

## Noe, Ted (KYTC)

---

**From:** Palmer-Ball, Brainard (EPPC, KSNPC)  
**Sent:** Monday, October 11, 2004 2:23 PM  
**To:** Noe, Ted (KYTC)  
**Subject:** RE: Heartland Parkway

thanks; I don't think we've got any comments at this time. There are obviously many more issues related to new road construction vs. realignments or in-current-right-of-way projects; I think you guys will be attuned to karst issues, bat issues, rare plant issues already.

-----Original Message-----

**From:** Noe, Ted (KYTC)  
**Sent:** Monday, October 11, 2004 2:12 PM  
**To:** Palmer-Ball, Brainard (EPPC, KSNPC)  
**Subject:** RE: Heartland Parkway

Our report is still preliminary but the majority of the local officials in the four directly affected counties and the project team prefers a US 127 four lane type route you described. A variation in the heartland parkway verses US 127 is that the heartland parkway could have 40 foot medians.

-----Original Message-----

**From:** Palmer-Ball, Brainard (EPPC, KSNPC)  
**Sent:** Monday, October 11, 2004 2:05 PM  
**To:** Noe, Ted (KYTC)  
**Subject:** RE: Heartland Parkway

What is the proposed nature of this road . . . something on the order of 4-laned US 127 between Lawrenceburg and Harrodsburg and Harrodsburg bypass? It's not proposed as a limited access highway, is it?

Thanks,

bpb

-----Original Message-----

**From:** Noe, Ted (KYTC)  
**Sent:** Monday, October 11, 2004 2:03 PM  
**To:** Palmer-Ball, Brainard (EPPC, KSNPC)  
**Cc:** Wilson, Jimmy (KYTC)  
**Subject:** RE: Heartland Parkway

Brainard,

If you presently have comments we could still include them in the report at this point. The next step in the study that we are conducting is receiving a draft report from our consultant. After the draft has been reviewed and finalized we will release the final report with our recommendations. The next step in the project development process would be design, right of way acquisition, utility relocation or construction of priority segments. The reason that design is not the only next step listed is because some of the priority segments( specifically the bypasses of Columbia and Lebanon) already have design and/or right of way acquisition in progress. If you have any questions please let me know. Thanks.

-----Original Message-----

**From:** Palmer-Ball, Brainard (EPPC, KSNPC)  
**Sent:** Monday, October 11, 2004 1:42 PM  
**To:** Noe, Ted (KYTC)  
**Subject:** Heartland Parkway

Ted,

I did not return any comments on this project due August 15, 2004. Where is this project; that is, what is the next step?

Thanks,

Brainard Palmer-Ball, Jr., KSNPC



BRENDA L. ALLEN  
MAYOR

CARY C. PURVIS  
CITY CLERK

PHONE: 270-465-7011

FAX: 270-789-0251

E-MAIL: mayor@campbellsville.us

## City of Campbellsville

MUNICIPAL BUILDING - 100 TERRI STREET  
CAMPBELLVILLE, KY 42718

July 30, 2004

Ms. Annette Coffey, P.E.  
Director, Division of Planning  
Kentucky Transportation Cabinet  
W5-05-01  
200 Metro Street  
Frankfort, Kentucky 40622

Dear Ms. Coffey:

I am really excited about the work being done concerning the Heartland Parkway. I have had the opportunity to attend several of the public meetings. I believe Option 2 will be the best option for us. The upgrading of the existing routes with bypasses around Columbia, Campbellsville, and Lebanon will be the most affordable as well as best suited for this area.

Thanks for your continued work on the project.

Sincerely,

Brenda Allen  
Mayor

DIV OF PLANNING  
2004 AUG - 3 A 11:46



# Campbellsville Fire Department



Emergency 911

Chief Allen Johnson  
100 Terri Street  
Campbellsville, Kentucky 42718

Telephone: (270) 465-4131  
Fax: (270) 465-6811  
E-mail: firedept@campbellsville.us

August 2, 2004

Ms. Annette Coffey, P.E.  
Director  
Division of Planning  
Kentucky Transportation Cabinet  
W5-05-01  
200 Mero Street  
Frankfort, KY 40622

RE: Alternatives Study  
Adair, Green, Marion, Taylor, and Washington Counties  
Heartland Parkway, Widening and/or Relocation from the Louie B. Nunn  
Cumberland Parkway to the Martha L. Collins Bluegrass Parkway  
Item No. 4-132.00

Dear Ms. Coffey:

I am writing in response to your request for input from my agency on the above proposed highway project.

After looking over the proposal we found no specific problems or concerns with the project, however we do believe that Option 2 would be the better choice.

Sincerely,

Chief Allen Johnson

AJ/cw

DIV OF PLANNING  
2004 AUG -5 A 9:53

**Noe, Ted (KYTC)**

---

**From:** Harman, Charles L. (WFD-FK)  
**Sent:** Monday, August 02, 2004 3:08 PM  
**To:** Noe, Ted (KYTC)  
**Subject:** Item No. 4-132.00 Study

Ted,

I have reviewed the subject material for the Secretary Fox (Education Cabinet). We have no comments to offer at this time.

ch

**Charlie Harman**  
**Office of Budget and Administrative Services**  
**Education Cabinet**  
**502.564.6606**

This message contains information which is confidential. It is for the exclusive use of the intended recipient(s). If you are not the intended recipient(s) please note that any form of distribution, copying, forwarding or use of this communication or the information in it or attached to it is strictly prohibited and may be unlawful. If you have received this communication in error please return it to me, delete the email, and destroy any copies of it. Thank you.

RESOLUTION NO. 04-03

A RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF LEBANON, KENTUCKY  
ENDORING OPTION 2 OF THE HEARTLAND  
PARKWAY PROJECT

**WHEREAS**, the Heartland Parkway Project will benefit the citizens of Lebanon, and

**WHEREAS**, a four-lane by-pass would alleviate traffic congestion in the downtown area, and

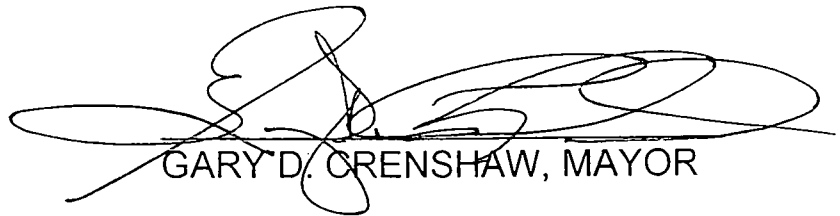
**WHEREAS**, a four-lane by-pass would also widen the existing corridor to connect the Bluegrass Parkway and the Cumberland Parkway as referred to in the Kentucky Transportation Cabinet's study, and

**WHEREAS**, Option 2 fulfills the needs of Lebanon now and in the future,

**NOW, THEREFORE** be it resolved that the City Council of Lebanon, Kentucky does hereby endorse Option 2 of the Project as being the best option for the City of Lebanon.

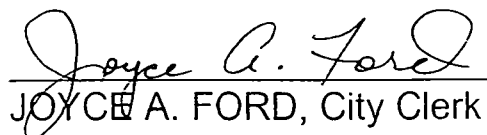
Done this 9th day of August, 2004.

CITY OF LEBANON, KENTUCKY



GARY D. CRENSHAW, MAYOR

ATTEST:



JOYCE A. FORD, City Clerk

**Noe, Ted (KYTC)**

---

**From:** Laurie Smith [lauries@kyol.net]

**Sent:** Monday, August 23, 2004 3:36 PM

**To:** Ted.Noel@ky.gov

**Subject:** Heartland Pkwy Comments From Mayor Haydon

Ted, Mayor Mike Haydon and the Springfield City Council discussed the proposed corridors for the Heartland Parkway and concurred that it would be in the best interest for our community to stay along the existing 555 Hwy. (at least within the Springfield Community). Can you please forward this onto those officials who need such information.. Thank you and we are sorry not to have met your deadline. Laurie Smith, City Administrator

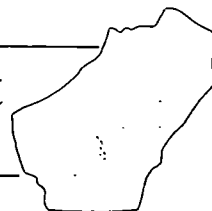
08/24/2004

---

# Columbia / Adair County Industrial Development Authority, Inc.

---

201 Burkesville St. · P.O. Box 310 · Columbia, KY 42728 · (270) 384-4401  
Fax (270) 384-2056 · email: cacida@alltel.net



September 22, 2004

WMB  
Phil Lambert  
1950 Harrard Ct.  
Lexington, KY 40505

Dear Mr. Lambert:

Enclosed you will find a resolution from the Columbia-Adair County Industrial Development Authority regarding the Heartland Parkway. The Industrial Authority is Very supportive of this project, specifically option 2. We appreciate your support on this road development as well.

Best Regards,

A handwritten signature in cursive script that reads "Stacey M. Bailey".

Stacey M. Bailey  
Director of Economic Development

SMB/te

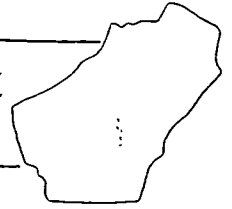
Enclosure

---

# Columbia / Adair County Industrial Development Authority, Inc.

---

201 Burkesville St. • P.O. Box 310 • Columbia, KY 42728 • (270) 384-4401  
Fax (270) 384-2056 • email: cacida@alltel.net



## Resolution

Be it resolved that the Columbia-Adair County Industrial Development Authority, Inc. hereby supports "Option 2" of the road project known as the "Heartland Parkway" for the Kentucky counties of Adair, Taylor, Marion and Washington.

Resolved this 1<sup>st</sup> day of September, 2004.

A handwritten signature in cursive script, appearing to read "Barry Corbin", written over a horizontal line.

Barry Corbin  
Chairman



RICHIE FARMER  
COMMISSIONER



OFFICE TELEPHONE  
(502) 564-5126  
FAX: (502) 564-5016  
TTY: (502) 564-2075

DIV OF PLANNING

2004 AUG -6 P 2:08  
COMMONWEALTH OF KENTUCKY  
DEPARTMENT OF AGRICULTURE  
OFFICE OF THE COMMISSIONER  
CAPITOL ANNEX, SUITE 188  
FRANKFORT, KY 40601

August 5, 2004

Ms. Annette Coffey, P.E.  
Director  
Division of Planning  
Kentucky Transportation Cabinet  
W5-05-01  
200 Mero Street  
Frankfort, Kentucky 40622

RE: Alternatives Study  
Adair, Green, Marion, Taylor, and Washington counties  
Heartland Parkway, Widening and/or Relocation from the Louie B. Nunn  
Cumberland Parkway to the Martha L. Collins Bluegrass Parkway  
Item No. 4-132.00

Dear Ms. Coffey:

Please be advised that this agency has no specific concerns or issues concerning the above-noted project.

Yours truly,

A handwritten signature in cursive script that reads "Ann Stewart".

Ann Stewart  
Staff Assistant



DIV OF PLANNING

ERNIE FLETCHER  
GOVERNOR

COMMERCE CABINET 2004 OCT 13 A 11: 20  
CAPITAL PLAZA TOWER  
500 MERO STREET, 24TH FLOOR  
FRANKFORT, KENTUCKY 40601-1974  
PHONE (502) 564-4270 FAX (502) 564-1512  
commerce.ky.gov

W. JAMES HOST  
SECRETARY  
COMMERCE CABINET

DERRICK K. RAMSEY  
DEPUTY SECRETARY  
COMMERCE CABINET

October 5, 2004

Annette Coffey, P.E.  
Director, Division of Planning  
Kentucky Transportation Cabinet  
W5-05-01  
200 Mero Street  
Louisville, Kentucky 40622

Subject: Adair, Green, Marion, Taylor and Washington Counties  
Heartland Parkway, Widening and/or Relocation from Louie B. Nunn  
Cumberland Parkway to the Martha L. Collins Bluegrass Parkway  
Item No. 4-132.00

Dear Ms. Coffey,

Thank you for providing the opportunity to review and comment upon the alternatives being considered for the restructuring of roadways in Adair, Green, Marion, Taylor and Washington Counties.

I have reviewed the material provided by your office relating to this project and the options being considered. It appears there is a preference towards implementing Option 1. However, my review has noted the impact upon historical sites or potential historical sites along this route. Depending upon the nature of these facilities they may impact the tourism industry in the area. These facilities appear to be numerous.

It is important that areas possessing historical and natural assets be preserved if at all possible. With that in mind I ask that the Kentucky Historical Society, Kentucky Heritage Council be contacted, if this has not already occurred, to insure properties of interest to these agencies are not impacted in a negative manner.

Your efforts to improve the Kentucky roadways are greatly appreciated. Providing safe and pleasant driving experiences will assist in our efforts to grow the tourism industry within the Commonwealth.

If I may be of further assistance please do not hesitate to contact my office. I can be reached at 564-4270.

Sincerely,

A handwritten signature in black ink, appearing to read "W. James Host". The signature is written in a cursive style with a large, sweeping flourish at the end.

W. James Host  
Secretary



DIV OF PLANNING

ERNIE FLETCHER  
GOVERNOR

COMMERCE CABINET  
DEPARTMENT OF FISH & WILDLIFE RESOURCES  
#1 GAME FARM ROAD  
FRANKFORT, KENTUCKY 40601  
PHONE (502) 564-3400 FAX (502) 564-0506  
(800) 858-1549  
www.kentucky.gov

2004 AUG 13 A 11: 26  
W. JAMES HOST  
SECRETARY, COMMERCE CABINET

C. TOM BENNETT  
COMMISSIONER

August 10, 2004

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

Re: Alternatives Study for Heartland Parkway, Widening and/or Relocation from the Louie B. Nunn Cumberland Parkway to the Martha L. Collins Bluegrass Parkway, Adair Green, Marion, Taylor, and Washington Counties, Kentucky

Dear Ms. Coffey:

The Kentucky Department of Fish and Wildlife Resources (KDFWR) has received your request for the above-referenced information. The Kentucky Fish and Wildlife Information System indicates that several federally threatened and endangered species are known to occur in the above-referenced counties (see attached list). Please be aware that our database system is a dynamic one that only represents our current knowledge of the various species distributions.

The federally endangered Indiana Bat (*Myotis sodalis*) inhabits this area. It forms maternity colonies and roosts with its young under the bark of trees along streams and adjacent upland areas, usually from the middle of May to the middle of August. Disturbance in riparian areas during this time period should be avoided in order to minimize potential impacts to the species. The applicant should contact the USFWS to determine the extent of survey needed and what measures will be needed to protect the species and it's habitat.

In quadrangles in which gray bats are known to occur, any cave entrances that exist within the project area (i.e. the right-of-way and regeneration sites) should be surveyed for potential use by gray bats. Because gray bats are cave residents year-round and maternity colonies are generally found in close proximity to rivers, streams and lakes, any caves within the project area could offer potentially valuable habitat to resident gray bats. If a bat survey is necessary, please contact the US Fish and Wildlife Service office at (502)-695-0468 for information on how to proceed.

Page Two  
Ms. Coffey  
August 10, 2004

KDFWR has determined that potential negative impacts to the aquatic resources can occur in the project area and offers the following recommendations:

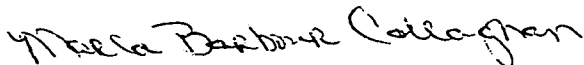
- 1) crossing should be designed and constructed to accommodate high flow conditions;
- 2) development in or near streams only during low flow periods to minimize disturbances;
- 3) culverts should be placed even with substrate to allow aquatic organisms to move freely within stream channel;
- 4) proper placement of erosion control structures below disturbed areas to minimize entry of silt to stream;
- 5) replanting of disturbed areas after construction, including stream banks and right-of-ways, with native vegetation for soil stabilization and enhancement of fish and wildlife populations;
- 6) return of disturbed instream habitat to its original condition upon completion of construction in the area;
- 7) avoidance of tree canopy overhanging streams; and
- 8) return all right-of-ways to original elevation.

KDFWR also recommends any excavation of stream channel for placement of bridge piers should be kept at a minimum and the existing transportation corridors should be used as the main crossing of the stream during bridge construction if possible to minimize impacts to the aquatic resources.

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

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

Sincerely,



Marla Barbour Callaghan  
Fisheries Biologist III

cc: Environmental Section File

search

HOME | CONTACT US | BUY LICENSES | LINKS | EVENTS | WHAT'S NEW | GENERAL INFORMATION | Site Se

Species Information

## Species Information

Federal Threatened and Endangered Species observations for selected quads

KDFWR

Maps

Linked life history provided courtesy of NatureServe Explorer.

WMA Maps

[US Status Definitions](#)   [Kentucky Status Definitions](#)

Download GIS Data

List Federal Threatened and Endangered Species observations in 10 selected quads.

KFWIS FTP Site

Selected quads are: Brush Grove, Campbellsville, Cane Valley, Cardwell, Columbia, Gradyville, Greensburg, Gresham, Lebanon West, Spurlington. 9 records are listed.

Links

Page 1 of 1

Scientific Name	Common Name	Class	Quad	US Status	KY Status
<i>HALIAEETUS LEUCOCEPHALUS</i>	BALD EAGLE	AVES	Campbellsville	PS:LT,PDL	E
<i>HALIAEETUS LEUCOCEPHALUS</i>	BALD EAGLE	AVES	Cane Valley	PS:LT,PDL	E
<i>PLEUROBEMA CLAVA</i>	CLUSHELL	BIVALVIA	Cane Valley	LE,XN	E
<i>MYOTIS GRISESCENS</i>	GRAY MYOTIS	MAMMALIA	Greensburg	LE	E
<i>MYOTIS GRISESCENS</i>	GRAY MYOTIS	MAMMALIA	Campbellsville	LE	E
<i>MYOTIS GRISESCENS</i>	GRAY MYOTIS	MAMMALIA	Cane Valley	LE	E
<i>MYOTIS GRISESCENS</i>	GRAY MYOTIS	MAMMALIA	Gradyville	LE	E
<i>MYOTIS GRISESCENS</i>	GRAY MYOTIS	MAMMALIA	Columbia	LE	E
<i>MYOTIS SODALIS</i>	INDIANA BAT	MAMMALIA	Cane Valley	LE	E



Last Updated - 03/2



ERNIE FLETCHER  
GOVERNOR

**DEPARTMENT OF PARKS**  
COMMERCE CABINET  
CAPITAL PLAZA TOWER  
500 MERO STREET, 11<sup>TH</sup> FLOOR  
FRANKFORT, KENTUCKY 40601-1974  
PHONE (502) 564-2172 FAX (502) 564-9015  
parks.ky.gov

W. JAMES HOST  
SECRETARY  
COMMERCE CABINET

GEORGE WARD  
COMMISSIONER  
DEPARTMENT OF PARKS

September 2, 2004

Ms. Annette Coffey, P.E., Director  
Division of Planning  
Kentucky Transportation Cabinet  
200 Mero Street  
Frankfort, Kentucky 40622

Re: Alternatives Study  
Heartland Parkway  
Item No. 4-132.00

Dear Ms. Coffey:

The Department of Parks (DOP) has reviewed your correspondence to me regarding the subject. There are two State Parks in the vicinity of the study area. Green River State Park is near the widening alternative of Route 55 and Lincoln Homestead State Park is in the vicinity of the relocation alternative. The DOP has several concerns that we would like to discuss with you should this project move forward in design.

The Park locations are not depicted on the maps provided in your letter so our comments are general at this time and we do not have specific issues. Our concerns are how the project will impact the park aesthetics, air quality, storm water runoff, landscaping, signage, approach sight distance, turning lanes, right of way encroachments and interruption of access.

I appreciate you seeking our Agency's comments on this project and we look forward to making the project a success. Please contact Mr. John Drake or myself at 564-8110 if you have any questions or comments.

Sincerely,

Mr. George Ward, Commissioner  
Kentucky Department of Parks

2004 SEP 23 A 10:44  
DIV OF PLANNING



DIV OF PLANNING

ERNIE FLETCHER  
GOVERNOR

COMMONWEALTH OF KENTUCKY  
Cabinet for Economic Development

500 MERO STREET  
CAPITAL PLAZA TOWER  
FRANKFORT, KENTUCKY 40601-1975

2004 AUG 10 A 11:09

MARVIN E. STRONG, JR.  
SECRETARY

August 6, 2004

Ms Annette Coffee, P.E.  
Director, Division of Planning  
Kentucky Transportation Cabinet  
W5-05-01  
2000 Mero Street  
Frankfort, KY 40622

Dear Ms Coffee:

SUBJECT: Transportation Cabinet Alternatives Study

Below is the Cabinet for Economic Development, Site Evaluation Branch's response to the study for Heartland Parkway widening and/or Relocation in regard to Adair, Green, Taylor, Marion, and Washington Counties from the Louie B. Nunn Cumberland Parkway to the Martha L. Collins Bluegrass parkway.

Adair County Response: Prepared by Russell Casey

Option 2 seems the best choice for Adair County as it impacts Green River Commerce Park. This 327.3-acre park's only entrance is on KY 55. Improved regional accessibility will greatly enhance development potential of this park through improved truck and commuter access. I would recommend that particular consideration be provided for improving the ingress and egress to this park with focus on turning movements.

Green County Response: Prepared by Russell Casey

Both alternatives are well to the east of Greensburg, and the location of both Green County's industrial parks. There are no direct impacts on either of these parks. Either alternative appears to improve regional transportation, which will positively impact the Green County parks. However, The new highway corridor proposal closer to Greensburg may offer a bit better access to Louie B. Nunn Cumberland Parkway and the Martha L. Collins Bluegrass parkway. Especially, if improvements (if needed) to US 68/KY 70 to Greensburg can be considered.





Ms Coffee.  
August 6, 2004  
Page 2

Taylor County Response: Prepared by Terri Stamper

I recommend Option 2 for two reasons. One, Taylor County has three industrial sites, their oldest park, Campbellsville Industrial Park, is almost at full capacity. Campbellsville's main industrial site focus will be on their new 202 acre "Heartland Commerce & Technology Park." Second, the Transportation Cabinet previously had a bypass design in their 1998 6-year road plan, which would encompass the Heartland Commerce & Technology Park; but the bypass design was cancelled. Interestingly, Option 2 is the former cancelled bypass issue revisited. I feel that option 2 would greatly enhance ingress and egress to this park. Thus, improving economic development and addressing the transportation needs of the community.

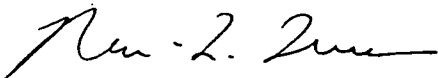
Marion County Response: Prepared by Terri Stamper

I recommend Option 2 for two reasons. One, Marion County has three industrial sites, their newest park; "Crossroads Industrial Park" is their main industrial site. Second, there is a current construction of a northwestern connector from KY 2154 at KY 55 to US 68, which will directly affect this park. However, the Marion County Industrial Foundation has planned for this construction, which will bisect this industrial park. I feel that Option 2 will improve the current economic development efforts and address the transportation needs of the community.

Washington County Response: Prepared by Terri Stamper

I recommend Option 2 for several reasons. One, Washington County has three industrial sites. The smallest park is 34.6 acres and is adjacent to KY 55. Although widening of KY 55 will negatively impact this site, the improved road will allow for a better entrance to the site and will improve the entire community's transportation system. Second, their newest park, Clearview Commerce Complex is adjacent to KY 555. The widening of KY 555 will greatly improve the ingress and egress traffic to this park. Third, there is a current bypass project in Washington County along KY 152 to KY 555. The current construction project and the Heartland Parkway widening project will greatly improve the road system in Washington County.

Sincerely,



René F. True,  
Executive Director, Office of Research and Information Technology



DIV OF PLANNING

ERNIE FLETCHER  
GOVERNOR

ENVIRONMENTAL AND PUBLIC PROTECTION CABINET A 11: 19

DEPARTMENT FOR NATURAL RESOURCES

663 TETON TRAIL

FRANKFORT, KENTUCKY 40601

PHONE (502) 564-2184 FAX (502) 564-6193

[www.naturalresources.ky.gov](http://www.naturalresources.ky.gov)

[www.kentucky.gov](http://www.kentucky.gov)

LAJUANA S. WILCHER  
SECRETARY

SUSAN C. BUSH  
COMMISSIONER

August 20, 2004

Ms. Annette Coffey, P.E.  
Director, Division of Planning  
Kentucky Transportation Cabinet  
W5-05-01  
200 Mero Street  
Frankfort, KY 40622

RE: Widening and/or Relocation of the Heartland Parkway

Dear Ms. Coffey:

The Department for Natural Resources has examined the documentation for the alternatives study for the Heartland Parkway and has identified areas of concern. Mr. Rick Bender of Oil & Gas Conservation requested the shape files so that he could produce overlays of oil and gas wells on the proposed sites to ascertain any impact. Mr. Ted Noe kindly supplied the required files. I will send Mr. Bender's findings as soon as this work is done. To facilitate your planning, I am sending the other agencies comments.

The **Kentucky Division of Forestry** responds as follows:

Option One: A new roadway area to the west of the Hwy 55/68 corridor would have minimal impact on the forestlands in Adair, Green and southern Taylor Counties. This area consists mainly of cattle farms and the majority of the property is in pasturelands, hayfields, and row crops. The forestlands in this area consist of smaller parcels of land that are usually in areas too steep, wet, or rocky to farm. However, as the parkway entered into Northern Taylor and Marion Counties, the effects on the forest would increase, since the parkway would travel through highly wooded areas. This area in general is "knobby" with very steep topography that is best suited to woodland. Extensive harvesting would be required for right of way through this section of the proposed parkway resulting in undesirable forest fragmentation. As the parkway continued north of Lebanon, it would encounter a similar situation found in Adair and Green Counties.

Ms. Annette Coffey, P.E.  
Page Two  
August 20, 2004

Options Two and Three: Widening of the current roadway would have minimal impact on the forestlands. The majority of trees along this corridor have already been affected in the past by road projects and the majority of trees along the right of way are smaller trees. The tree species that are observed along this corridor are very common for this region.

The **Heritage Land Conservation Fund Board** has two properties, which have potential for impact, Tebbs Bend Battle Field and Wyatt Jeffries Woods. A new roadway (Option One) would have the greatest detrimental impact to these lands and is not recommended. The best alternative is to limit the widening of the existing highway by constructing passing bays (Option Three). If this is not feasible, then widening the existing highway (Option Two) is the next best alternative.

Sincerely,

A handwritten signature in cursive script that reads "Susan C. Bush".

Susan C. Bush, P.G.  
Commissioner



DIV OF PLANNING

ERNIE FLETCHER  
GOVERNOR

**ENVIRONMENTAL AND PUBLIC PROTECTION CABINET**

DIVISION OF CONSERVATION  
663 TETON TRAIL  
FRANKFORT, KENTUCKY 40601  
PHONE (502) 564-3080 FAX (502) 564-9195  
www.kentucky.gov

2004 AUG 16 P 2:56

LAJUANA S. WILCHER  
SECRETARY

STEPHEN A. COLEMAN  
DIRECTOR

August 12, 2004

Ms. Annette Coffey, P.E.  
Director, Division of Planning  
Kentucky Transportation Cabinet  
W5-05-01  
200 Mero Street  
Frankfort, KY 40622

**Subject:** Heartland Parkway

Dear Ms. Coffey:

As requested, the Division of Conservation has reviewed the proposed construction of a new route and/or reconstruction of existing routes (KY 55 / US 68 / KY 555) from the Louie B. Nunn Cumberland Parkway to the Martha Lane Collins Bluegrass Parkway and would like to provide the following comments and express concerns that may help in the planning stage for this project.

There are three agricultural districts established in the study area, #044-02 in Green County, #078-01 in Marion County, and #115-01 in Washington County (see enclosed map; electronic shape files available on request). These agricultural districts were certified by the Kentucky Soil and Water Conservation Commission on July 13, 2003, January 18, 1988, and July 13, 2003 respectively, in order to conserve, protect, develop, and improve agricultural land for production of food, fiber, and other agricultural products. Under KRS 262.850(12), state agencies must mitigate any impact their programs may have on land in agricultural districts.

Also there are three permanent conservation easements in the study area, #002-109-011, #002-100-010, and #001-109-002 all in Taylor County (see enclosed map; electronic shape files available on request). These easements were acquired by the Purchase of Agricultural Conservation Easement Corporation to ensure that land currently in agricultural use will continue to remain available for agricultural use and not be converted to other uses.

**Ms. Annette Coffey, P.E.**

**August 12, 2004**

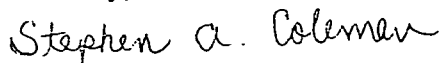
**Page Two**

We would like to see the issue of the loss of farmland addressed. Both prime farmland and farmland of statewide importance could be impacted by this project. Every year pressure imposed by utility right-of-ways, urban expansion, and new roads reduce the land available for agricultural use in the Commonwealth. There are five documents that could be utilized to identify these farmland designations: the *Soil Survey of Adair County* (NRCS 1964), the *Soil Survey of Green and Taylor Counties* (NRCS 1982), the *Soil Survey of Marion County* (NRCS 1991), the *Soil Survey of Washington County* (NRCS 1986) and *Important Farmland Soils of Kentucky* (NRCS 1981). All of these documents are available through this office.

One other concern we would like to comment on is the control of erosion and sedimentation during and after earth-disturbing activities once this project begins. We recommend best management practices (BMP's) be utilized to prevent nonpoint source water pollution. This would protect the water quality and aquatic habitat of several perennial and intermittent streams that this project could impact. The manual, *Best Management Practices for Construction Activities*, contains information on the kinds of BMPs most appropriate for this project and is available through this office or the Kentucky Division of Water.

We appreciate the opportunity to comment on this project and if you have any questions, please contact this office any time.

Sincerely,



Stephen A. Coleman, Director  
Kentucky Division of Conservation

SAC/ah

Enclosure

ERNIE FLETCHER  
GOVERNOR



LAJUANA S. WILCHER  
SECRETARY

DIV OF PLANNING

COMMONWEALTH OF KENTUCKY  
ENVIRONMENTAL AND PUBLIC PROTECTION CABINET  
DEPARTMENT FOR ENVIRONMENTAL PROTECTION  
DIVISION FOR AIR QUALITY  
803 SCHENKEL LN  
FRANKFORT, KY 40601-1403

2004 AUG 17 A 10:27

August 13, 2004

Ms. Annette Coffey, P.E.  
Director, Division of Planning  
Kentucky Transportation Cabinet  
W5-05-01  
200 Mero Street  
Frankfort, Kentucky 40622

Dear Ms. Coffey,

The Division has reviewed the Alternatives Study for the proposed widening and/or relocation of the Heartland Parkway in Adair, Green, Marion, Taylor, and Washington Counties from the Louie B. Nunn Cumberland Parkway to the Martha L. Collins Bluegrass Parkway, Item Number 4-132.00. 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://www.air.ky.gov/e\\_clearinghouse.html](http://www.air.ky.gov/e_clearinghouse.html).

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 Fact Sheet incorporated by reference in 401 KAR 63:005 Section 3, Prohibition of Open Burning. The Fact Sheet is located at [http://www.air.ky.gov/e\\_clearinghouse.html](http://www.air.ky.gov/e_clearinghouse.html).

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 23 and Title 49 of United States Code.

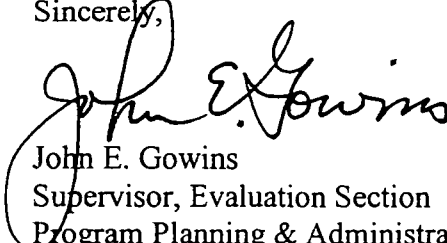


Printed on Recycled Paper  
An Equal Opportunity Employer M/F/D

Ms. Annette Coffey Letter  
August 13, 2004  
Page 2

Every effort should be made to maintain compliance with the preceding regulations and requirements. The Division also suggests an investigation into compliance with applicable regulations in the local governments. If there are any questions relating to this matter, please contact me at (502) 573-3382 extension 347.

Sincerely,



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

JEG/jmf

ERNIE FLETCHER  
GOVERNOR



LAJUANA S. WILCHER  
SECRETARY

COMMONWEALTH OF KENTUCKY  
**ENVIRONMENTAL AND PUBLIC PROTECTION CABINET**  
DEPARTMENT FOR NATURAL RESOURCES  
FRANKFORT, KENTUCKY 40601  
**SUSAN C. BUSH**  
COMMISSIONER

August 13, 2004

Ms. Annette Coffey, P.E., Director  
Division of Planning  
Kentucky Transportation Cabinet  
W5-05-01  
200 Mero Street  
Frankfort, Kentucky 40622

Dear Ms. Coffey:

Thank you for inviting our Division to comment on the Heartland Parkway Alternatives Study. After reviewing our surface mining database, no proposed or existing surface coal mining operations will be impacted by the proposed routes of the Heartland Parkway.

If I can be of any further assistance, or if you have any questions, please do not hesitate to call my office at (502) 564-2320.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry D. Adams".

Larry D. Adams, P.E., Director  
Division of Mine Permits

DIV OF PLANNING  
2004 AUG 17 A 10: 37





COMMONWEALTH OF KENTUCKY  
**ENVIRONMENTAL AND PUBLIC PROTECTION CABINET**  
DEPARTMENT FOR NATURAL RESOURCES  
FRANKFORT, KENTUCKY 40601  
**SUSAN C. BUSH**  
COMMISSIONER

August 5, 2004

Annette Coffey, P.E., Director  
Division of Planning  
Kentucky Transportation Cabinet  
W5-05-01  
200 Mero Street  
Frankfort, KY 40622

2004 AUG - 9 P 12: 18  
DIV OF PLANNING

RE: Alternatives Study  
Adair, Green, Marion, Taylor, and Washington Counties  
Heartland Parkway, widening and/or Relocation from the Louie B. Nunn  
Cumberland Parkway to the Martha L. Collins Bluegrass Parkway  
ITEM No. 4-132.00

Dear Ms. Coffey:

Thank you for the opportunity to review and comment on the above referenced proposed highway construction project.

Personnel from our Department's Non-Coal Branch have conducted a review of the information provided and have identified the following:

Adair County – There are two Limestone Quarry permits and one Sand permit in Adair County. The Sand Operation (Henson Paving – Permit No. 001-9600) is located on KY 55 approximately 2 miles North of Columbia. One quarry (Burton Stone, Inc. – Permit No. 001-9403) is located on KY 704 approximately 2 miles South of Columbia. The other quarry (Gaddie-Shamrock, Inc. Permit No. 001-9402) is located on KY 55 approximately 4 miles Southwest of Columbia.

Green County – There are two Limestone Quarry permits in Green County. One is located on KY 61 approximately 0.5 miles Southwest of Greensburg. This Quarry is (Nally and Gibson Quarries, Inc. – Permit No. 044-9401). Another Quarry is (Haydon Brothers Aggregates, LLC – Permit No. 044-9402) and is located on KY 61 approximately 1.0 miles North of Greensburg. This Quarry has ceased mining operations and is in the reclamation phase.

Marion County – Marion County has one Limestone Quarry located on KY 208 approximately 3 miles South of Lebanon. This quarry is operated by Nally and Haydon Surfacing, LLC – Permit No. 078-9400.

Taylor County – Nally and Gibson Quarries Inc. – Permit 109-9400 operates one Limestone Quarry in Taylor County. This operation is located on KY 210 approximately 4 miles Northwest of Campbellsville.

Washington County – There is one Limestone Quarry in Washington County. This quarry is operated by Nally and Gibson Quarries, Inc. – Permit No. 115-9400. The quarry is located just off KY 55 on Booker Road approximately 1.0 mile South of Springfield.

These quarries generate a substantial amount of traffic in and around the study area.

If I, or my staff can be of any further assistance in this or any other matter please don't hesitate to contact me at (502) 564-6940.

Sincerely,



Keith Smith  
Acting Director

KS/JM/aw

cc: James McKenzie, Non-Coal Branch Manager



DIV OF PLANNING

ERNIE FLETCHER  
GOVERNOR

CABINET FOR HEALTH AND FAMILY SERVICES  
DEPARTMENT FOR PUBLIC HEALTH  
275 EAST MAIN STREET, HS1GWA  
FRANKFORT, KENTUCKY 40621-0001  
(502) 564-3970 (502) 564-9377 FAX

2004 AUG 13 A 11: 27  
JAMES W. HOLSINGER, JR., M.D.  
SECRETARY

August 9, 2004

Annette Coffey, Director  
Division of Planning  
Transportation Cabinet  
125 Holmes Street  
Frankfort, Kentucky 40601

Dear Ms. Coffey:

Thank you for your letter to James W. Holsinger, Jr., M.D., Secretary of the Cabinet for Health and Family Services, regarding alternatives that are being considered for a proposed widening and/or relocation of the Heartland Parkway.

The Department for Public Health does not have any specific issues or concerns regarding this proposed highway project. Thank your for allowing the Cabinet to provide input on this project.

Sincerely,

  
William D. Hacker, M.D.  
Acting Commissioner



DIV OF PLANNING

ERNIE FLETCHER  
GOVERNOR

COMMONWEALTH OF KENTUCKY 2004 AUG -5 P 2:32  
**JUSTICE AND PUBLIC SAFETY CABINET** GOV. STEPHEN B. PENCE  
SECRETARY

BUSH BUILDING, SECOND FLOOR  
403 WAPPING STREET  
FRANKFORT, KENTUCKY 40601-2638  
(502) 564-7554  
FAX NO. (502) 564-4840

MEMORANDUM

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

FROM: Greg Howard *GH 8-4-04*  
Commissioner  
Department of Kentucky Vehicle Enforcement  
Justice and Public Safety Cabinet

DATE: August 2, 2004

SUBJECT: Alternatives Study  
Adair, Green, Marion, Taylor, and Washington Counties  
Heartland Parkway, Widening and/or Relocation from the Louie B. Nunn  
Cumberland Parkway to the Martha L. Collins Bluegrass Parkway  
Item No. 4 – 132.00

After having my staff review the packet you sent, it is determined it would be beneficial for the proposed area. There are no designated highways in this area for trucks to get into small cities within that region. We cannot see any bad effect this project would have upon the Department of Kentucky Vehicle Enforcement.

If you have any questions, please feel free to call me at 502/564-3276.

ERNIE FLETCHER  
GOVERNOR

DIV OF PLANNING  
KENTUCKY STATE POLICE  
919 VERSAILLES ROAD  
FRANKFORT, KY 40601  
www.kentucky.gov  
2004 JUL 28 P 3:57

MARK L. MILLER  
COMMISSIONER

May 10, 2004

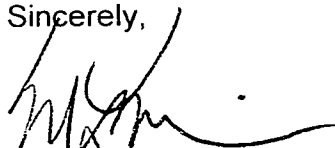
Ms. Annette Coffey, P.E.  
Director, Division of Planning  
Transportation Cabinet, W5-05-01  
200 Mero Street  
Frankfort, Kentucky 40622

Dear Ms. Coffey:

I am in receipt of your correspondence concerning an alternative planning study for widening and/or relocation of the Heartland Parkway, from the Louie B. Nunn Cumberland Parkway to the Martha L. Collins Bluegrass Parkway in Adair, Green, Marion, Taylor and Washington Counties.

I have forwarded your remarks to Captain Jeff Hancock, Commander of the Columbia Post. He can be reached at (270) 384-4796. Thank you for including our input during the planning stages of this development.

Sincerely,



Mark L. Miller  
Commissioner

MM:mls

cc: Commander, West Troop  
Commander, Post 15



DIV OF PLANNING

2004 DEC 14 A 8:26

KENTUCKY TRANSPORTATION CABINET  
FRANKFORT, KENTUCKY 40622  
WWW.KENTUCKY.GOV

ERNIE FLETCHER  
GOVERNOR

MAXWELL C. BAILEY  
SECRETARY

## MEMORANDUM

To: Annette Coffey, P.E.  
Division of Planning

From: David M. Waldner, P.E., Director  
Division of Environmental Analysis

A handwritten signature in black ink, appearing to read "D. Waldner".

Date: December 3, 2004

Re: Planning Study – Heartland Parkway Alternatives Study  
Adair, Green, Marion, Taylor and Washington Counties, Ky. Item #4-132

The Heartland Parkway Alternatives Study has been evaluated by the Division of Environmental Analysis for any potential environmental challenges that would need to be addressed during future design stages. The following comments are based upon the planning study data presented; additional comments could be provided if/when site visits are conducted:

1. Noise concerns with regard to the project may have to be addressed in future design; abatement considerations will likely have to be evaluated. Base studies will be required if the project is federally funded.
2. The Air Quality status of the project likely would not be a problem; the project is outside an area that requires conformity. If the project is to be federally funded then limited base studies would be required to determine any air impacts. The planning study should also clearly state that the project originates from the latest conforming STIP.
3. Channel changes, impacts to the Green River (Outstanding water resource) and Russell Creek (exceptional water body) and wetland impacts should be limited/avoided. These areas if impacted would require 401 and 404 permits and special precautions that limit impacts during construction. They would also pose mitigation challenges with regard to the design process; costs for stream restoration and wetland mitigation could be very costly. Excess waste sites should be considered and assessed early in the design process. Floodplain impacts could be costly and hinder project schedules; every effort should be made to avoid construction in the floodplains.
4. Any impacts to the listed endangered species should be avoided; if unavoidable would require costly mitigation and could hinder the project schedule. Mist-

Planning Study Comments

Adair, Green, Marion, Taylor and Washington Counties, Kentucky Item #4-132

December 3, 2004

netting surveys for endangered bats as part of a biological assessment would likely be required.

5. Specific details concerning HAZMAT and storage tanks would need to be obtained through a thorough site assessment later once alignments are developed.
6. Potential section 4(f) and 106 issues exist and should be evaluated along with a detailed base study by a qualified historian.
7. A base study for archaeology will be required.

Our staff appreciates the opportunity to provide early comments on projects during the planning stage. If you should have any questions regarding these comments please contact Tony Vinegar or me at 564-7250.

DWM/TV  
attachments

C: J. Schaefer Files



KENTUCKY TRANSPORTATION CABINET  
FRANKFORT, KENTUCKY 40622  
WWW.KENTUCKY.GOV

DIV OF PLANNING

2004 SEP 20 A 11:41

ERNIE FLETCHER  
GOVERNOR

MAXWELL C. BAILEY  
SECRETARY

### MEMORANDUM

TO: Annette Coffey  
Director  
Division of Planning

FROM: M. Chad LaRue *MCL*  
Branch Manager  
Permits

DATE: September 14, 2004

RE: Adair, Green, Marion, Taylor, and Washington Counties  
Alternative Studies Heartland Parkway  
Item No. 4-132.00

The Permits Branch has reviewed the data provided for subject study site and wish to offer the following.

1. We recommend the Cabinet classify this project and as a partially controlled access facility as explained in option 2. It appears to adequately meet the project goals listed in the study.
2. Assuming the project is partial control access, we encourage all possible access points be set on the plans in accordance with 603 KAR 5:120, even if they are not to be constructed at that time. We encourage using the existing roadway as a frontage road to provide access to closely spaced entrances to reduce the amount of conflict points.
3. When buying R/W for this and all reconstruction routes, assuming the access control is partial control, new deeds for all adjoining property owners need to be executed to identify the access control even if no new R/W is acquired.
4. In addition, we would like to make every effort possible to have the design speed to be the same as anticipated posted speed when the project is complete.
5. We would like to see access control fence installed with the project.
6. If the proposed roadway is to be on the N. H. S., early notification of the final line and grade is needed. This enables us to monitor outdoor advertising devices prior to road construction being completed.
7. Please notify this office if the proposed roadway is to be placed on the National Highway System. This information is needed to assist this office in regulating the installation of any outdoor advertising device.

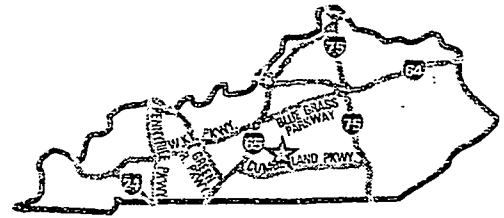
Thank you for the opportunity to verbalize our concerns.

MCL/pm



# Greensburg Green County

INDUSTRIAL FOUNDATION  
INCORPORATED



TO ADVANCE AND DEVELOP THE TOWN OF GREENSBURG AND GREEN COUNTY INDUSTRIALLY  
108 CARLILE AVENUE GREENSBURG, KENTUCKY 42743

August 15, 2004

Ms. Annette Coffey, P. E.  
Director  
Division of Planning  
Kentucky Transportation Cabinet  
W5-05-01  
200 Mero Street  
Frankfort KY 40622

RE: Heartland Parkway Alternative Study

Dear Ms. Coffey:

Enclosed you will find input and comments by the Greensburg/Green County Industrial Foundation, Inc. concerning the alternative study of the Heartland Parkway.

If you need any additional information or if I can be of any assistance, please let me know.

Sincerely

A handwritten signature in cursive script that reads 'W. C. Patterson'.

W. C. "Bill" Patterson  
President

2004 AUG 18 A 10:59  
DIV OF PLANNING

KENTUCKY STATE CLEARINGHOUSE

SAI# \_\_\_\_\_

ENVIRONMENTAL INFORMATION FORM

1. Facility Name: Green River Paddle Trail Access Project

2. Describe in a step by step manner, from raw material receiving to final product shipping, the industrial (commercial) processes performed at this facility:

This project involves the construction of an access road to the Greensburg Green River Paddle Trail access location. The construction of an access point to Green River at the State Hwy. 88 bridge and the printing of maps and brochures for the Green River Paddle Trail.

Provide applicable Standard Industrial Classification (SIC) Codes

N/A, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_

3. Water – Provide the following:

Water Server: N/A

Use: (Industrial, Domestic, or Both): \_\_\_\_\_

Service Line(s): Current: Size \_\_\_\_\_ inch(es) Capacity \_\_\_\_\_ GPD

Proposed: Size \_\_\_\_\_ inch(es) Capacity \_\_\_\_\_ GPD

Facility Usage: Current: Normal \_\_\_\_\_ GPD Peak \_\_\_\_\_ GPD

Proposed: Normal \_\_\_\_\_ GPD Peak \_\_\_\_\_ GPD

4. Process Wastewater (Industrial by-product) – Provide the following: N/A

Constituent

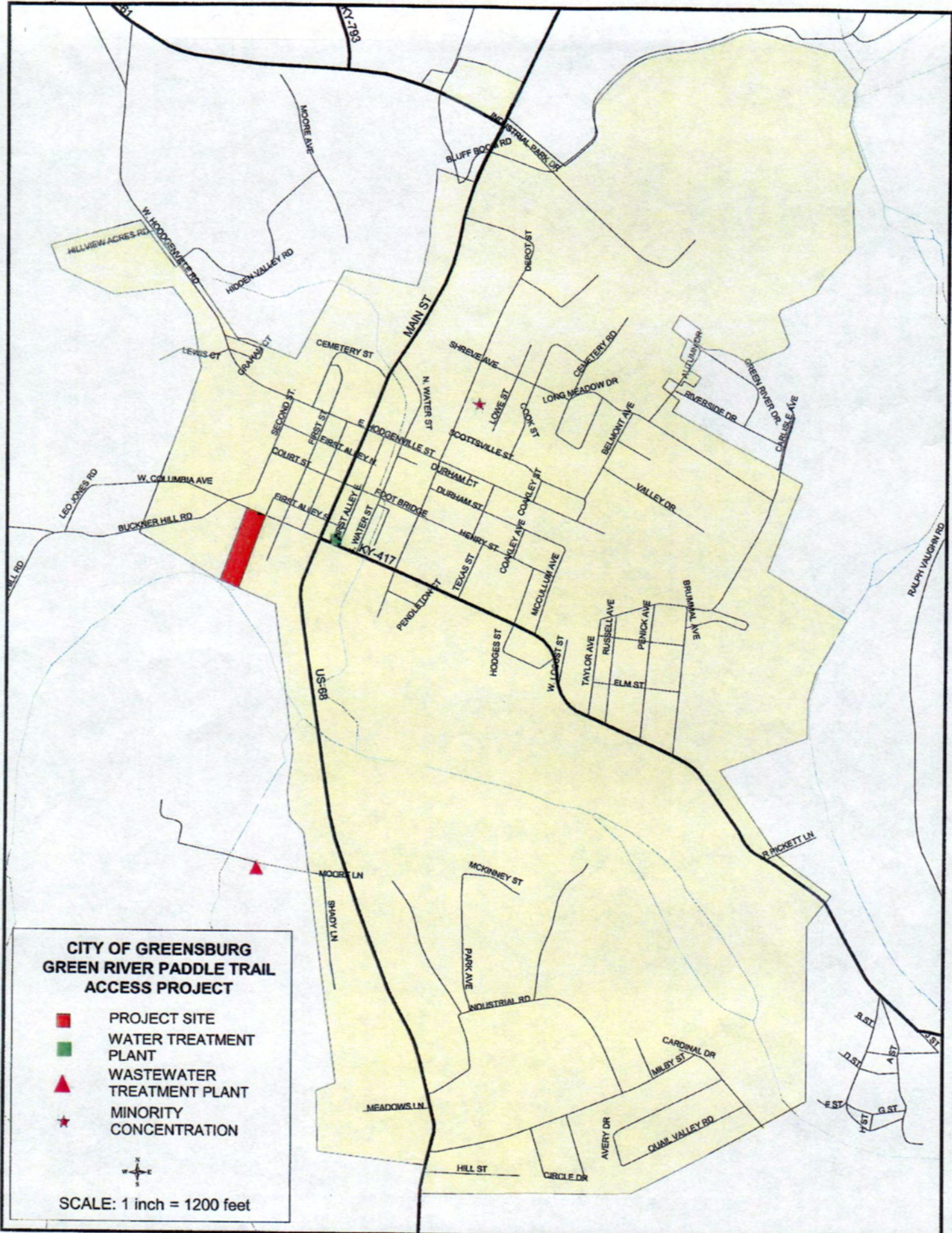
Volume (Percentage or in milligrams per liter)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

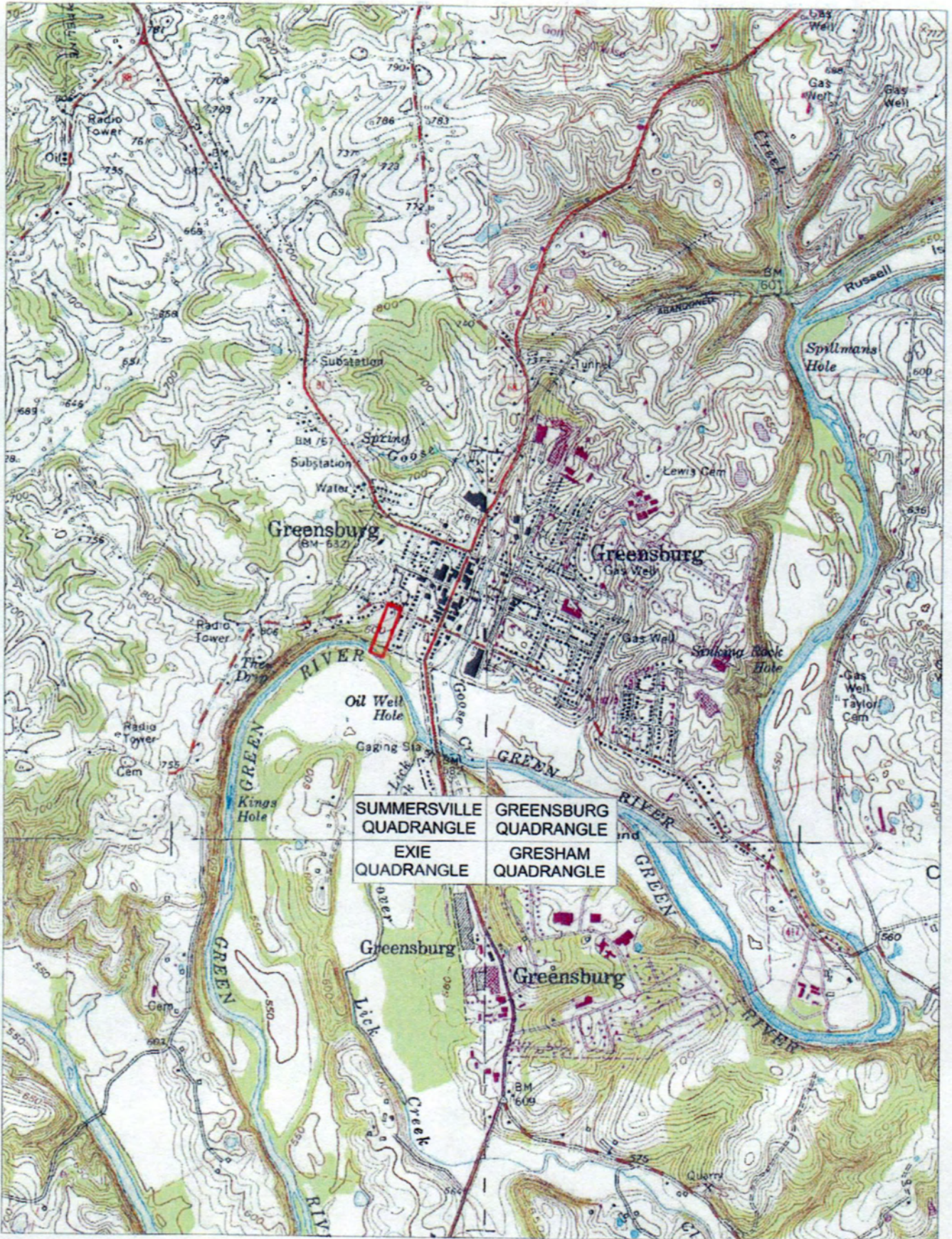
Describe treatment (pretreatment if sent to a Publicly Owned Treatment Work [POTW]—Municipal wastewater treatment plant):


\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_








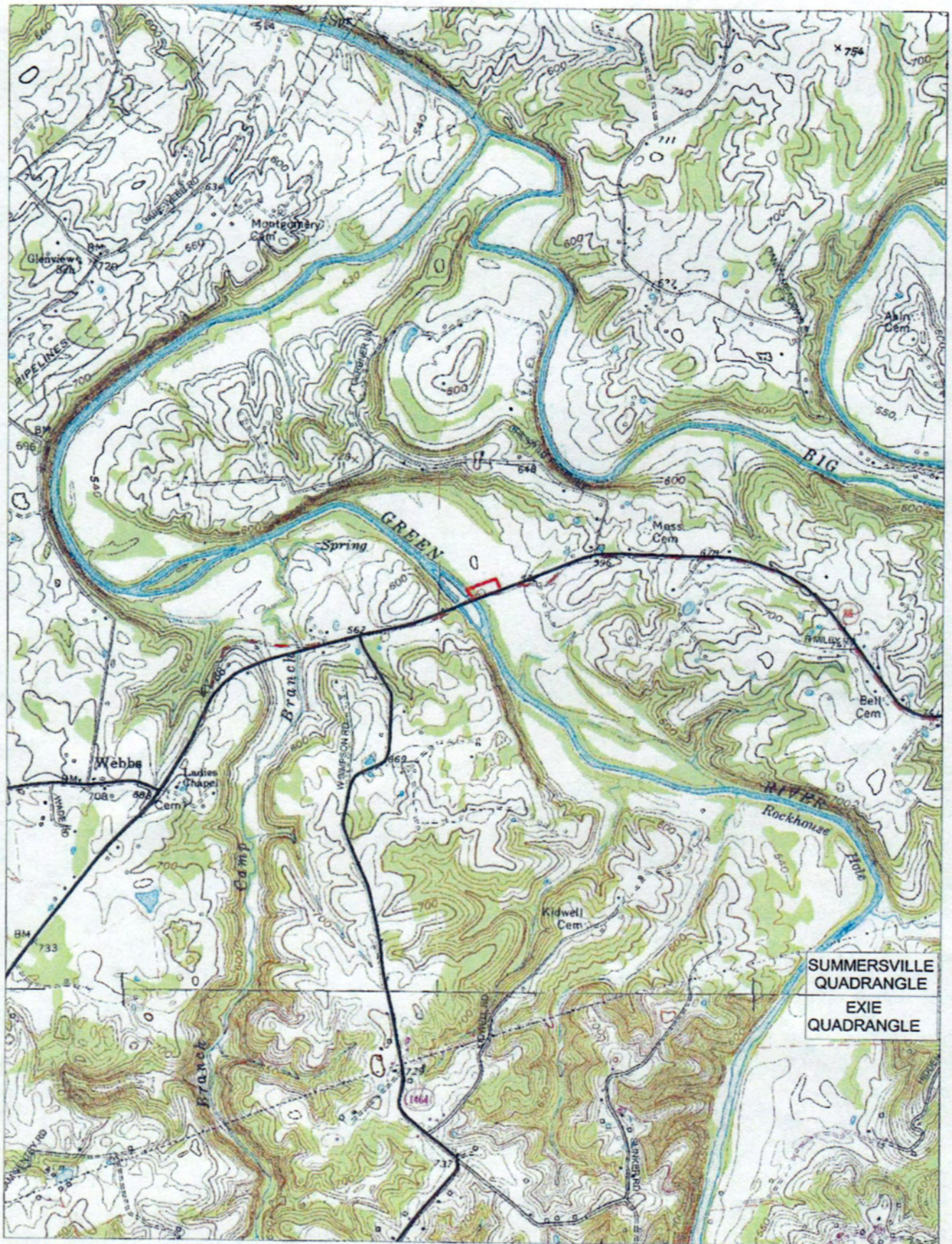


GREENSBURG SITE  
 PROJECT SITE


N  
  
 SCALE: 1" = 2000'


CITY OF GREENSBURG  
 GREEN RIVER PADDLE TRAIL ACCESS PROJECT





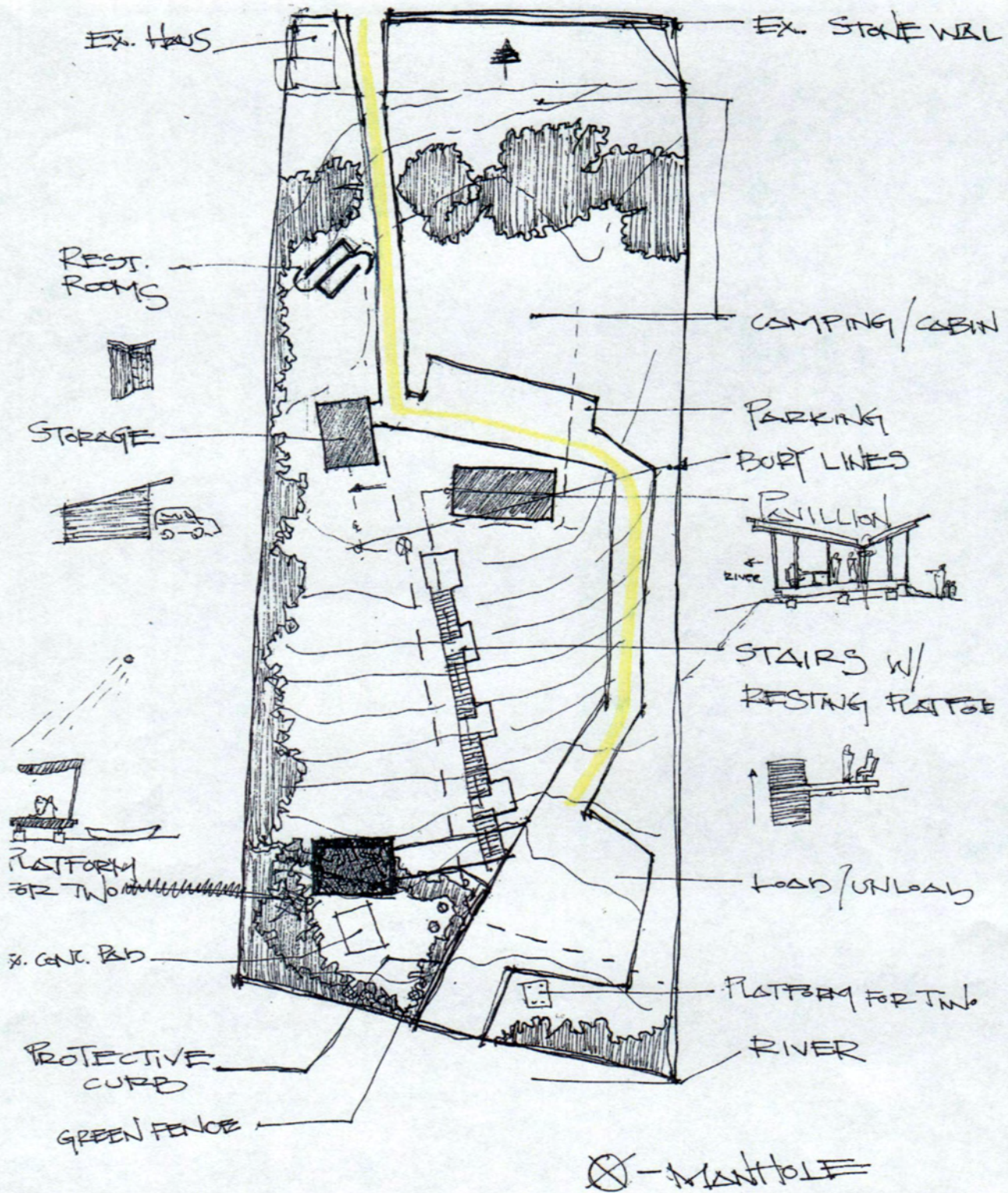
HIGHWAY 88 SITE

 PROJECT SITE

  
SCALE: 1" = 2000'

CITY OF GREENSBURG  
GREEN RIVER PADDLE TRAIL ACCESS PROJECT





Proposed Project

**Noe, Ted (KYTC)**

---

**From:** Houlihan, John (KYTC)  
**Sent:** Monday, August 09, 2004 10:19 AM  
**To:** Noe, Ted (KYTC)  
**Subject:** Item No. 4-132.00

I have review the proposed locations and have found no negative impact to aviation. There are three airports that are close to this proposed project. Columbia airport has a 2,600' runway with a elevation of 818'. Campbellsville airport has a 5,000' runway with a elevation of 921'. Springfield-Lebanon airport has a 5,000' runway with a elevation of 866'. I have provided a web site that describes KY Airport Zoning Commissions jurisdiction. Section 4 also includes construction equipment (cranes). If you have any questions let me know. Thank you.

<http://www.lrc.state.ky.us/kar/602/050/030.htm>





Lebanon-Marion County  
Chamber of Commerce

21 Court Square  
Lebanon, KY. 40033-1233

Phone: 270-692-9594 Fax: 270-692-2661  
Websites: [www.hamdays.com](http://www.hamdays.com) & [www.lebanon-ky.com](http://www.lebanon-ky.com)  
E-mail: [chamber@hamdays.com](mailto:chamber@hamdays.com)

---

**RESOLUTION**

WHEREAS, the Lebanon-Marion County Chamber of Commerce is composed of community leaders concerned about the economic well being of Lebanon and Marion County Kentucky, and;

WHEREAS, the Heartland Parkway will have a dramatic impact on the business community in Lebanon and Marion County, and;

WHEREAS, the Lebanon-Marion County Chamber of Commerce has considered the various alternatives proposed for the Heartland Parkway, and;

WHEREAS, the Lebanon-Marion County Chamber of Commerce at its regularly scheduled meeting on August 12, 2004 voted unanimously, now therefore;

BE IT RESOLVED, that the Lebanon-Marion County Chamber of Commerce cast a unanimous vote to recommend option # 2 as the best alternative for the Heartland Parkway Corridor.

Signed by:

David Winebrenner, Jr., President  
Lebanon-Marion County  
Chamber of Commerce

DIY OF PLANNING  
2004 SEP 17 A 11:23





DIV OF PLANNING

2004 SEP -8 A 11: 13

Mr. Darrell Greer  
Division of Planning  
Kentucky Transportation Cabinet  
W5-05-02  
200 Mero Street  
Frankfort, KY 40622

Dear Mr. Greer,

Thank you for accepting my comments regarding the proposed Heartland Parkway. My comments are primarily in regards to Sections A-F of the proposed Heartland Parkway. For over 5 years The Nature Conservancy (TNC) has been working with local communities, landowners, and state and federal agencies to conserve the upper Green River watershed and its globally significant biota. Evidence of this significance can be seen in the presence of nearly 70 mussel species and 150 fishes in the system. These include 7 federally listed and 11 state-listed endangered mussels. Recently, TNC along with the Commonwealth of Kentucky (including the Kentucky Department of Fish and Wildlife Resources and Division of Conservation) and United States Department of Agriculture partnered to bring Kentucky's largest conservation effort, \$100 million +, to the upper Green River (including much of the area described in this proposal) for purposes of improving the water quality and aquatic habitat of the Green River and the wildlife habitat in the watershed. Numerous landowners in this area have participated in the program taking acres out of agricultural production and planting them to conservation plantings in exchange for annual rental payments and cost-share. In addition, numerous landowners in this area have participated in the PACE (Purchase of Agricultural Conservation Easements) or Ag District programs setting aside their land for agricultural production instead of development. So, a great deal of time, money and effort have been expended by numerous entities to improve and protect this reach of the river.

Generally speaking the Conservancy most favors the option least likely to create significant additional stress to the aquatic system and surrounding landscape—Option 3. We least favor and would most oppose Option 1. This option would necessitate crossing the Green River near the Roachville area bringing high degrees of traffic and disturbance to a reach of the river containing 1 federally listed endangered species of mussel and 3 state-listed mussel species. In addition, 3 state-listed fishes occur in this reach. Furthermore, Option 1 would have the most potential to harm the natural resources associated with Russell Creek in Adair County, one of the Green River's most important tributaries. From a natural history and biological perspective Option 1 should be avoided. The cost of damage to this reach of the river would be nearly immeasurable. Thank you for the opportunity to comment on this proposal.

Sincerely,

Richard K. Kessler, PhD  
The Nature Conservancy  
Green River Director  
306 Cambridge Way  
Campbellsville, KY 42718

Cc: Annette Coffey, P.E.

## RESOLUTION

WHEREAS, the Marion County Industrial Foundation is composed of community leaders concerned about the economic well being of central Kentucky, and;

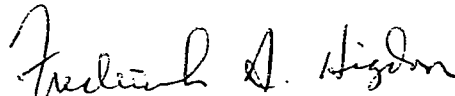
WHEREAS, the Heartland Parkway will have a dramatic economic impact on central Kentucky, and;

WHEREAS, the Marion County Industrial Foundation has considered the various alternatives proposed for the Heartland Parkway, and;

WHEREAS, the Marion County Industrial Foundation in their regularly scheduled meeting on August 10, 2004 voted unanimously, now therefore;

BE IT RESOLVED, that the Marion County Industrial Foundation cast a unanimous vote to recommend option # 2 as the best alternative for the Heartland Parkway Corridor.

Signed by:



---

Frederick A. Higdon, President  
Marion County Industrial Foundation

**Marion Washington County Airport Board** DIV OF PLANNING  
**PO Box 805**  
**Lebanon, Ky 40033**  
**(859) 336-3818 Terminal**  
**(270) 692-1143 Secretary/Treasurer**

2004 AUG 16 A 11: 27

August 12, 2004

Ms. Annette Coffey, P.E.  
Director, Division of Planning  
Kentucky Transportation Cabinet  
W5-05-01  
200 Mero Street  
Frankfort, Ky 40622

Dear Ms. Coffey:

We received the Heartland Parkway proposal and have the following comments:

Re: Option #1

This option should be discarded outright as it would be too expensive and would not be beneficial to the communities it by-passes.

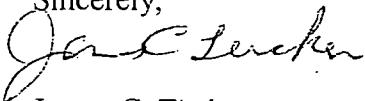
Re: Option #2

From our location (The Lebanon/Springfield Airport) the four lane highway proposed in segment 7 is fine.

Re: Option #3

If option #3 is adopted then it is requested that one of the passing bays proposed in Segment 7 be constructed where Airport Lane meets the existing right of way.

Sincerely,



James C. Tucker  
Chairman  
Marion Washington County Airport Board

## Comments by Telephone

On: July 28, 2004

Time: 10:45 a.m.

From: Second Coordination Letter

For: Heartland Parkway Alternatives Study

By: Mike Blevins, P.G.  
Geotechnical Branch  
Frankfort, KY  
Phone 502 564 2374

### Comments:

- Mr. Blevins comments: The Geotechnical Branch has reviewed the Geotechnical Overview and their comments are included in that document. Therefore, they will have no comments concerning the coordination letter.

Transcribed By: Ted Noe  
Project Manager  
Kentucky Department of Highways  
Division of Planning  
Frankfort, KY

## Comments by Telephone

On: August 31, 2004

Time: 8:30 a.m.

From: Second Coordination Letter

For: Heartland Parkway Alternatives Study

By: Judge Paul Patton  
Taylor County Judge/Executive  
Campbellsville, KY

### Comments:

- He has no change in preference from our previous meetings.
- He supports a four-lane highway along the existing route.
- Do the bypasses first and then other segments, as funding is available.
- Bypass in Columbia is really needed due to the congestion there.

Transcribed By: Ted Noe  
Project Manager  
Kentucky Department of Highways  
Division of Planning  
Frankfort, KY

2004 AUG -4 A 10:32

August 3, 2004

Ms. Annette Coffey  
Division of Planning  
Kentucky Transportation Cabinet  
200 Metro Street  
Frankfort, KY 40622

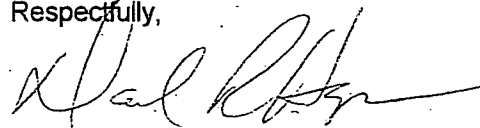
Ms. Coffey:

First, let me thank you for including me in the information process in the Heartland Parkway project. I have taken several hours to personally study the different options as well as have discussed them with several citizens of Campbellsville,

I believe that Option 2 would best serve this area in the future. I understand that the additional costs of this versus Option 3 are severe. But as we look to the distant future if this area continues to grow I feel the need for a four lane facility is the best option. The only concern I have is that the bypasses around Campbellsville, Columbia and Lebanon need to be fully controlled access. I believe this is necessary to protect the business life of the communities. With fully controlled access the local communities would have better control of planned growth in the future.

If you have further questions feel free to call me at any time.

Respectfully,



Daniel R. Hayes;  
President

On: August 6, 2004  
Time: 9:35 a.m.  
From: Second Coordination Letter  
For: Heartland Parkway Alternatives Study  
By: Teddy Boone  
Springfield Water Company  
Springfield, KY  
Phone 859 336 5454

Comments:

- Mr. Boone's comments: Springfield has a raw water line from Willisburg Lake to Springfield along the west side of KY 555. The east side of KY 555 has a domestic water line on private property and right of way. One or both of these will probably have to be relocated if the roadway is widened.
- Mr. Boone also noted that there is a fiber optic line from KY 53 south to Springfield along KY 555. And there are sewer lines and natural gas lines along the roadway within the city limits of Springfield.
- Mr. Boone prefers Option 3 with a one mile passing lane every three miles because this option has the least cost and least disruption to the water utility.

Transcribed By: Ted Noe  
Project Manager  
Kentucky Department of Highways  
Division of Planning  
Frankfort, KY



107 W. Broadway 270.465.9636  
P.O. Box 551 Fax 465.0607  
Campbellsville, KY  
42719  
www.teamtaylorcounty.com

**Industrial Development Authority**

3 September 2004

Hon. Maxwell C. Bailey  
Secretary  
Kentucky Transportation Cabinet  
200 Mero Street  
Frankfort, Kentucky 40622

Dear Sec. Bailey:

On behalf of the Campbellsville-Taylor County Industrial Development Authority (Team Taylor County) Board of Directors, I want to convey to you a recent action taken by the Board. We have unanimously endorsed Option 2 for the proposed Heartland Parkway.

I know that you are aware of our continuing interest in this vitally important transportation project. This project will significantly enhance the economic well being of the entire region. As the Economic Impact Study conducted by Younger Associates indicates, this project will assist with the creation of more than 2000 new jobs in commercial development alone with an economic impact exceeding \$2 billion.

We appreciate the support you and the Governor expressed during the recent Town Meeting in Somerset via the CenterNet system. As the scoping study comes to an end, we are looking forward working with you and the Cabinet to make this project a reality.

Best,

John E. Chowning  
Chairman

Kevin T. Sheilley  
Executive Director/CEO

C: Hon. Ron Lewis, Congressman, Kentucky 2<sup>nd</sup> District  
Hon. Dick Murgatroyd, Deputy Secretary, Transportation Cabinet  
Hon. Paul W. Patton, Judge-Executive, Taylor County  
Hon. Brenda Allen, Mayor, City of Campbellsville  
Ms. Annette Coffey, Director, Division of Planning, Transportation Cabinet  
Mr. Ted Noe, Division of Planning, Transportation Cabinet  
Mr. Gary Raymer, Chief District Engineer, District 4, Transportation Cabinet  
Mr. Phil Lambert, Engineer, WMB Consulting Engineering





UNIVERSITY OF KENTUCKY

DIV OF PLANNING

2004 AUG -6 A 10:42

Kentucky Geological Survey  
Research and Graduate Studies  
228 Mining and Mineral Resources Building  
Lexington, KY 40506-0107  
Phone: (859) 257-5500  
Fax: (859) 257-1147  
[www.uky.edu/kgs](http://www.uky.edu/kgs)

July 28, 2004

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

Dear Ms. Coffey:

This letter is to summarize any geologic concerns for the alternatives study:  
Adair, Green, Marion, Taylor, and Washington Counties  
Heartland Parkway, widening and/or relocation from The Louie B. Nunn  
(Cumberland) Parkway to the Martha L. Collins (Blue Grass) Parkway  
Item No. 4 – 132.00

#### *Physiographic Region*

This project area is in the Mississippian Plateau, Muldraugh Hill, Knobs, and Outer Bluegrass physiographic regions, which are underlain by limestone, sandstone, siltstone, shale, gravel, sand, silt, and clay

#### *Karst Potential*

This project area probably would encounter karst features such as sinkholes and caves.

#### *Landslide Potential*

This project area would encounter shale and clay which are highly susceptible to slumping when they become wet, in section 5 of the yellow corridor and its associated red corridor. This condition is particularly prevalent on steep slopes.

#### *Unconsolidated Sediments*

This project area would encounter unconsolidated sediments such as silt and clay in drainage areas. Some unconsolidated material may be suitable for construction stone.

#### *Resource Conflicts*

This project area might encounter resource conflicts such as prior ownership of property for quarrying or mining, and oil and gas wells.



*Materials Suitability*

This project area would encounter limestone units that would be suitable as construction stone; beware of the chert content and its varying physical properties. Several abandoned limestone quarries are in the area. The shales encountered in section 5 of the yellow corridor and its associated red corridor have pyritic zones in either veinlets or spherules, which when exposed to the surface elements are prone to oxidation and expansion and can cause failure in structures and roads.

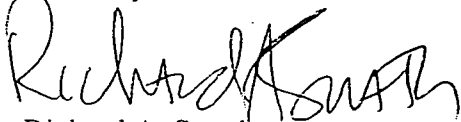
*Fault Potential*

This project area would encounter faulted areas in section 5 of the yellow corridor and its associated red corridor. There is potential to come across some minor faults in sections 7 and 8 of the yellow corridor and its associated red corridor.

*Earthquake Ground Motions*

This project area has a probable peak ground acceleration (PGA) due to earthquake ground motion of 0.09g. There would be a very low potential for liquefaction or slope failure in the unconsolidated sediments at or near streams caused by earthquake bedrock ground motion.

Sincerely,



Richard A. Smath  
Geologist

cc: Mike Blevins



## DIV OF PLANNING

Centers for Disease Control  
and Prevention (CDC)  
Atlanta GA 30341-3724

2004 AUG 20 A 11: 12

August 17, 2004

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

Dear Ms. Coffey:

This is in response to your letter of July 22, 2004 requesting our agency's input and comments on any concerns that could affect the development of the Alternatives Study (Item No. 4- 132.00) for the Widening/Relocation from the Louie B. Nunn Cumberland Parkway to the Martha Collins Bluegrass Parkway. We are responding on behalf of the Department of Health and Human Services (DHHS), U.S. Public Health Service.

While we have no project specific comments to offer at this time, we do recommend that the topics listed below be considered during the NEPA process along with other necessary topics, and addressed if appropriate. Mitigation plans which are protective of the environment and public health should be described in the DEIS wherever warranted.

AREAS OF POTENTIAL PUBLIC HEALTH CONCERN:

I. Air Quality

- dust control measures during project construction, and potential releases of air toxins
- potential process air emissions after project completion
- compliance with air quality standards

II. Water Quality/Quantity

- special consideration to private and public potable water supply, including ground and surface water resources
- compliance with water quality and waste water treatment standards
- ground and surface water contamination (e.g. runoff and erosion control)
- body contact recreation

III. Wetlands and Flood Plains

- potential contamination of underlying aquifers
- construction within flood plains which may endanger human health
- contamination of the food chain

IV. Hazardous Materials/Wastes

- identification and characterization of hazardous/contaminated sites
- safety plans/procedures, including use of pesticides/herbicides; worker training
- spill prevention, containment, and countermeasures plan

V. Non-Hazardous Solid Waste/Other Materials

- any unusual effects associated with solid waste disposal should be considered

VI. Noise

- identify projected elevated noise levels and sensitive receptors (i.e. residential, schools, hospitals) and appropriate mitigation plans during and after construction

VII. Occupational Health and Safety

- compliance with appropriate criteria and guidelines to ensure worker safety and health

VIII. Land Use and Housing


- special consideration and appropriate mitigation for necessary relocation and other potential adverse impacts to residential areas, community cohesion, community services
- demographic special considerations (e.g. hospitals, nursing homes, day care centers, schools)
- consideration of beneficial and adverse long-term land use impacts, including the potential influx of people into the area as a result of a project and associated impacts
- potential impacts upon vector control should be considered

IX. Environmental Justice

- federal requirements emphasize the issue of environmental justice to ensure equitable environmental protection regardless of race, ethnicity, economic status or community, so that no segment of the population bears a disproportionate share of the consequences of environmental pollution attributable to a proposed project. (Executive Order 12898)

While this is not intended to be an exhaustive list of possible impact topics, it provides a guide for typical areas of potential public health concern which may be applicable to this project. Any health related topic which may be associated with the proposed project should receive consideration when developing the draft and final EISs. Please furnish us with one copy of the draft document when it becomes available for review.

Sincerely yours,

  
Paul Joe, DO, MPH  
Medical Officer  
National Center for Environmental Health (F16)  
Centers for Disease Control & Prevention

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Eighth Coast Guard District

1222 Spruce Street  
St. Louis, MO 63103-2832  
Staff Symbol: obr  
Phone: (314)539-3900 Ext 2379  
Fax: (314)539-3755  
Email: brnclaren@cgstl.uscg.mil

DIV OF PLANNING  
2004 SEP 30 P 12: 12

16591.1/Heartland Pkwy  
September 22, 2004

Ms. Annette Coffey, P.E.  
Director, Division of Planning  
Kentucky Transportation Cabinet  
W5-05-01  
200 Mero Street  
Frankfurt, KY 40622

Subj: ALTERNATIVES STUDY, HEARTLAND PARKWAY, KENTUCKY

Dear Ms. Coffey:

Please refer to your letter dated July 22, 2004. The following waterways were evaluated and pursuant to the Coast Guard Authorization Act of 1982, these are not waterways over which the Coast Guard exercises jurisdiction for bridge permit purposes. Coast Guard bridge permits are not required.

Green River (Taylor County)  
Butlers Branch  
Buckhorn Creek  
Hardins Creek  
Servant Run  
Road Run Creek  
Mays Creek  
Long Lick Creek

Russell Creek  
Pinch Creek  
State Creek  
Cartwright Creek  
Road Run Branch  
Beech Fork  
Rolling Fork River

Sincerely,

A handwritten signature in black ink, appearing to read "R. Wiebusch".

ROGER K. WIEBUSCH  
Bridge Administrator  
By direction of the District Commander

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Eighth Coast Guard District

DIV OF PLANNING

2004 AUG 18 A 10: 59

1222 Spruce Street  
St. Louis, MO 63103-2832  
Staff Symbol: obr  
Phone: (314)539-3900 Ext 2379  
Fax: (314)539-3755  
Email: bmclaren@cgstl.uscg.mil

16591.1/KY  
August 13, 2004

Ms. Annette Coffey, P.E.  
Director, Division of Planning  
Kentucky Transportation Cabinet  
Division of Planning, W5-05-01  
200 Mero Street  
Frankfurt, KY 40622

Subj: ALTERNATIVES STUDY, HEARTLAND PARKWAY, KENTUCKY

Dear Ms. Coffey:

This is to confirm an August 11, 2004, telephone conversation between Mr. Ted Noe of your office and myself.

During that conversation I stated that the study shows there will be 18 bridges involved in the project. I then asked how many of these bridges would cross bodies of water (opposed to those that will cross other roads and railroads). Mr. Noe replied that those questions would have to be researched and that he would get back to me as soon as possible.

As soon as I receive Mr. Noe's reply, I will be able to complete my review of the study and offer any pertinent comments. If you need further information, please call me at the above telephone number.

Sincerely,

A handwritten signature in cursive script that reads "Bruce L. McLaren".

BRUCE L. MCLAREN

Project Manager

By direction of the District Commander

Add this Letter

40

DIV OF PLANNING



2004 AUG 19 P 1:38

KENTUCKY TRANSPORTATION CABINET

FRANKFORT, KENTUCKY 40622

WWW.KENTUCKY.GOV

ERNIE FLETCHER  
GOVERNOR

MAXWELL C. BAILEY  
SECRETARY

July 22, 2004

Ms. Brenda Patterson  
108 Carlisle Avenue  
Greensburg, KY 42743

Dear Ms. Patterson:

Subject: Alternatives Study  
Adair, Green, Marion, Taylor, and Washington Counties  
Heartland Parkway, Widening and/or Relocation from the Louie B. Nunn  
Cumberland Parkway to the Martha L. Collins Bluegrass Parkway  
Item No. 4 - 132.00

RECEIVED  
MARC D WILLIAMS  
COMM. OF HIGHWAYS  
2004 AUG 18 P 1:19

The Kentucky Transportation Cabinet is requesting your agency's input and comments on alternatives that are being considered for a proposed highway project.

The Kentucky Transportation Cabinet has assembled a study team to evaluate the proposed widening and/or relocation of the Heartland Parkway in Adair, Green, Marion, Taylor, and Washington Counties from the Louie B. Nunn Cumberland Parkway to the Martha L. Collins Bluegrass Parkway. This study is currently in the data-gathering stage.

We ask that you identify specific issues or concerns of your agency that could affect the development of the project. This planning study will include a scoping process for the early identification of potential alternatives, environmental issues, and impacts related to the proposed project. We believe that early identification of issues or concerns can help us develop highway project alternatives to avoid or minimize negative impacts.

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

ISSUES + CONCERNS -

- 1) LACK OF economic development in GREEN vs. Taylor, Adair, Marion and Washington Counties.
  - 2) This lesser amount of economic development due to extremely limited highway (AAA) Access.
- (over)

An Equal Opportunity Employer M/F/D

### 3.) Closing of industry in Green County

4) Tourism development limited - Attractions are here, but ROADWAY Access is limited.

5) Our agricultural economy is beginning to diversify - but needs improved ROADS - Why build A ROAD through this AREA AND A BY-PASS, Green County's needs for the future?

6) If a by-pass is built to Greensburg - all counties in this Heartland area will have modern - AND safer and improved ROADS.

7) A by-pass to Greensburg could connect to the Green County Industrial Park which could then go to the Mann Parkway.

Option 2 + 3 do not include any help for Green County.

This project will probably be the last in this area of Ky. for many years and should provide good highways to as many counties and people as possible.

8) I believe the logical, practical and most beneficial way to build this proposed road is to extend the Heartland Parkway into Green County by Hwy. 68 to the new Highway 61 to Columbia/Adair County. This would give every county access to 2 parkways, interstate access AND is the only way citizens in Green County will be helped by building the Heartland Parkway.

Please - Do Not By-Pass us Again - Brenda Patterson  
Greensburg City Council