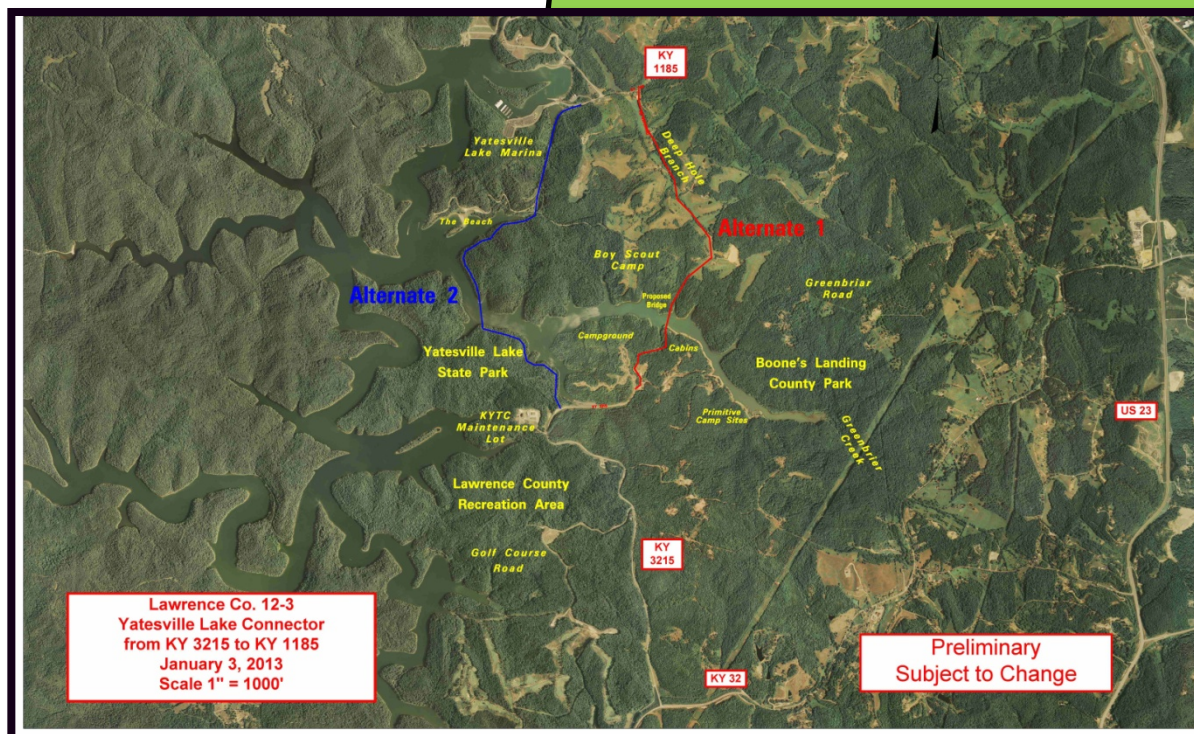


# Data Needs Analysis



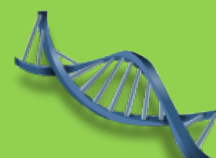
## Scoping Study



New Route  
Lawrence County  
Construct New Roadway to  
connect between KY 3215 to  
KY 1185 at Yatesville Lake  
Item Number 12-0003.00

Prepared by KYTC  
Division of Planning  
District 12

January 2013



I. PRELIMINARY PROJECT INFORMATION			
<b>County:</b>	Lawrence	<b>Item No.:</b>	12-0003.00
<b>Route Number(s):</b>	N/A	<b>Road Name:</b>	N/A
<b>Program No.:</b>		<b>UPN:</b>	FD04      64      3215      002-005
<b>Federal Project No.:</b>		<b>Type of Work:</b>	New Route
<b>2012 Highway Plan Project Description:</b> Construct a new roadway to connect between KY 3215 to KY 1185 at Yatesville Lake.			
<b>Beginning MP:</b> N/A		<b>Ending MP:</b> N/A	
<b>Project Length:</b> 2.5 Miles			
<b>Functional Class.:</b>	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural <div style="border: 1px solid black; width: 50px; height: 20px; margin-top: 5px;"></div>	<b>State Class.:</b>	<input type="checkbox"/> Primary <input type="checkbox"/> Secondary <input type="checkbox"/> NHS <input type="checkbox"/> NN <input type="checkbox"/> Ext Wt
<b>MPO Area:</b> Not Applicable	<div style="border: 1px solid black; width: 50px; height: 20px;"></div>	<b>Truck Class.:</b>	<div style="border: 1px solid black; width: 50px; height: 20px;"></div>
<b>In TIP:</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>% Trucks:</b>	N/A
<b>ADT (current):</b>	N/A (Year)	<b>Terrain:</b>	<div style="border: 1px solid black; width: 50px; height: 20px;"></div>
<b>Access Control:</b>	<input type="checkbox"/> None <input type="checkbox"/> Permit <input type="checkbox"/> Fully Controlled <input type="checkbox"/> Partial    Spacing: <div style="border: 1px solid black; width: 50px; height: 20px;"></div>		
<b>Median Type:</b>	<input type="checkbox"/> Undivided <input type="checkbox"/> Divided (Type): <div style="border: 1px solid black; width: 150px; height: 20px;"></div>		
<b>Existing Bike Accommodations:</b>	<div style="border: 1px solid black; width: 50px; height: 20px;"></div>	<b>Ped:</b>	<input type="checkbox"/> Sidewalk
<b>Posted Speed:</b>	<input type="checkbox"/> 35 mph <input type="checkbox"/> 45 mph <input type="checkbox"/> 55 mph <input type="checkbox"/> Other (Specify): <div style="border: 1px solid black; width: 100px; height: 20px;"></div>		
<b>KYTC Guidelines Preliminarily Based on :</b>		30 MPH Proposed Design Speed	
<b>COMMON GEOMETRIC</b>			
<b>Roadway Data:</b>	<b>EXISTING</b>	<b>PRACTICES*</b>	
No. of Lanes		2	<a href="#">Existing Rdwy. Plans available?</a> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Year of Plans: <div style="border: 1px solid black; width: 100px; height: 20px;"></div> <input checked="" type="checkbox"/> <a href="#">Traffic Forecast Requested</a> Date Requested: <div style="border: 1px solid black; width: 100px; height: 20px;"></div> <input checked="" type="checkbox"/> Mapping/Survey Requested Date Requested: <div style="border: 1px solid black; width: 100px; height: 20px;"></div> Type: <div style="border: 1px solid black; width: 50px; height: 20px;"></div>
Lane Width		11'	
Shoulder Width		5'	
Max. Superelevation**		4%	
Minimum Radius**		300'	
Maximum Grade		10%	
Minimum Sight Dist.		200'	
Sidewalk Width(urban)			
Clear-zone***			
<b>Project Notes/Design Exceptions?:</b>		Project is to be designed as a state park route	
<small>*Based on proposed Design Speed, **AASHTO's A Policy on Geometric Design of Highways and Streets, ***AASHTO's Roadside Design Guide</small>			
<b>Bridge No.*:</b>	(Bridge #1)	(Bridge #2)	
Sufficiency Rating			<a href="#">Existing Geotech data available?</a> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Detour Length(s): <div style="border: 1px solid black; width: 100px; height: 20px;"></div>
Total Length			
Width, curb to curb			
Span Lengths			
Year Built			
Posted Weight Limit			
Structurally Deficient?			*If more than two bridges are located on the project, include additions sheets.
Functionally Obsolete?			
Existing Bridge Type			

## II. PROJECT PURPOSE AND NEED

### A. Legislation

This following funding was listed in the 2012 General Assembly's Enacted Highway Plan

<i>Funding</i>	<i>Phase</i>	<i>Year</i>	<i>Amount</i>
SPP	D	2012	\$2,000,000
SPP	R	2013	\$1,500,000
SPP	U	2013	\$500,000
SPP	C	2015	\$14,350,000

### B. Project Status

Design funds for this project have been authorized.

### C. System Linkage

Currently there is no direct linkage between KY 3215 (Yatesville Lake Campground) and KY 1185 (Yatesville Lake Marina). At the present time, to travel between the campground and marina, a distance of 15 miles is required which includes leaving the park and traveling U.S. 23. With a new connection, travel distance will be reduced to 2.5+/- miles that will also keep the traveler in the park.

### D. Modal Interrelationships

With the proposed connection being in a state park, there is no anticipation of freight traffic. However, with the reconstruction of KY 32, this route would become the preferred route for delivery of houseboats to the marina. Currently there are no bike or ped lanes on the surrounding roads. The new route should include bike and ped lanes.

### E. Social Demands & Economic Development

Yatesville Lake is one of the most visited recreational sites in Lawrence County. The lake provides activities such as boating, camping, fishing, hiking, and trail riding. It also has an award-winning golf course. For all of the amenities in the area, the park suffers from a lack of connectivity between the north side of the lake and the south side. This connector road will help to integrate the activities of the park, allowing for the potential for increased usage. The road may also contribute to additional growth of the park's activities due to the improved connection.

### F. Transportation Demand

Along with the System Linkage as stated above, there are some secondary transportation benefits to the project. The new road will provide a connection that will allow a quicker route from the KY 32 area of the county to KY 3. Roadway commuters and the school system will benefit from this route.

## II. PROJECT PURPOSE AND NEED (cont.)

### G. Capacity

There are no capacity issues that would contribute to the need of this project.

### H. Safety

There are no safety issues that would contribute to the need of this project.

### I. Roadway Deficiencies

There are no roadway deficiencies that would contribute to the need of this project, but the lack of a direct route between the campground and marina could be attributed as a deficiency.

### Draft Purpose and Need Statement:

Need: Currently there is not a connection without having to leave the state park between KY 3215 (Yatesville Lake Campground) and KY 1185 (Yatesville Lake Marina). A distance of 15 miles is presently required to travel between the campground and the marina.

Purpose: To provide a direct connection between Yatesville Lake Campground and Yatesville Lake Marina.

### III. PRELIMINARY ENVIRONMENTAL OVERVIEW

#### A. Air Quality

Project is in: ☐ Attainment area ☐ Nonattainment or Maintenance Area ☐ PM 2.5 County

STIP Pg. #:

TIP Pg. #:

This is a state funded project and is not listed in the STIP or TIP.

#### B. Archeology/Historic Resources

☐ Known Archeological or Historic Resources are present

No Section 106 notifications have been generated from the District at this point. If the historical survey indicates that there may be an impact to historical sites, then the 106 process will be started.

#### C. Threatened and Endangered Species

The Indiana Bat (*Myotis Sodalis*) and Fanshell (*Cyprogenia Stegaria*) are listed as an endangered species in the project area. A BA may be required to satisfy Section 7 requirements. Also, even though the Bald Eagle is de-listed from the endangered species list, an individual Bald Eagle nesting permit may be required depending on how close the project is to the nest.

#### D. Hazardous Materials

☐ Potentially Contaminated Sites are present ☐ Potential Bridge or Structure Demolition

At the time of the Environmental Overview, no UST/HAZMAT issues were noted in the project area.

#### E. Permitting

Check all that may apply: ☒ Waters of the US ☐ MS4 area ☒ Floodplain Impacts ☐ Navigable Waters of the US Impacts  
Are 401/404 Permits likely to be required? ☒ Yes ☐ No Impacts to: ☒ Wetlands ☐ Stream/Lake/Pond  
☐ ACE LON ☐ ACE NW ☒ ACE IP ☐ DOW IWOC ☐ Special Use Waters

ACE IP may be required depending on final alternate chosen.

#### F. Noise

Are existing or planned noise sensitive receptors adjacent to the proposed project? ☐ Yes ☒ No  
Is this considered a "Type I Project" according to the [KYTC Noise Analysis and Abatement Policy?](#) ☐ Yes ☒ No

#### G. Socioeconomic

Check all that may apply: ☐ Low Income/Minority Populations affected ☐ Relocations ☐ Local Land Use Plan available

No socioeconomic impacts anticipated.

#### H. Section 4(f) or 6(f) Resources

The following are present on the project: ☐ Section 4(f) Resources ☐ Section 6(f) Resources

State funded project, 4(f) or 6(f) doesn't apply

Anticipated Environmental Document:

None (Completely State funded)





#### IV. PROJECT SCOPING

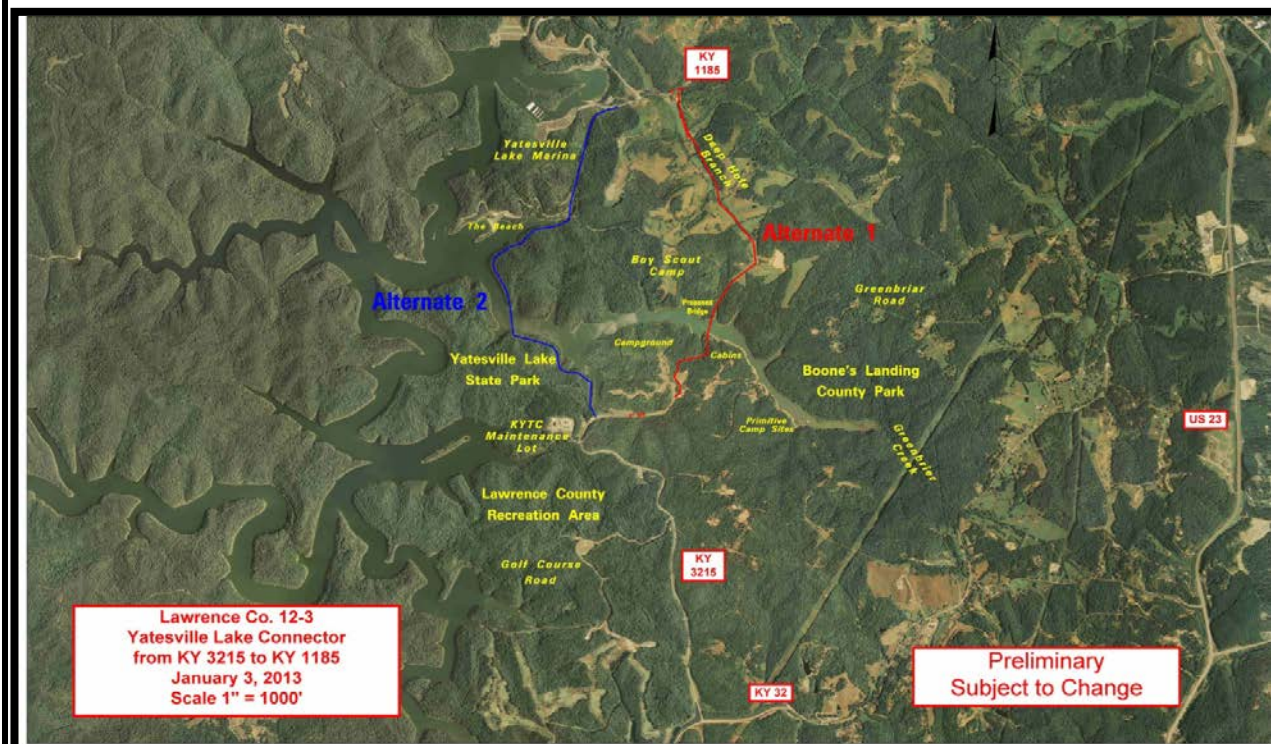
A total of (2) alignments have been considered for this project. The two routes are different in alignment location and scope.

Alternate 1 Estimate		Alternate 2 Estimate	
Phase	Estimate	Phase	Estimate
Planning		Planning	
Design	\$1,700,000	Design	\$1,700,000
R/W	\$2,016,500	R/W	\$50,000
Utilites	\$750,000	Utilites	\$850,000
Const	\$10,471,000	Const	\$18,266,000
<b>Total</b>	<b>\$14,937,500</b>	<b>Total</b>	<b>\$20,866,000</b>

Alternate 1 begins roughly at the end of KY 3215 in the campground and preceeds north where it crosses the lake with a 600'+/- span bridge and then connects to Deep Hole Branch. It will then follow Deep Hole Branch to the intersection with KY 1185. This alternative is 2.0+/- miles in length. There will be substantial right-of-way acquisition with this alternate and possible relocations.

Alternate 2 begins 0.15+/- mile north of the KYTC Maintenance Garage on KY 3215 and then proceeds north following the shoreline of the lake for approximately 0.8 miles. It will then cross the lake with an 950'+/- span bridge and then follow the shoreline of the lake in a northerly direction for approximately 1.0+/- mile at which point a 550'+/- span bridge will cross the lake to connect with Boy Scout Road. This alignment will then follow Boy Scout Road to the intersection with KY 1185. Alternate 2 is 2.5+/- miles in length. Right-of-way acquisition will be minimal and no relocations are expected.

Both alternatives shall incorporate bicycle paths or multi-use lanes.

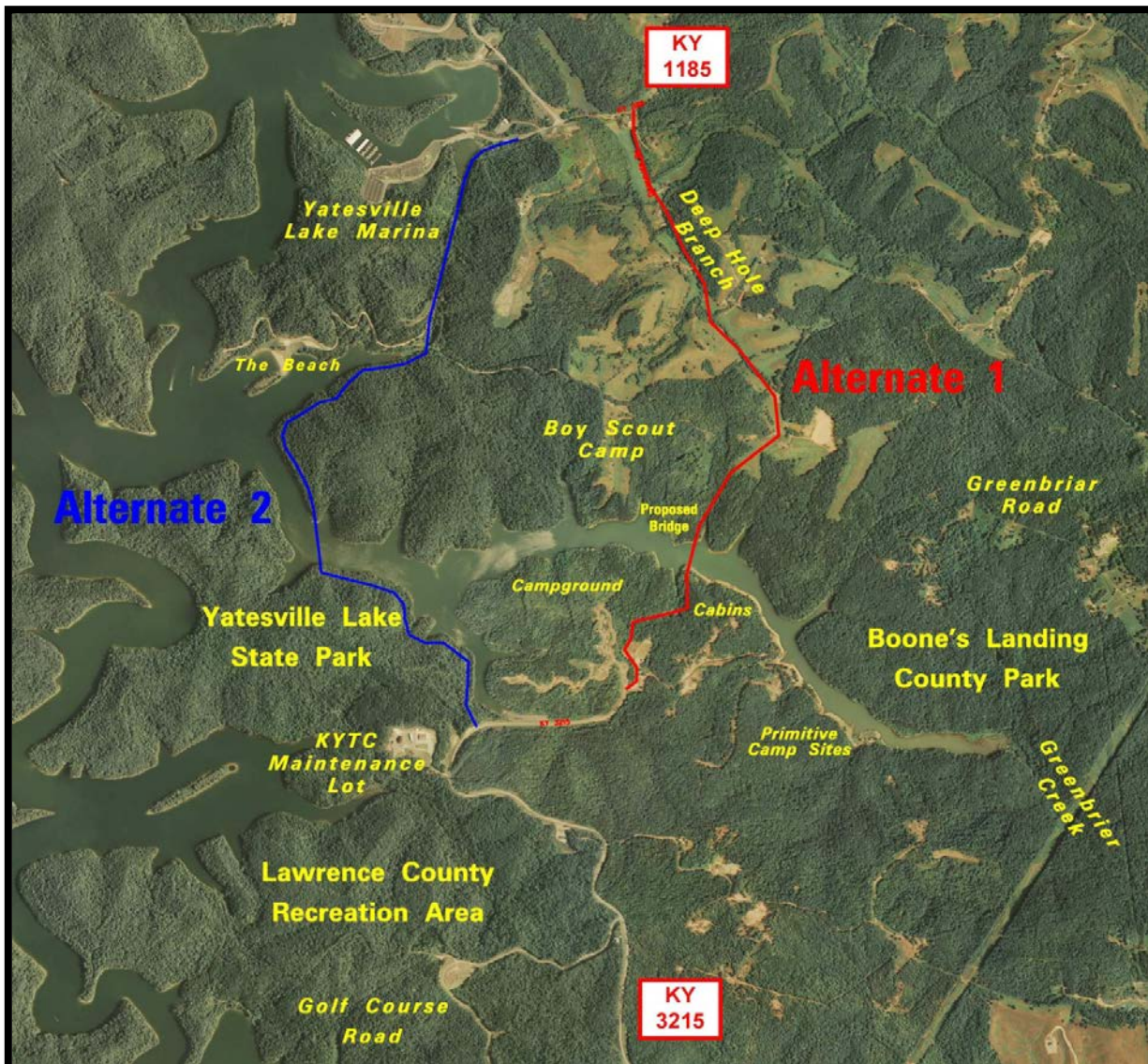


Possible Alternatives

## V. SUMMARY

Alternative 2 is the preferred alignment for this project. The Yatesville Park Manager, along with the Army Corp of Engineers Yatesville Resource Manager, also prefer Alternative 2 because of the benefits that can be gained for the park along with meeting the purpose and need of the project. Benefits include access to new trails for walking, biking, and horseback riding. Greater opportunities for new access to fishing area may also be gained. Better access to the beach could be achieved with this alignment. Although Alternative 2 is the higher cost of the two alternatives, the benefits gained justify the additional costs.

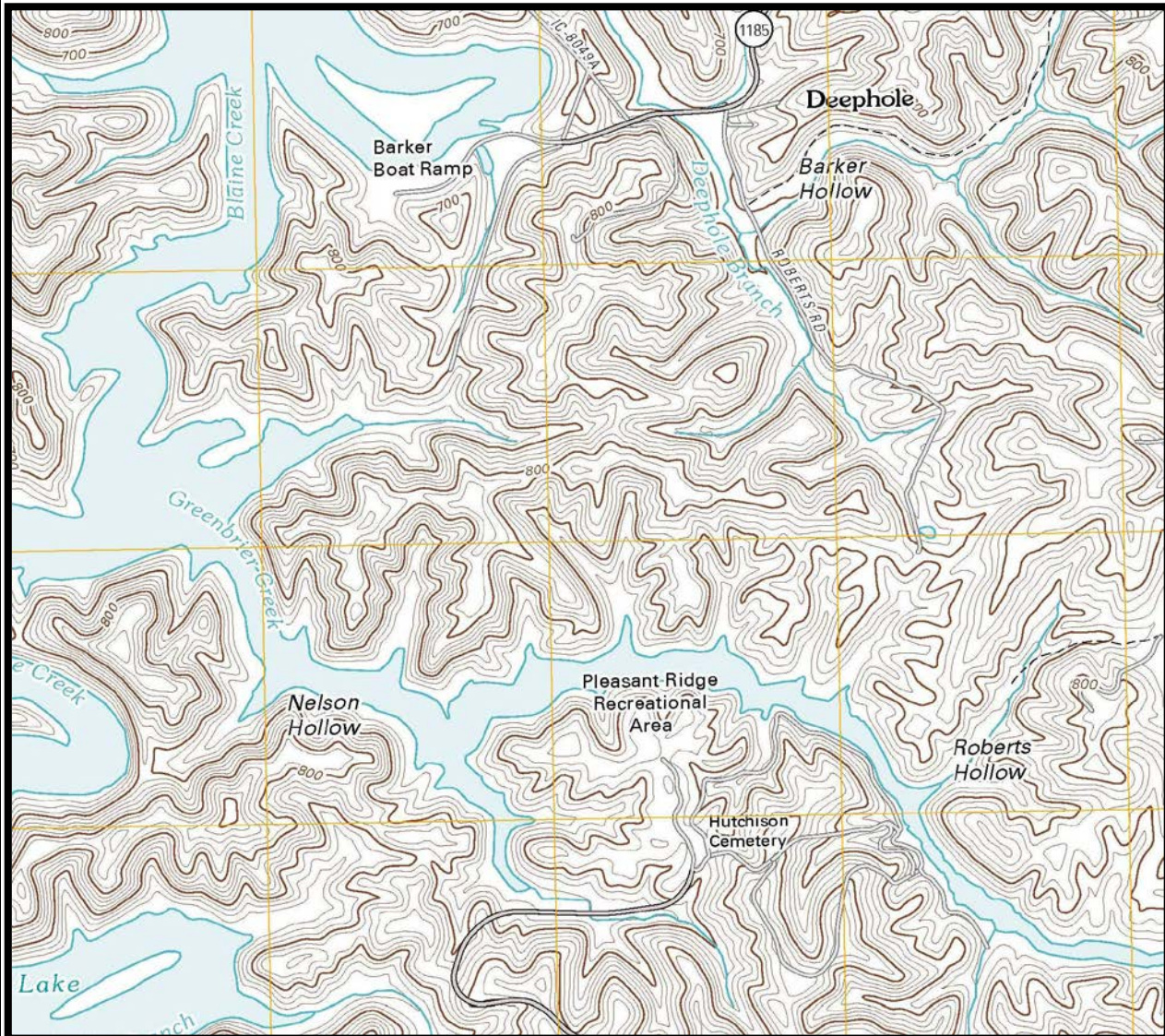
## VI. TABLES AND EXHIBITS



Project Location



**VI. TABLES AND EXHIBITS (cont.)**



**Topography Map**