2013

Div. of Planning

Commonwealth of Kentucky

STATE SENATE

STATE SENATOR
DISTRICT 4
CALDWELL, CRITTENDEN,
HENDERSON, LIVINGSTON,
UNION & WEBSTER COUNTIES



SENATE OFFICE:
Capitol Annex
Room 255
Frankfort, KY 40601
(502)564-8100, Ext. 655

July 25, 2013

J. DORSEY RIDLEY

Mr. Keith Damron, Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, Kentucky 40622

Dear Mr. Damron:

I would like to share my support for a planning study to evaluate and make recommendations for the U.S. 60 bridge over the Cumberland River in Livingston County.

The current 81-year-old bridge is functionally obsolete and has a sufficiency rating of 32.7. Given these factors, my primary concern is safety. I am referring to not only structural integrity of the bridge itself, but also to factors such as road conditions and appropriate lighting. On top of safety concerns, future transportation needs should be considered as well.

Again, I support the planning study and look forward to hearing its recommendations. Please feel free to contact me if I can be of assistance with this issue.

Sincerely,

A handwritten signature in blue ink that reads "J. Dorsey Ridley".

Dorsey Ridley
Kentucky Senator

DR:bm

RECEIVED

AUG - 8 2013

Div. of Planning



Natural Resources Conservation Service
771 Corporate Drive, Suite 210
Lexington, KY 40503

July 26, 2013

Mr. Keith Damron, P.E., Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622

Dear Mr. Damron:

Thank you for the opportunity to comment on the U.S. 60 Bridge Replacement Scoping Study in Livingston County, Smithland, Kentucky, Item No. 1-1142.00. The Natural Resources Conservation Service currently does not have any projects ongoing or planned in the project area.

We advocate the conservation of all natural resources and encourage the least impactful alternative be chosen when implementing this project.

Sincerely,

A handwritten signature in blue ink that reads "Karen A. Woodrich". The signature is fluid and cursive, written over the printed name.

KAREN A. WOODRICH
State Conservationist



Dikes, Shawn P.

From: Higdon, Tonya (KYTC) [Tonya.Higdon@ky.gov]
Sent: Monday, August 12, 2013 10:07 AM
To: Dikes, Shawn P.; Lindsay Walker
Cc: Pelfrey, Mikael (KYTC); Ross, Steve (KYTC); Herring, Jessica (KYTC-D01); McGregor, Mike (KYTC-D01)
Subject: FW: US-60 Bridge Replacement 1-1142.00 -Agency Response

Good Day Shawn and Lindsay,

As requested, I am forwarding to you another Agency response as it relates to the above stated project.

I'll also be following up with another Agency reply momentarily.

Thanks,

Tonya M. Higdon, P.E.

Transportation Engineer Specialist
Kentucky Transportation Cabinet
Division of Planning, 5th Floor West
200 Mero Street
Frankfort, Kentucky 40622
Phone: 502-564-7183
Fax: 502-564-2865
tonya.higdon@ky.gov

From: Pelfrey, Mikael (KYTC)
Sent: Monday, August 12, 2013 8:38 AM
To: Higdon, Tonya (KYTC)
Cc: Ross, Steve (KYTC)
Subject: FW: Recent highway jobs around state (including Jefferson County)

Tonya,

Below is the written correspondence from the Executive Director of Scenic Kentucky we requested. I'll take care of sending it on to CDM Smith for 5-480.00, but you should send on as you have been for other resource agencies for the US 60 Livingston County study.

Thanks.

Mikael Pelfrey, P.E.

Transportation Engineering Specialist
Kentucky Transportation Cabinet
Division of Planning

From: pbergmann [mailto:pbergmann@bellsouth.net]
Sent: Friday, August 09, 2013 5:06 PM
To: Pelfrey, Mikael (KYTC)
Subject: Recent highway jobs around state (including Jefferson County)

Dear Mr. Pelfrey,

I called you several days ago about Scenic Kentucky concerns for billboards on state roads. I'll reintroduce myself as follows.

I am the Executive Director for Scenic Kentucky. We regularly receive letters from Keith R. Damron, P. E., Director of the Division of Planning, Kentucky Transportation Cabinet, asking for comment on different highway projects. I have two to respond to at this time.

1) Item No. 5-480.00 is work to greatly upgrade Ky. 1931 (from Dixie Hwy. to I-264 - over 4 miles of improvements) with the purpose of more effectively moving traffic on this road. This project is in Jefferson County.

2) Item No. 1-1142.00 is a bridge repair or replacement project on U.S. 60 in Livingston County.

Scenic Kentucky wishes to go on record asking the KTC to be aware of our concern for billboard pollution and to act by removing as many as possible and not to allow replacement, whenever possible. This applies to both of these projects. In addition, we wish to go on record as strongly opposing any replacement that includes the digital LED boards - considered to be illegal. We will respond in a similar manner to future highway projects.

Thank you for your attention to these matters.

Sincerely,

Paul Bergmann
Executive Director
Scenic Kentucky



ENERGY AND ENVIRONMENT CABINET

Steven L. Beshear
Governor

DEPARTMENT FOR ENVIRONMENTAL PROTECTION

300 FAIR OAKS LANE
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-2150
FAX (502) 564-4245
www.dep.ky.gov

Leonard K. Peters
Secretary

R. Bruce Scott
Commissioner

July 26, 2013

Tonya Higdon
Division of Planning
Kentucky Transportation Cabinet

Re: U.S. 60 Bridge Replacement Study, Livingston County, Smithland, KY

Ms. Higdon,

The Energy and Environment Cabinet serves as the state clearinghouse for review of environmental documents generated pursuant to the National Environmental Policy Act (NEPA). Within the Cabinet, the Commissioner's Office in the Department for Environmental Protection coordinates the review for Kentucky state agencies.

We received your letter dated July 11, 2013 requesting our review of the U.S. 60 Bridge Replacement Study Project. The following comments are submitted in reference to your project.

Comments from the Division of Waste Management:

All solid waste generated by this project must be disposed at a permitted facility. If asbestos, lead paint, and/or other contaminants are encountered during this project, they must be properly addressed.

Comments from the Division of Water:

If the proposed project site is in a designated flood hazard area, application must be made to the Division of Water (DOW) for a floodplain construction permit. Permission, or exemption, depends upon design and the exact site.

If the construction area disturbed is equal to or greater than 1 acre, the applicant will need to apply for a Kentucky Pollutant Discharge Elimination System (KPDES) stormwater discharge permit from Division of Water.

Best Management Practices (BMPs) should be utilized to control storm water runoff and sediment damage to water quality and aquatic habitat. For technical assistance on the kinds of BMPs most appropriate for projects of this type and related construction, please contact the local Soil and Water Conservation District or the Division of Conservation.

Utility line projects that cross a stream will require a Section 404 permit from the US Army Corps of Engineers and a 401 Water Quality Certification from DOW.

Comments from the Division of Air Quality:

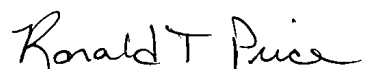
Kentucky Division for Air Quality Regulation 401 KAR 63:010 Fugitive Emissions states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth moving equipment to be deposited onto a paved street or roadway.

Regulation 401 KAR 63:005 states that open burning is prohibited. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the atmosphere without passing through a stack or chimney.

This review is based upon the information that was provided by the applicant. An endorsement of this project does not satisfy, or imply, the acceptance or issuance of any permits, certifications or approvals that may be required from this agency under Kentucky Revised Statutes or Kentucky Administrative Regulations. Such endorsement means this agency has found no major concerns from the review of the proposed project as presented other than those stated as conditions or comments.

If you should have any questions, please contact me at (502) 564-2150, ext. 3125.

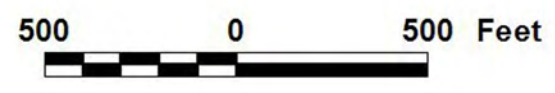
Sincerely,

A handwritten signature in black ink that reads "Ronald T. Price". The signature is written in a cursive style with a clear, legible font.

Ronald T. Price
State Environmental Review Officer
Kentucky Department for Environmental Protection











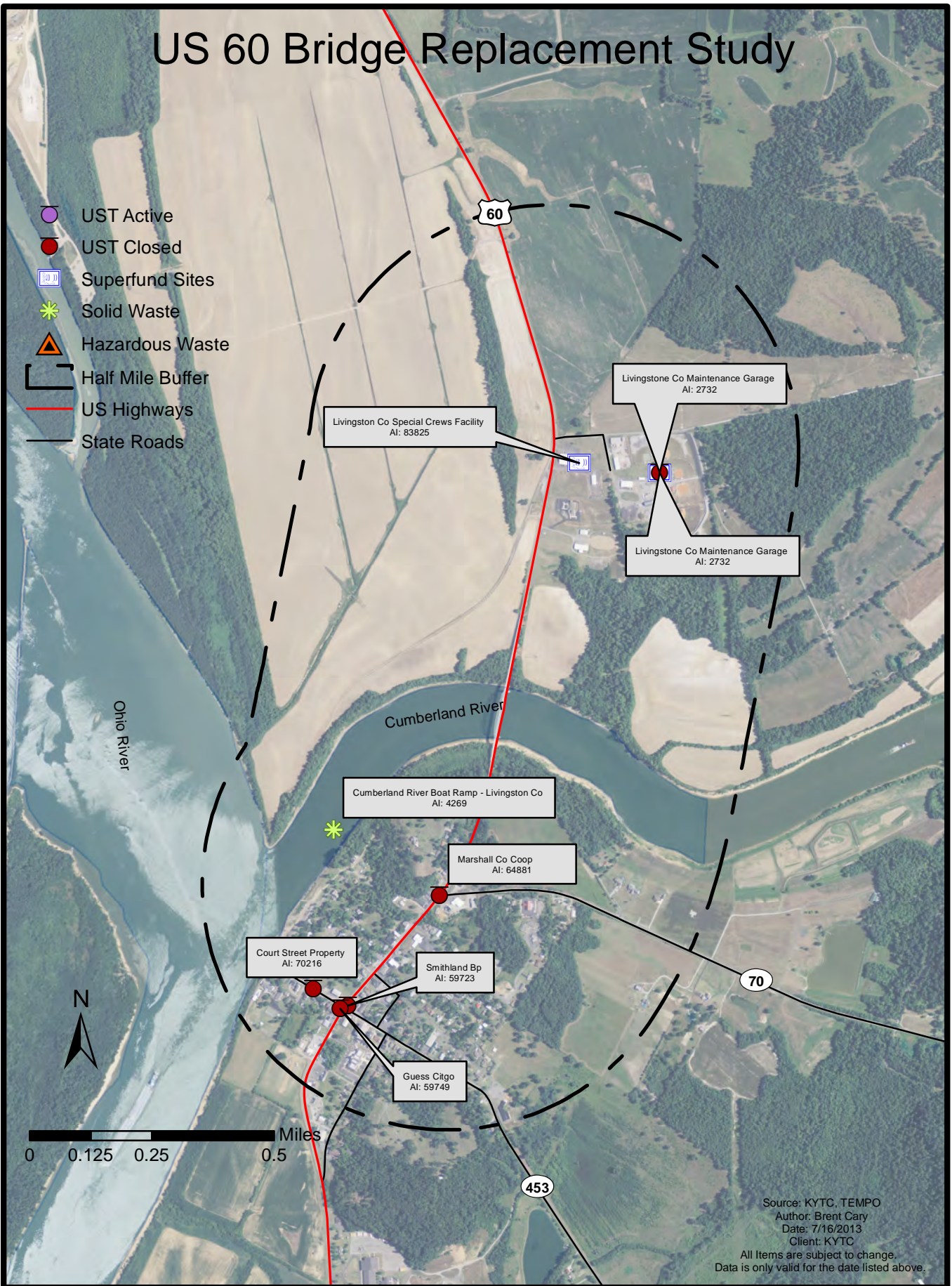
-  Waste areas
-  Landfill property



Standard view
Smithland Tire
Livingston County
AI: AI dummy 070-A0001
Index no: 9070.003

US 60 Bridge Replacement Study

-  UST Active
-  UST Closed
-  Superfund Sites
-  Solid Waste
-  Hazardous Waste
-  Half Mile Buffer
-  US Highways
-  State Roads



Source: KYTC, TEMPO
 Author: Brent Cary
 Date: 7/16/2013
 Client: KYTC
 All Items are subject to change.
 Data is only valid for the date listed above.

COUNTY	AI ID	AI NAME	ADDRESS 1	MAILING ADDRESS MUNICIPALITY	MAILING ADDRESS STATE	CODE	MAILING ADDRESS ZIP	TANK STATUS	CODE
Livingston	2732	Livingstone Co Maintenance Garage	Presnell Rd	Smithland		KY	42081	Removed	
Livingston	2732	Livingstone Co Maintenance Garage	Presnell Rd	Smithland		KY	42081	Removed	
Livingston	2732	Livingstone Co Maintenance Garage	Presnell Rd	Smithland		KY	42081	Removed	
Livingston	64881	Marshall Co Coop	US 60 & KY 70	Smithland		KY	42081	Removed	

TANK MATERIAL	CODE	REMOVAL DATE	TANK SUBSTANCE CODE	CAPACITY	MSR OWNER NAME	OWNER ADDRESS	OWNER CITY	OWNER STATE	OWNER ZIP	LATITUDE	LONGITUDE
Steel		3/18/1996 12:00:00 AM	GAS		1000 KYTC Environmental Analysis	200 Mero St 5th Fl	Frankfort	KY	40622	-88.393889	37.155833
Steel		3/18/1996 12:00:00 AM	DSL		2000 KYTC Environmental Analysis	200 Mero St 5th Fl	Frankfort	KY	40622	-88.393889	37.155833
Steel		3/18/1996 12:00:00 AM	GAS		2000 KYTC Environmental Analysis	200 Mero St 5th Fl	Frankfort	KY	40622	-88.393889	37.155833
Steel		12/2/1997 12:00:00 AM	GAS		1000 Marshall County Coop	501 POPLAR ST	Benton	KY	42025	-88.401575	37.143145

US 60 Smithland, KY Bridge Replacement Study Area

Kentucky Tempo Viewer - Windows Internet Explorer

http://cptgisweb/tempo/index.html?config=config-search.xml&slayer=5&search=64881

McAfee

Kentucky Tempo Viewer

Tempo Agency Interests

Kentucky Base | KyTopo | Esri Streets | 2006 Aerial | 2008 Aerial

Enhanced Search

Search Layer: UST

Use one of the graphical search tools to select UST Closed

enable multi-part graphics

Add search tolerance to point selection

Clear

MASTER_AI_ID	MASTER_AI_NAME	USER_GROUP_DESCRIPTION	ALTERNATE_AI_ID	LONGITUDE	LATITUDE

Latitude: 37.166388 Longitude: -88.403554

Export to CSV... Export to Txt... Export...

Local intranet | Protected Mode: Off | 100%

US 60 Smithland, KY Tank Site locations

Kentucky Tempo Viewer - Windows Internet Explorer

http://cptgisweb/tempo/index.html?config=config-search.xml&slayer=5&search=64881

McAfee

Kentucky Tempo Viewer

Tempo Agency Interests

Information

Kentucky Base KyTopo Esri Streets 2006 Aerial 2008 Aerial

Enhanced Search

Features Selected: 2 [Zoom](#) [Clear](#)

Livingstone Co Maintenance Garage
 MASTER_AI_ID: 2732
 USER_GROUP_DESCRIPTION: UST ID Number
 ALTERNATE_AI_ID: 732070
 LONGITUDE: -88.393889
 LATITUDE: 37.155833

Marshall Co Coop
 MASTER_AI_ID: 64881
 USER_GROUP_DESCRIPTION: UST ID Number
 ALTERNATE_AI_ID: 2184070
 LONGITUDE: -88.404241

MASTER_AI_ID	MASTER_AI_NAME	USER_GROUP_DESCRIPTION	ALTERNATE_AI_ID	LONGITUDE	LATITUDE
2732	Livingstone Co Maintenance Garage	UST ID Number	732070	-88.393889	37.155833
64881	Marshall Co Coop	UST ID Number	2184070	-88.404241	37.143145

Latitude: 37.166388 Longitude: -88.404241

Export to CSV... Export to Txt... Export...

Local intranet | Protected Mode: Off



EDUCATION and WORKFORCE DEVELOPMENT CABINET
OFFICE OF THE SECRETARY

Steven L. Beshear
Governor

Capital Plaza Tower, 3rd Floor
500 Mero Street
Frankfort, Kentucky 40601
Phone (502) 564-0372
www.educationcabinet.kv.aov

Thomas O. Zawacki
Secretary

October 8, 2013

To: Mr. Keith R. Damron, P.E.
Director
Division of Planning
Department of Highways
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY
40601

From: Ryan D. Green
Executive Director
Office of Budget and Administration
Kentucky Education and Workforce Development Cabinet
Capital Plaza Tower, 3rd Floor
500 Mero Street
Frankfort, KY
40601

Subject: Response to Various Planning Studies for Education and Workforce Development locations

Mr. Damron,

Please review the following comments and responses to several study requests sent to our Cabinet in the past year.

Subject: KY 1931 Planning Study from Dixie Hwy. (US 31 W) to I-264

Jefferson County, Louisville, Kentucky
Item No. 5-480.00

Comments:

- We have an OVR leased office located @ 3934 Dixie Hwy.
- This office is within a 1,000 feet from the end of the study area.
- No immediate impact.
- OVR customers should benefit at the end of the project, with improved traffic flow.

Subject: KY-3041 Corbin Bypass Extension Planning Study

City of Corbin, Knox and Laurel Counties, Kentucky





EDUCATION and WORKFORCE DEVELOPMENT CABINET
OFFICE OF THE SECRETARY

Steven L. Beshear
Governor

Capital Plaza Tower, 3rd Floor
500 Mero Street
Frankfort, Kentucky 40601
Phone (502) 564-0372
www.educationcabinet.kv.gov

Thomas O. Zawacki
Secretary

Item No. 11-190.00

Comments:

- No immediate impact.
- Could help customers coming from N I-75 have alternate route to our offices OVR & OET.

Subject: US 60 Bridge Replacement Scoping Study

Livingston County, Smithland, Kentucky
Item No. 1-1142.00

Comments:

- No properties in Livingston County.

Subject: KY 1286 Corridor Improvement Study

McCracken County, Paducah, Kentucky
Item No. 1-153.00

Comments:

- This proposed road work to occur over 2 miles away from our downtown location.
- No impact.

Subject: Mega Park Access Road Planning Study

McCracken County, Paducah, Kentucky
Item No. 1-153.00

Comments:

- This road proposal starts 3 miles from our office.
- No impact.



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
NASHVILLE DISTRICT, CORPS OF ENGINEERS
3701 Bell Road
NASHVILLE, TENNESSEE 37214

September 20, 2013

RECEIVED

SEP 25 2013

Div. of Planning

Regulatory Branch

SUBJECT: File No. LRN-2013-01065; NEPA Initial Coordination, Proposed US 60 Bridge Replacement, Cumberland River Mile 2.8, Livingston County, Kentucky (Item No. 1-1142.00)

Mr. Keith R. Damron
Kentucky transportation Cabinet
200 Mero Street 5th Floor
Frankfort, KY 40622

Dear Mr. Damron:

This is in response to your July 11, 2013, letter requesting our comments as a part of the initial scoping process for the proposed action. Please refer to File No. LRN-2013-01065 in future reference to this project.

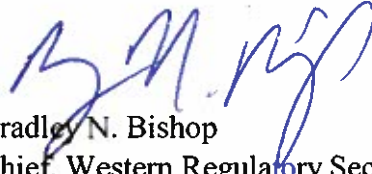
The U.S. Coast Guard (USCG) and the U.S. Army Corps of Engineers share regulatory responsibilities for bridge construction in and over navigable waterways of the U.S. The USCG requires a permit pursuant to Section 9 of the Rivers and Harbors Act of 1899. A Department of the Army (DA) permit is required for associated discharges of dredged or fill material into waters of the U.S (i.e. piers, abutments).

Based upon our initial review of the list of Project Alternatives, it is likely any of the New Bridge Alternatives would require a DA permit pursuant to Section 404. A Section 404 permit may or may not be required for the superstructure replacement or bridge rehabilitation alternatives.

It was stated in the letter that the Federal Highway Administration (FHWA) is partnering on this proposal. In this respect, the Corps requests to participate as a cooperating federal agency. If preliminary surveys reveal the presence of threatened and/or endangered species and/or cultural resources, the Corps requests to be included in the FHWA consultation process with the U.S. Fish and Wildlife and the Kentucky Heritage Council.

We are available to participate in onsite inspections or preliminary meetings to discuss aquatic resource impact avoidance and minimization. If you have any questions, please contact me at the above address or phone (615) 369-7504. Thank you for the opportunity to participate in your planning process.

Sincerely,

A handwritten signature in blue ink, appearing to read 'B. N. Bishop', written over the typed name.

Bradley N. Bishop
Chief, Western Regulatory Section
Operations Division