

APPENDIX G.

RESOURCE AGENCY COORDINATION

First Coordination Letter

1. Agency Coordination Letter (12/18/01) with Mailing List
2. Letter from Alex Barber
3. Appalachian Regional Commission
4. City of Booneville, Office of the Mayor
5. Jackson County Transportation Committee
6. Kentucky Department of Fish and Wildlife Resources
7. Kentucky Division of Waste Management
8. Kentucky Division of Water
9. Kentucky Division of Conservation
10. Kentucky Division of Multimodal Programs
11. Kentucky Division of Traffic, Permits Branch
12. Kentucky Heritage Council
13. Kentucky State Nature Preserves Commission
14. Kentucky State Police, Post 7 Richmond
15. United States Army Corps of Engineers, Nashville District
16. United States Coast Guard
17. United States Department of Energy
18. United States Department of Health and Human Services
19. United States Environmental Protection Agency – Region 4
20. United States Federal Aviation Administration
21. United States Fish and Wildlife Service
22. United States Forest Service, Daniel Boone National Forest

Second Coordination Letter

23. Agency Coordination Letter (6/19/02) with Mailing List
24. Letter from Boyce Wells
25. Jackson County Transportation Committee
26. Kentucky Cabinet for Workforce Development
27. Kentucky Division of Air Quality
28. Kentucky Division of Waste Management
29. Kentucky Division of Water
30. Kentucky Division of Conservation
31. Kentucky Division of Materials
32. Kentucky Division of Multimodal Programs
33. Kentucky Division of Traffic
34. Kentucky Division of Traffic, Permits Branch
35. Kentucky State Nature Preserves Commission
36. Kentucky State Police – Post 7 Richmond
37. United States Army Corps of Engineers, Nashville District
38. United States Coast Guard
39. United States Department of Housing and Urban Development
40. United States Fish and Wildlife Service
41. United States Forest Service, Daniel Boone National Forest
42. United States Natural Resources Conservation Service (3 Letters)
 - State Conservationist – Lexington
 - District Conservationist – Owsley Co.
 - District Conservationist – Jackson Co.



Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

December 18, 2001

«LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City»

«Salutation»

The Kentucky Transportation Cabinet is requesting your agency's input and comments on the needs and potential impacts of a proposed highway project. We are asking for you to notify us of specific issues or concerns of your agency that could affect the development of project alternatives for future phases of the project described below. We respectfully ask that you provide us with your comments by January 17, 2002, to ensure timely progress in this planning effort.

We believe that early identification of issues or concerns in your area of interest can help us select highway project alternatives that avoid or minimize negative impacts. The Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Efficiency Act for the 21st Century (TEA-21) encourage early coordination between government agencies in order to streamline environmental reviews during the project development process. The Federal Highway Administration is partnering with us in these efforts.

The Kentucky Transportation Cabinet has assembled a study team to evaluate the effectiveness and environmental consequences resulting from the reconstruction of KY 30 from US 421 near Tyner to KY 11 in Booneville, Kentucky. This study is currently in the initial data-gathering stage. This request is intended to address public and agency concerns early in the project development process.

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

- Study Purpose, Issues, and Project Goals
- Location Map Showing Year 2001 Traffic and Level of Service



«LastName»

December 18, 2001

Page 2

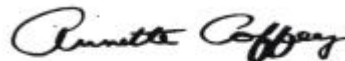
- Accident Information from 1996 to 1999
- U.S.G.S. Topographic Map Showing Known Environmental Issues

We understand that you may not be able to provide extensive detail at this time within the time requested, but we would like to receive enough information to identify the general nature and relative magnitude of each issue or concern. More detailed information will be gathered in the future phases, if any, of project implementation. Any input and/or insight you can provide concerning this proposed improvement would be welcomed.

We are also emphasizing the issue of environmental justice. The purpose of this emphasis is to ensure equitable environmental protection regardless of race, ethnicity, age, disability, economic status or community, so that no segment of the population bears a disproportionate share of the consequences of environmental impacts attributable to a proposed project. Therefore, if you have information on this issue, please let us know if you are aware of any such groups or individuals in the project area that could possibly be impacted either positively or negatively.

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Ted Noe of the Division of Planning at 502/564-7183 or at ted.noe@mail.state.ky.us. Please address all written correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 125 Holmes Street, Frankfort, KY 40622.

Sincerely,



Annette Coffey, P.E.
Director
Division of Planning

AC:TN:NH

Enclosures

c: Marc Williams, WSA
Mike Merriman, WSA
Jose Sepulveda
John L. Bruner
Paul E. Hall
Andy Buell
Donald Breeding
Ray Polly
Ananias Calvin

Mr. James P. Fenton
Director, & State Archaeologist
Department of Anthropology
University of Kentucky
211 Lafferty Hall
Lexington, Kentucky 40506-0024

Mr. Jack Fish
President
Kentuckians for Better Transportation
10332 Bluegrass Parkway
Louisville, Kentucky 40299

Mr. Ken Oilschlager
President
Kentucky Chamber of Commerce Executives, Inc.
464 Chenault Road
P.O. Box 817
Frankfort, Kentucky 40602

Mr. Ishmon Burks, Jr.
Commissioner
Kentucky Department of State Police
919 Versailles Road
Frankfort, Kentucky 40601

Mr. Mike Hill
Director
Division of Multimodal Programs
State Office Building Annex, Mail Code A-5
125 Holmes Street
Frankfort, Kentucky 40622

Mr. John Bird
Executive Director
Kentucky Forward
416 Chenault Road
P.O. Box 1628
Frankfort, Kentucky 40602-1628

Mr. John D. Overing
Kentucky Heritage Resource Conservation
and Development Council
227 Morris Drive
Harrodsburg, Kentucky 40330

Ms. Margie Shouse
Independent Hauler Association
905 Nebo Road
P.O. Box 178
Madisonville, Kentucky 42431

Mr. Bob Arnold
Executive Director
Kentucky Association of Counties
380 King's Daughters Drive
Frankfort, Kentucky 40601

Kentucky Community Development Society, Inc.
517 Ashley Way
Lexington, Kentucky 40503

Kentucky Disabilities Coalition
P.O. Box 1589
Frankfort, Kentucky 40602-1589

Colonel Kenneth Frost
Director
Division of Vehicle Enforcement
State Office Building, 8th Floor
501 High Street
Frankfort, Kentucky 40622

Mr. Jim Cobb
State Geologist and Director
Kentucky Geological Survey
University of Kentucky
228 Mining and Mineral Resources Building
Lexington, Kentucky 40506-0107

Mr. Kevin Graffagnino
Director
Kentucky Historical Society
100 W Broadway
Frankfort, Kentucky 40601

Kentucky Industrial Development Council, Inc.
109 Consumer Lane, Ste. A
Frankfort, Kentucky 40601-8489

Mr. Ned Sheehy
President
Kentucky Motor Transport Association
134 Walnut Street
Frankfort, Kentucky 40601

Mr. Barry Barker
Executive Director
Kentucky Public Transit Association
Transit Authority of River City
1000 West Broadway
Louisville, Kentucky 40203

Ms. Ann R. Latta
Secretary
Tourism Development Cabinet
Capital Plaza Tower, 24th Floor
500 Mero Street
Frankfort, Kentucky 40601

Mr. James Aldridge
Director
Nature Conservancy - Kentucky Chapter
642 West Main Street
Lexington, Kentucky 40508

Mr. Oscar Geraldts
Sierra Club
259 West Short Street
Lexington, Kentucky 40507

Mr. Heinz Mueller
Attorney
U.S. Environmental Protection Agency, Region 4
13th Floor, Atlanta Federal Ctr.
61 Forsyth Street, SW
Atlanta, GA 30303

Ms. Sylvia Lovely
Executive Director
Kentucky League of Cities, Inc.
101 East Vine Street, Ste. 600
Lexington, Kentucky 40507

Ms. Vickie Bourne
Executive Director
Office of Transportation Delivery
State Office Building Annex, Mail Code A-4
125 Holmes Street
Frankfort, Kentucky 40622

Ms. Marcheta Sparrow
President
Kentucky Tourism Council
1100 US 127S Bldg C
Frankfort, Kentucky 40601

Mr. Allen D. Rose
Secretary
Workforce Development Cabinet
Capital Plaza Tower, 2nd Floor
Frankfort, Kentucky 40601

Ms. Helen Cleary
President
Scenic Kentucky
P. O. Box 32760
Louisville, Kentucky 40232

Colonel Robert E. Slockbower
Commander & District Engineer
U. S. Army Corps of Engineers
P.O. Box 59
Louisville, Kentucky 40201

Mr. Kenneth W. Holt, MSEH
Emergency & Environmental Health Services Division
Chemical Demilitarization Branch (F-16)
U.S. Center for Disease Control and Prevention
4770 Buford Highway, N.E.
Atlanta, Georgia 30341-3724

Mr. John Milchick, Jr.
Kentucky State Coordinator
U.S. Department of Housing & Urban Development
Office of the State Coordinator
P.O. Box 1044
Louisville, Kentucky 40201

The Honorable Harold Rogers
US Representative - 5th District
US House of Representative
2470 Rayburn Office Building
Washington, DC 20515

The Honorable Mitch McConnell
United States Senator
361-A Senate Russell Office Building
Washington, D.C. 20510

Mr. Steve Goodpaster
Director
Kentucky Transportation Cabinet
Division of Bridge Design
State Office Building - 7th Floor
Frankfort, Kentucky 40622

Mr. Jim Stone
Director
Kentucky Transportation Cabinet
Division of Materials
1227 Wilkinson Boulevard
Frankfort, Kentucky 40622

Mr. David Waldner
Director
Kentucky Transportation Cabinet
Division of Environmental Analysis
State Office Building Annex
Frankfort, Kentucky 40622

Mr. Simon Cornett
Director
Division of Traffic
Kentucky Transportation Cabinet
State Office Building - 1st Floor
Frankfort, Kentucky 40622

Mr. Lee A. Barclay, Phd.
Field Supervisor
U.S. Department of the Interior
Fish and Wildlife Service
446 Neal Street
Cookeville, Tennessee 38501

The Honorable Jim Bunning
United States Senator
502 Hart Senate Building
Washington, D.C. 20510

Mr. David Huizenga
Deputy Assistant Secretary for Integration and Disposition
U.S. Department of Energy
Office of Environmental Management
1000 Independence Ave., SW
Washington, D.C. 20585

Mr. Dexter Newman
Director
Kentucky Transportation Cabinet
Division of Construction
State Office Building - 4th Floor
Frankfort, Kentucky 40622

Mr. Ralph Divine
Director
Kentucky Transportation Cabinet
Division of Right-of-Way & Utilities
State Office Building - 4th Floor
Frankfort, Kentucky 40622

Mr. Chuck Knowles
Director
Division of Operations
Kentucky Transportation Cabinet
State Office Building - 7th Floor
Frankfort, Kentucky 40622

American Association of Truckers
P.O. Box 487
Benton, Kentucky 42025

Mr. Thomas M. Hunter
Executive Director
Appalachian Regional Commission
1666 Connecticut Avenue, NW
Washington, D.C. 20235

Ms. LaVerne Reid
District Manager
Airports District Office, Federal Aviation
Administration
3385 Airways Blvd., Suite 302
Memphis, Tennessee 38116

Mr. William Howard
Executive Director
Kentucky Association of Riverports
Henderson County Riverport
6200 Riverport Road
Henderson, Kentucky 42420

Mr. Alex Barber
State Environmental Review Officer
Natural Resources and Environmental
Protection Cabinet
Frankfort Office Park 14 Reilly Road
Frankfort, Kentucky 40601

Mr. Jose Sepulveda
Division Administrator
Federal Highway Administration
Kentucky Division
P.O. Box 536, 330 West Broadway
Frankfort, Kentucky 40602

The Honorable Dwight Bishop
Mayor
City of McKee
P.O. Box 455
McKee, Kentucky 40447

Mr. Jim Hays
620 Dormitory Street
London, Kentucky 40741

Ms. Sue Perkins
Branch Manager
Permits Branch
Kentucky Transportation Cabinet
1st Floor State Office Building
Frankfort, Kentucky 40622

Mr. Ron Bland
Kentucky Airport Zoning Commission
3rd Floor State Office Bldg Annex, 125 Holmes Street
Frankfort, Kentucky 40622

Mr. Joe M. Allbaugh
Director
FEMA
Federal Center Plaza
500 C Street SW
Washington, D.C. 20742

Mr. Kevin W. Lawrence
Planning Staff Officer
U.S. Department of Agriculture
Forest Service, Daniel Boone National Forest
1700 Bypass Road
Winchester, Kentucky 40391

Colonel Steven Gay
Commander and District Engineer
U.S. Army Corps of Engineers
Nashville District
P.O. Box 1070
Nashville, Tennessee 37202-1070

Mr. Lyle Walker
M.A. Walker, Co.
P.O. Box 143
McKee, Kentucky 40447

Mr. Jimmy Singleton
State Highway Supervisor
P.O. Box 23
Gray Hawk, Kentucky 40434

Ms. Devona Hisel
Northern Jackson County
290 Asbill Road
McKee, Kentucky 40447

Ms. Linda Truett
Jackson County Transit
P.O. Box 235
McKee, Kentucky 40447

Mr. Harmey Gray
Supervisor
Jackson County Roads
P.O. Box 175
McKee, Kentucky 40447

Ms. Clare Kaiser
CAP
P.O. Box 70
McKee, Kentucky 40447

Sister Mary Dormady
St. Paul's Catholic Church
P.O. Box 189
McKee, Kentucky 40447

Mr. Mitchell Ball
JCR Industries
P.O. Box 230
Annville, Kentucky 40402

Ms. Fay Neeley
Department for Community Based Services
P.O. Box 248
McKee, Kentucky 40447

Mr. Mike Buckles
Daniel Boone Development Council
420 Richmond Road
Manchester, Kentucky 40962

The Honorable Tommy Slone
Jackson County Judge/Executive
P.O. Box 175
McKee, Kentucky 40447

Mr. Fletcher Gabbard
Jackson County Transportation Committee
350 Lakes Creek Road
McKee, Kentucky 40447

Ms. Mary Purkey
Administrator
Jackson County Empowerment Zone
P.O. Box 789
McKee, Kentucky 40447

The Honorable Albert Robinson
Kentucky State Senator - 21st District
1249 South Main Street
London, Kentucky 40741

The Honorable Marie Rader
Kentucky State Representative - 89th District
Kentucky State Legislature
P.O. Box 323
McKee, Kentucky 40447

Mr. Tim Fee
Sheriff
Jackson County
Jackson County Courthouse
P.O. Box 426
McKee, Kentucky 40447

Mr. Ralph Hoskins
Superintendent
Jackson County Schools
Highway 421
P.O. Box 217
McKee, Kentucky 40447-0217

Mr. Paul Short
Owsley County Sheriff
Owsley County Courthouse
P.O. Box 454
Booneville, Kentucky 41314

Mr. Mike Jackson
Leslie, Knott, Letcher and Perry Community
Action Council (LKLP)
165 Carr Creek Hill Road
Red Fox, Kentucky 41847

The Honorable Charles Long
Mayor
City of Booneville
P.O. Box 35
Booneville, Kentucky 41314

The Honorable Jimmie W. Herald
Owsley County Judge/Executive
Owsley County Courthouse
P.O. Box 749
Booneville, Kentucky 41314

Mr. Stephen F. Jackson
Superintendent
Owsley County Schools
Court and Main
P.O. Box 340
Booneville, Kentucky 41314-0340

Mr. Roger Wiebusch
Bridge Administrator
United States Coast Guard
Bridge Branch
1222 Spruce Street
St. Louis, Missouri 63103

STUDY PURPOSE, ISSUES AND PROJECT GOALS

KY 30 Scoping Study

Reconstruct KY 30 from US 421 at Tyner to KY 11 at Booneville
Owsley-Jackson Counties
Item No. 10-279.50

Study Purpose

The purpose of the KY 30 Scoping Study is to define and gather critical information on the project prior to the design phase, which is scheduled in the Kentucky Transportation Cabinet's Six Year Highway Plan. The study is intended to help define the location and purpose of the project and better meet Federal requirements regarding consideration of environmental issues, as defined in the National Environmental Policy Act (NEPA). Items involved with this study include:

- ▶ Discuss project needs and issues with public officials, resource agencies and other groups which have a special interest in the project;
- ▶ Define project goals, needs and issues;
- ▶ Define the beginning and ending points of the project corridor;
- ▶ Identify any known environmental concerns;
- ▶ Identify and evaluate alternate corridors and possible design concepts; and,
- ▶ Listen to, and share information with, the public.

Issues

Major issues and concerns have been identified within the study area that will be addressed in the Scoping Study. These include:

- ▶ Poor geometrics, including narrow lane widths, narrow shoulders, substandard horizontal/vertical alignments and poor sight distance (no passing lanes);
- ▶ Lack of good access to major expressway-type systems in the region (i.e., I-75, Mountain Parkway and I-64);
- ▶ Limited truck access, since KY 30 is not on the National Highway System or the National Truck Network;
- ▶ Poor response times for emergency vehicles (i.e., ambulance, police, fire); and,
- ▶ A need to improve economic opportunities in Owsley and Jackson Counties.

Project Goals

For the KY 30 Scoping Study project several goals and objectives were identified. These include:

- ▶ Improved horizontal/vertical alignments to provide adequate sight distances;
- ▶ Improved travel times between Tyner and Booneville;
- ▶ Improved statewide and regional access;
- ▶ Improved emergency response times;
- ▶ Improved truck access for the region; and,
- ▶ Improved economic opportunities.

Project Schedule

The current schedule for the project is:

Phase	Fiscal Year	Funding ¹
Design	2001	\$500,000
Right-Of-Way Acquisition	Not scheduled	-----
Utilities	Not scheduled	-----
Construction	Not scheduled	-----

¹From the Kentucky Transportation Cabinet (KYTC) "Approved 2000-2002 Biennial Highway Construction Program and Identified Preconstruction Program Plan for FY 2003 Through 2006" (Six Year Highway Plan) and the KYTC Statewide Transportation Plan

Contacts

Address written comments to:

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

Or, you may contact by phone or e-mail:

Ted Noe
Project Engineer
Kentucky Transportation Cabinet
Division of Planning
(502) 564-7183
ted.noe@mail.state.ky.us

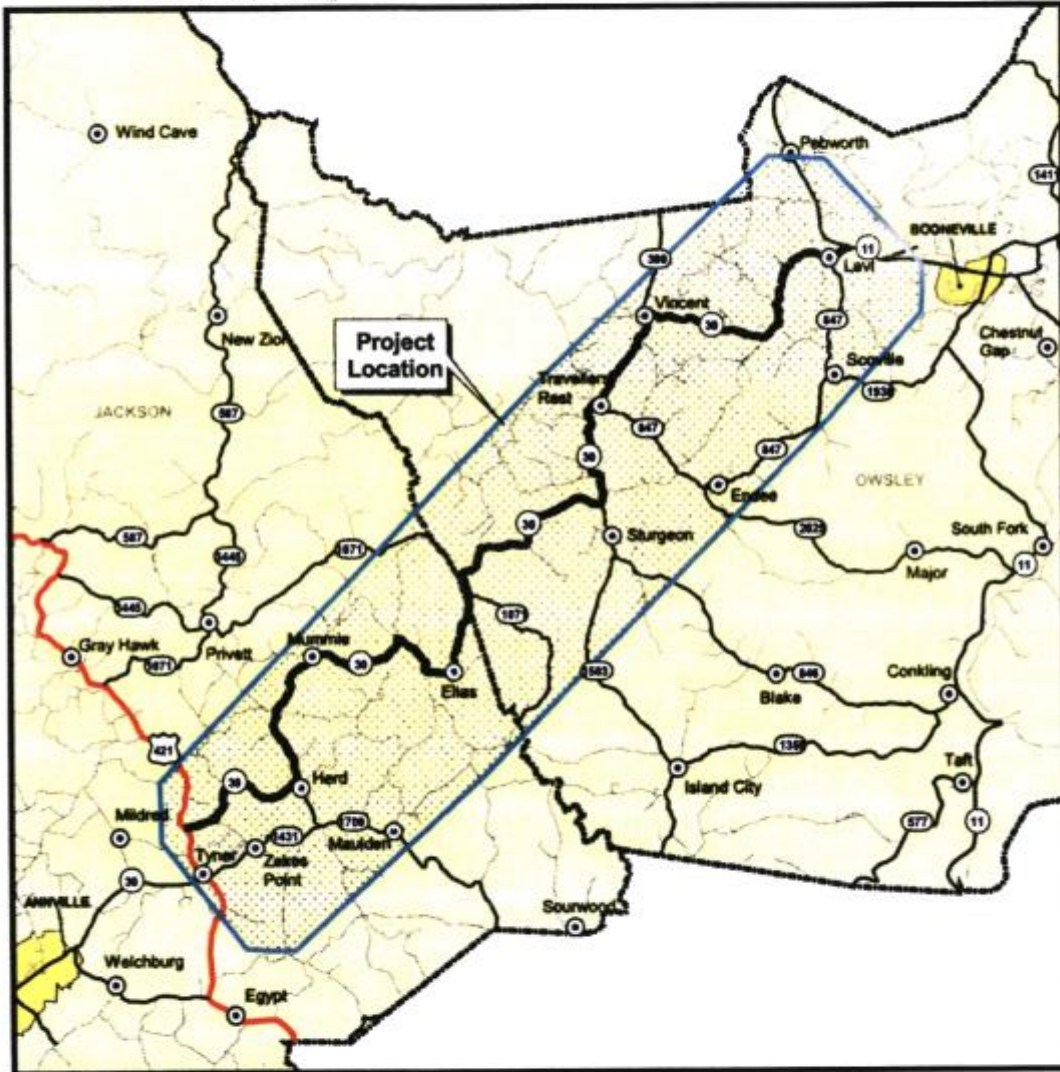
Visit our web page at:

<http://www.kytc.state.ky.us/planning/index.htm>





Location Map



Legend

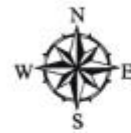
-  U.S. Highways
-  State Highways
-  Local Roads

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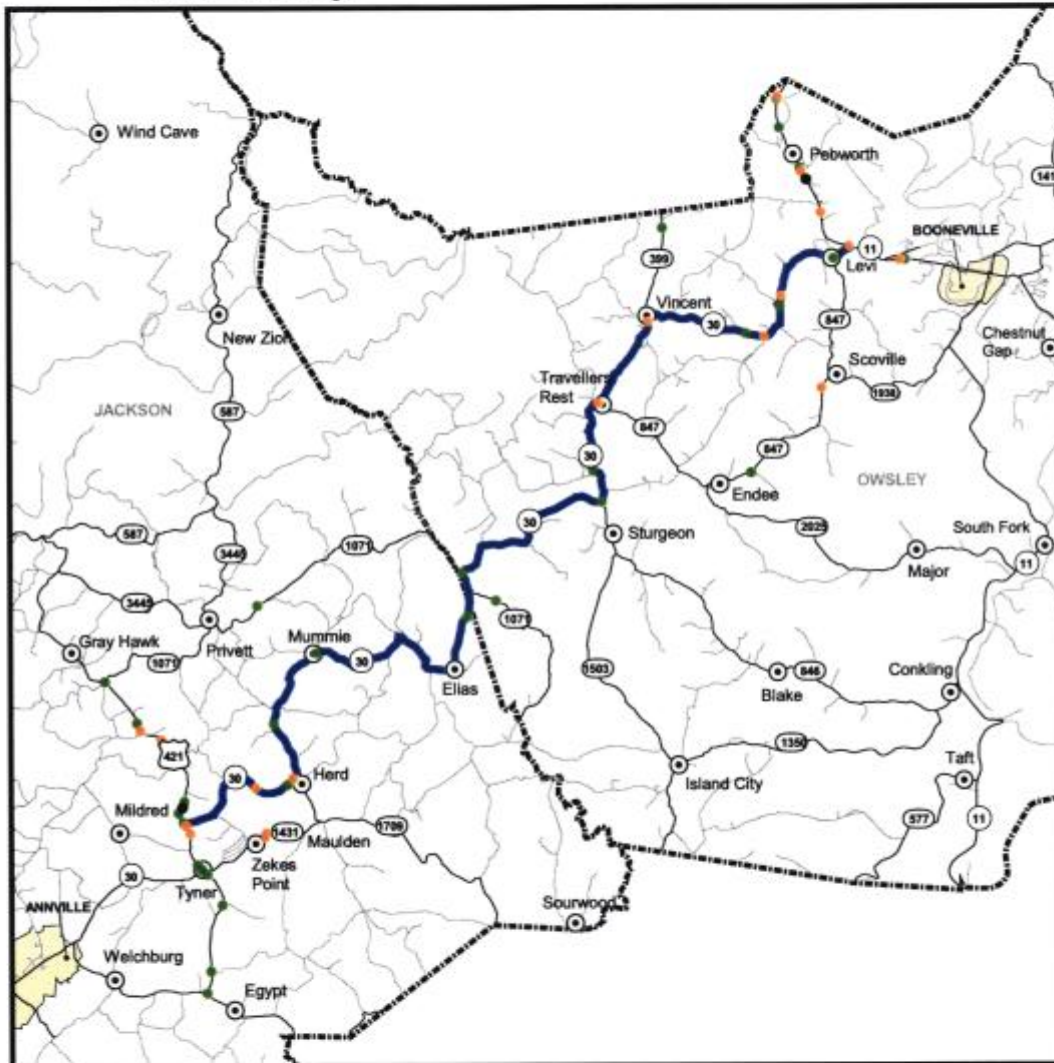


Project Location

Owsley and Jackson
Counties
Item No. 10-279.50



Location Map



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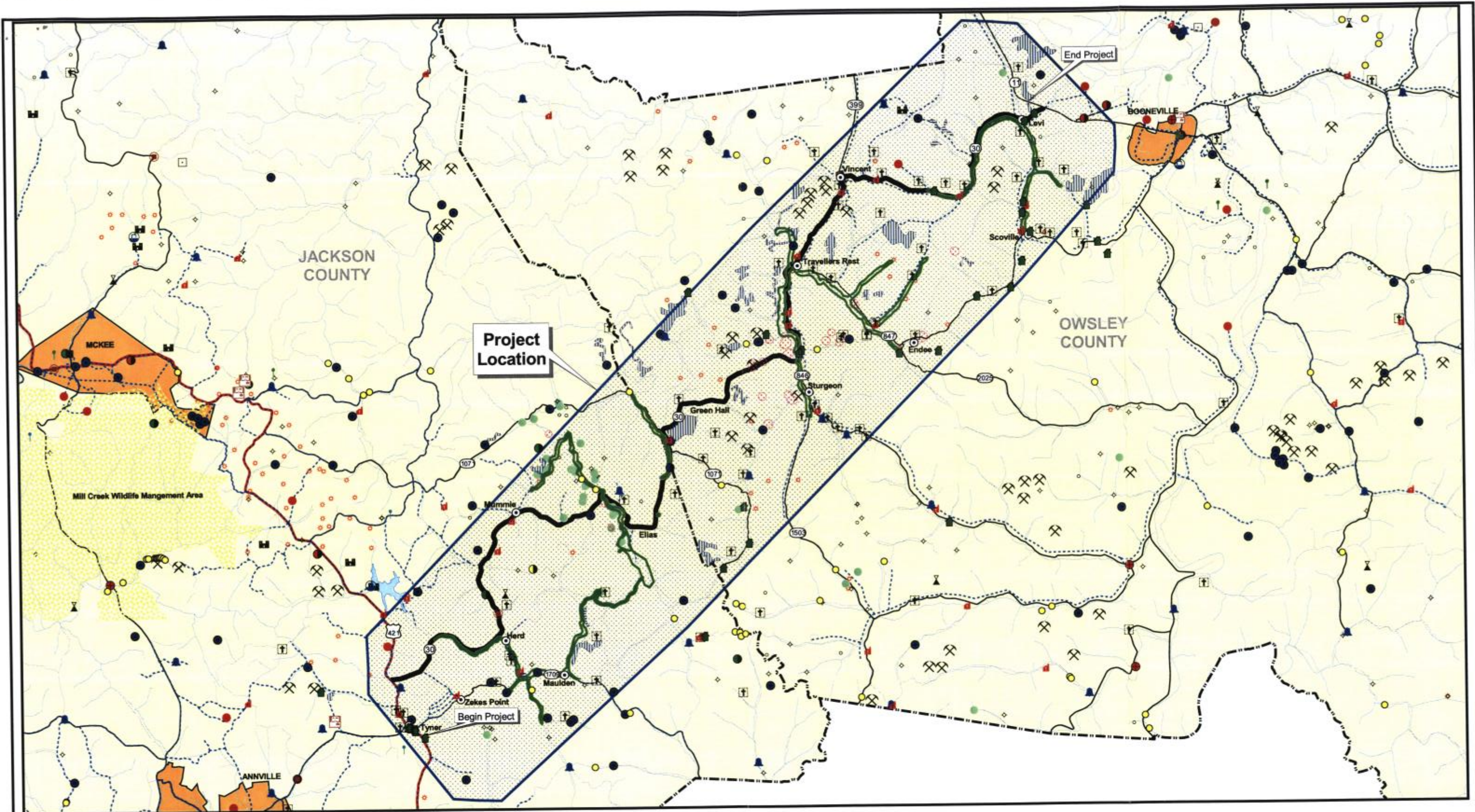
- Fatal Accidents
- Injury Accidents
- Property Damage Only
- Yellow line: Potential High Accident Segments (Critical Rate 0.9-0.99)
- Red line: High Accident Segments (Critical Rate >= 1.0)



Accident Information By Accident Type

Owsley and Jackson Counties
Item No. 10-279.50

Data Interval
(1/96-12/99)



- Historical Structures
- Power Plants
- Ports
- Locks
- Dams
- NRC Nuclear Facilities
- National Register Listed Property
- Paging Towers
- Cellular Towers
- Antenna Structures
- Underground Storage Tanks
- Airport
- Landfills
- Public Water Source
- EPA Site [TRIS]
- EPA Site [RCRIS]
- EPA Pollutant Discharge Site
- EPA Site [TINDI]
- EPA Site [ERNS]
- Superfund Site
- EPA Site [ARIS]
- Tire Dump
- Illegal Dump Site
- Intermodal Terminals
- Aerial Stations
- Abandoned Mine Lands
- Sewage Treatment Plants
- Parks
- Coal Exploration Sites
- Waterwells
- Water Gages
- Cemetery
- Church
- School
- Oil well
- Combined Oil and Gas Wells
- Gas Well
- Dry and Abandoned Well
- Secondary Recovery Injection Well
- Well Location
- Miscellaneous Well
- Stratigraphic (Core) Test
- Water Tanks

- Water Lines
- Railroads
- Faults
- Streams
- Wild Rivers
- Wildlife Management Area
- U.S. Forest Service
- National Park Service Units
- Military
- State Parks
- State Forests
- Lake
- Archaeological Area
- Surface Mine Area
- Potential Deep Mines



KY 30
Environmental Footprint
 Owsley and Jackson
 Counties
 Item No. 10-279.50

JAMES E. BICKFORD
SECRETARY



PAUL E. PATTON
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
FRANKFORT OFFICE PARK
14 REILLY RD
FRANKFORT KY 40601
March 11, 2002

Annette Coffey, P. E.
Director, Division of Planning
Kentucky Transportation Cabinet
Frankfort KY 40622

Re: Scoping Study on reconstruction of KY 30 from US 421 near Tyner to KY 11 in Booneville, Owsley and Jackson Counties, Kentucky. (SERO 2001-116)

Dear Ms. Coffey:

The Natural Resources and Environmental Protection Cabinet (NREPC) 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.

The Kentucky agencies listed on the attached sheet have been provided an opportunity to review the above referenced report. Responses were received from 9 (also marked on attached sheet) of the agencies that were forwarded a copy of the document. Attached are the comments from the Kentucky Divisions of Water, Waste Management, and Conservation, the Department of Fish and Wildlife Resources, and the Kentucky Nature Preserves Commission. Also included is a copy of a letter of response that was sent directly to you from the Kentucky Heritage Council.

If you should have any questions, please contact me at (502) 564-2150, ext. 112.

Sincerely,

A handwritten signature in black ink that reads "Alex Barber".

Alex Barber
State Environmental Review officer

Enclosure

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TRANSPORTATION CABINET
DIVISION OF PLANNING
Mar 12 1 37 PM '02



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**NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION
CABINET
ENVIRONMENTAL REVIEW**

Scoping Study on reconstruction of KY 30 from US 421 near Tyner to KY 11 in Booneville,
Owsley and Jackson Counties, Kentucky.

The following agencies were asked to review the above referenced project. Each agency that returned a response will appear below with their comments and the date the project response was returned.

**C denotes Comments
NC denotes No Comment
IR denotes Information Request
NR denotes No Response
NS denotes Not Sent for Review**

REVIEWING AGENCIES:

Division of Water _____	comments
Division of Waste Management _____	comments
Division for Air Quality _____	
Department of Health Services _____	
Economic Development Cabinet _____	ns
Division of Forestry _____	
Department of Surface Mining Reclamation & Enforcement _____	nc
Department of Parks _____	nc
Department of Agriculture _____	
Nature Preserves Commission _____	comments
Kentucky Heritage Council _____	comments-dir
Division of Conservation _____	comments
Department for Natural Resources _____	ns
Department of Fish & Wildlife Resources _____	comments
Transportation Cabinet _____	ns
Department for Military Affairs _____	nc



APPALACHIAN REGIONAL COMMISSION *A Proud Past, A New Vision*

February 15, 2002

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

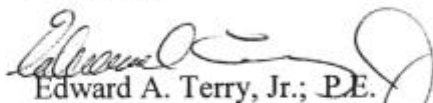
Dear Ms. Coffey:

We recently received your December 18, 2001 letter offering the Appalachian Regional Commission an opportunity to comment on the proposed reconstruction of KY 30 from US 421 near Tyner to KY 11 in Booneville.

The proposed project will not have any adverse effect on the Appalachian Development Highway System.

Should you have any questions please do not hesitate to contact me at (202) 884 7706.

Sincerely:


Edward A. Terry, Jr.; P.E.
Senior Transportation Advisor

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING
FEB 26 1 36 PM '02

Cc: Mr. Jose M. Sepulveda - FHWA

City of Booneville, Inc. DEC 27 10 53 AM '01

Charles E. Long, Mayor

Ronnie Callahan, Administrator
Clerk and Finance Officer

P. O. Box 1
Booneville, KY 41314
Phone 606-593-6800
Fax 606-593-7700

December 20, 2001

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

Dear Ms. Coffey:

The City of Booneville is very much interested in the reconstruction of KY 30 from US 421 near Tyner to KY 11 in Booneville. Booneville has no near access to major highways such as I-75, the Mountain Parkway, or I-64. This project would be of great benefit to Booneville and Owsley County in terms of access to fire, safety and other emergency vehicles as well as an aid to economic development. Currently, many of our citizens travel Highway 30 as they go to and from work each day.

In terms of environmental justice, we would suggest that you keep in mind the large amount of wildlife in this area and ensure that a part of the design includes markings and appropriate signage. Another concern is that appropriate lighting be included in the design and that whenever utility lines such as telephone and electric lines are moved they be replaced with buried lines. In addition, in looking at old highway 30 one can see that along with the narrow lanes, there are no emergency lanes and thus it is not safe to walk beside the road. The Owsley County area is part of a nationally designated bikeway. Large groups of bikers often pass through the area. A new highway should definitely provide for emergency lanes and for hikers and bikers.

If there are questions, please feel free to call Ronnie Callahan at 606-593-6800.

Sincerely,

Charles E. Long
Charles E. Long

Mayor of Booneville

**Jackson County Transportation Committee
Jackson County Court House
McKee, KY 40447**

January 17, 2002

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

Dear Ms. Coffee:

I am responding, on behalf of the Jackson County Transportation Committee, to your request for input and comments on the proposed Reconstruction of KY 30 from US 421 at Tyner to KY 11 at Booneville in Owsley and Jackson Counties.

This project is a continuation of improvement of KY 30 to serve a regional need for an East to West access route for Laurel, Lee, Jackson, and Owsley counties. The design of an improved KY 30 from London to Tyner is well under way and the first section from London to East Bernstadt in Laurel County is under construction. This section described in the KY 30 scoping study continues this much needed road East of Tyner to KY 11 near Booneville. This road connects our counties to I-75, I-64, and the Mountain Parkway. In Jackson County, improvement of KY 30 is crucial to the continued health of our Regional Industrial Park at Annville as well as providing a vital link for our community to Booneville in Owsley County and Beatyville in Lee County. We believe that there is no more important highway construction work in Kentucky to promote the progress and well being of our citizens. The completion of this project will open up Owsley County to communities and businesses to the West at McKee, London, Manchester, Richmond/Berea and provides easier access to I-75. This corridor should be developed into a major connector for the communities served by it, we believe.

This is a very crooked, narrow, and dangerous road; improvement will substantially increase the safety of travel along this route. These factors are most important in emergencies when rapid response time by ambulance, police and firefighters can save lives and property.

Perhaps the most important impact of reconstruction of this road, to current standards of construction, is its economic impact on the communities connected by it. We believe that Owsley County will be the major benefactor of improving this road and we strongly support projects leading to the improvements in economic opportunity there. Owsley County, even more that Jackson County, is isolated from centers of commerce in our region. This isolation is reflected in the relative economic indicators for Owsley,

Jackson, and the surrounding communities. Owsley County is among those counties with the highest poverty rates, highest unemployment rates, lowest family income, and the least job opportunity in Kentucky. The people of Owsley County deserve better. This reconstruction of KY 30 will help, and can make an enormous difference. The development of up-to-date infrastructure, and especially highways, is essential to a healthy future for our people. Modest public investment now will pay big dividends in the welfare of these rural communities.

We urge that this worthy project be advanced as quickly as possible through the planning and design stages to facilitate reconstruction of KY 30 from Tyner to Booneville at the earliest feasible time. Much good will come of this.

Thanks for the opportunity to comment.

Sincerely,



Fletcher Gabbard, Secretary
Jackson County Transportation Committee

Cc: Tommy Slone, Judge Executive
Jackson County

Clay McKnight, Transportation Staff
CVAAD

Andy Buell, District 11
Kentucky Department of Highways

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TRANSPORTATION CABINET
DIVISION OF PLANNING
JAN 18 10 26 AM '02

FISH & WILDLIFE COMMISSION

Mike Boatwright, Paducah
Tom Baker, Bowling Green, Chairman
Allen K. Gailor, Louisville
Charles E. Bale, Hodgenville
Dr. James R. Rich, Taylor Mill
Ben Frank Brown, Richmond
Doug Hensley, Hazard
Dr. Robert C. Webb, Grayson
David H. Godby, Somerset



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF FISH AND WILDLIFE RESOURCES
C. THOMAS BENNETT, COMMISSIONER

January 8, 2002

Alex Barber
Commissioner's Office
Department for Environmental Protection
14 Reilly Road
Frankfort, KY 40601

RE: Scoping Study on Reconstruction of KY 30
from US 421 near Tyner to KY 11 in Booneville,
Jackson and Owsley Counties, Kentucky

Dear Mr. Barber:

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 no federally threatened or endangered species are known to occur in the Booneville, Sturgeon, and Tyner 7.5 minute USGS quadrangle(s). Please be aware that our database system is a dynamic one that only represents our current knowledge of the various species distributions.

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

- 1) development in or near streams only during low flow periods to minimize disturbances;
- 2) proper placement of erosion control structures below disturbed areas to minimize entry of silt to stream, and;
- 3) 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.

Additionally, if the applicant is going to relocate/realign portions of any streams, KDFWR request the stream channel be put back to original stream profile with placement of instream habitat such as riffles, runs, and pools, etc. The recontoured stream banks should have a well defined riparian area, including herbaceous species, shrubs and trees. The plantings should consist of native vegetation indigenous to the area and be a minimum of 100 feet in width on each side of the channel.



Page Two
Alex Barber
January 8, 2002

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

Sincerely,

A handwritten signature in black ink that reads "Marla T. Barbour". The signature is written in a cursive style with a large, stylized initial "M".

Marla T. Barbour
Fisheries Biologist III

cc: Environmental Section File

JAMES E. BICKFORD
SECRETARY



PAUL E. PATTON
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
FRANKFORT OFFICE PARK
14 REILLY RD
FRANKFORT KY 40601

January 14, 2002

Division of Waste Management

Comments for Project #SER02001-116

The Division of Waste Management would be concerned that all solid waste generated by this project be disposed at a permitted facility.

Another concern is that during this type of project, old regulated and non-regulated underground storage tanks may be encountered, as well as other contamination. Should tanks or contamination be encountered they must be properly reported and remediated.

Sincerely, Linda Howard



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COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
FRANKFORT OFFICE PARK
14 REILLY RD
FRANKFORT KY 40601

MEMORANDUM

TO: Alex Barber
State Environmental Review Officer
Department for Environmental Protection

FROM: Timothy Kuryla *TK*
EIS Coordinator
Division of Water

DATE: September 28, 2001

SUBJECT: SN, KY30, US421 Tyner (Jackson County) to KY11, Booneville (Owsley County), SERO 011228-116

IN GENERAL

The Division of Water has reviewed the Scoping Notice prepared by the Transportation Cabinet regarding the construction of KY30, US421 Tyner (Jackson County) to KY11, Booneville (Owsley County). The Division comments on matters the Division desires considered in the Environmental Assessment.

The applicant needs to consult, before construction can begin, with the U.S. Army Corps of Engineers to ascertain if a 33 USC § 1341 ("401") water quality certification by the Division of Water, or a 33 USC § 1344 ("404") dredge or fill material permit, or both, are required. Any impact to 200 linear feet or more of any stream or stream bank (below ordinary highwater) (as shown on U.S. Geological Survey 7.5 minute topographical maps for the project area) or one acre or more of any wetland, will require a "401" water quality certification. This includes excavations and impoundments. Thus, impacts to streams and wetlands must be considered in the EA.

Stream crossings except for Outstanding Resource Waters (ORWs), Cold water Aquatic Habitats (CAHs), and high quality waters are covered by a general certification. ORW, CAH, and high quality water stream crossings require an individual water quality certification and mitigation.

The Division of Water will require mitigation for stream loss (if more than 250 acres are involved above the construction impact) and for wetland loss (if more than 1 acre).



If a floodplain outside the right of way is involved, prior approval must be obtained from the Division of Water before construction may begin. The EA needs to address the impacts on flooding of each stream crossing, all fills in floodplains, and any channel relocation or alteration.

The submitted data are general. With specific data as are found in the Transportation Cabinet Land and Water Ecology Section "404" checklist, plus Corps of Engineers or Coast Guard Public Notice, the Division of Water may find a problem relating to floodplain construction and water quality. Therefore, the Division requests an opportunity to review, at the Preliminary Design stage, the land and water ecology checklist for the proposed project should it be funded. (If a Public Notice is prepared for the proposed project, the Division will review it).

The Division of Water notes the relevant portions of the Transportation Cabinet's Standard Specifications for Road and Bridge Construction are Sections 212 and 213. Section 212 governs the protection and stabilization of those areas exposed to erosion as the result of construction practices. Section 213 protects water quality by governing construction practices that can result in nonpoint source pollution.

The Division of Water finds that these guidelines adequately address possible highway construction impacts on aquatic habitat and propose appropriate mitigation measures that insure minimal sediment and other damage to water quality. These sections need to be cited in the EA.

The Division of Water recommends that the Transportation Cabinet use the Groundwater Sensitivity Regions of Kentucky map published by the Kentucky Geological Survey (KGS) to determine sensitive groundwater areas. These areas must be considered in the EA.

If sinkholes are modified for drainage, the Division of Water notes U.S. Environmental Protection Agency (EPA) requires an Underground Injection Control Permit (40 CFR §§ 144.11, 144.25, 146.51). The activity is classified as a Class V well (40 CFR § 144.6).

The Division of Water has data and maps regarding wellhead protection areas located throughout the Commonwealth. The EA and highway design must take into account these areas.

Owners of onsite wastewater disposal systems must have Groundwater Protection Plans (GPP). Purchasing right of way lands on which these systems are located means assuming the obligations imposed by 401 KAR 5:037.

Deep road cuts can act as "French" drains. These cuts could drain aquifers that are used as domestic and public water supply sources. Highway design needs to take into account the location of these aquifers. The Division of Water maintains data on wells drilled since 1985 and of all wells it inspects. The EA needs to consider the effect on domestic and public water supplies.



COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR NATURAL RESOURCES
DIVISION OF CONSERVATION
663 TETON TRAIL
FRANKFORT, KENTUCKY 40601

MEMORANDUM

TO: Alex Barber, Department of Environmental Protection

FROM: Mark Davis, Division of Conservation *MD*

DATE: January 28, 2002

SUBJECT: Environmental Review Project #SER02000-116

As requested, the Division of Conservation has reviewed the scoping study on reconstruction of KY 30 from US 421 near Tyner to KY 11 in Booneville, Kentucky.

One Agricultural District, # 055-01, (see enclosed map) certified by the Kentucky Soil and Water Conservation Commission is located in the project area. This agricultural district was established 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.

In addition to the location of these agricultural districts, the loss of farmland is an issue. Both prime farmland and farmland of statewide importance would 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. Two documents that could be utilized to identify these farmland designations are *The Soil Survey of Jackson and Owsley Counties* (NRCS 1989) and *Important Farmland Soils of Kentucky* (NRCS 1985). Both 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 when this project begins. We recommend best management practices(BMPs) 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 the Jackson County Conservation District, the Division of Water, or this office.

We appreciate the opportunity to comment on this project. If you have any questions please contact this office anytime.

MJD
Enclosure

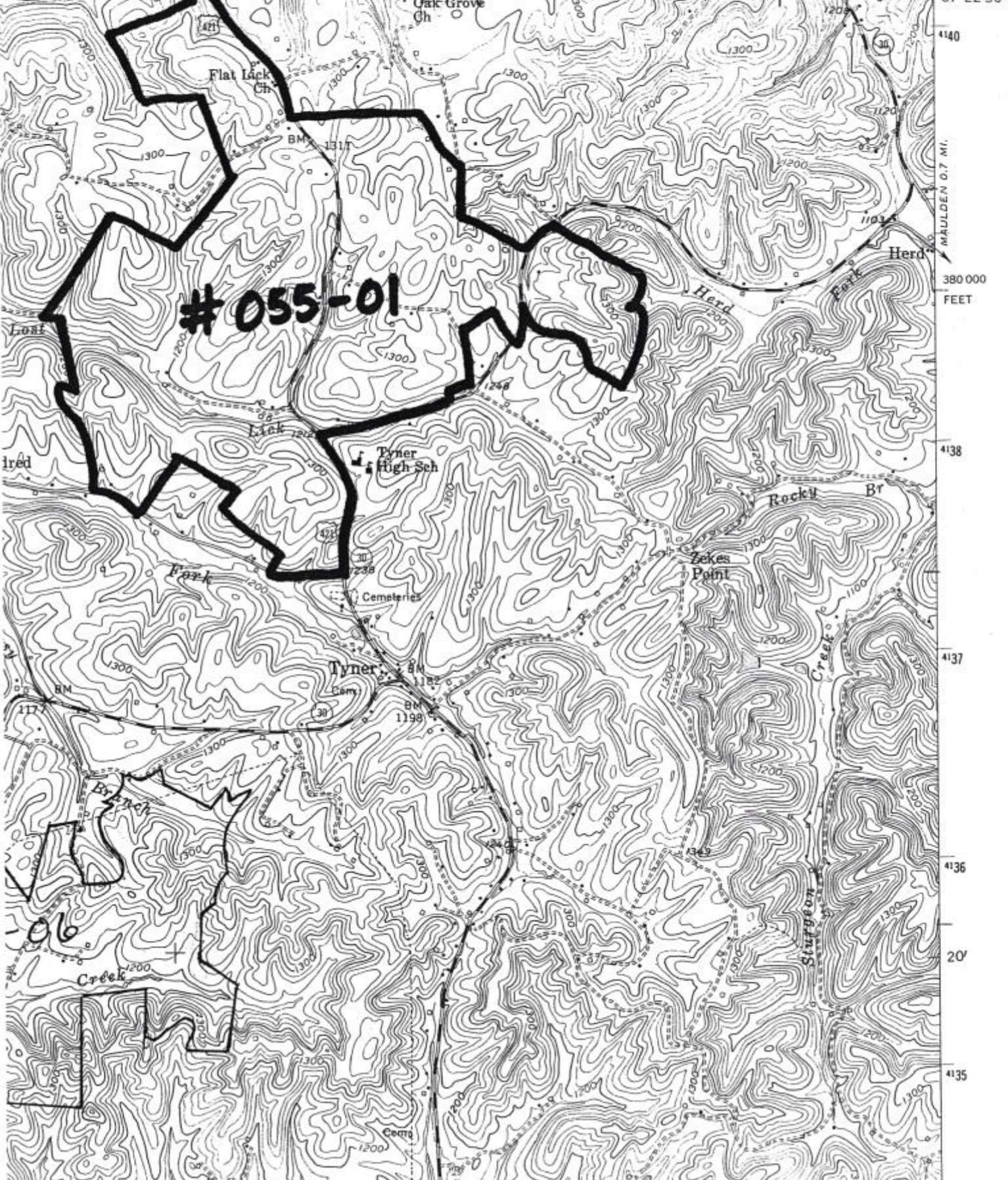


TYNER QUADRANGLE
KENTUCKY
7.5 MINUTE SERIES (TOPOGRAPHIC)

4258 IV NE
(STURGEON)

BOARD

241 55' MC KEE 8.1 MI. GRAY HAWK 1.9 MI. 243 254000 FEET 244 245 83°52'30" 37°22'30"



MAULDEN 0.7 MI.
380 000
FEET

4138

4137

4136

20'

4135



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DIVISION OF PLANNING

JAN 24 9 15 AM '02


James C. Codell, III
Secretary of Transportation

Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622
MEMORANDUM

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

TO: Annette Coffey, Director
Division of Planning

FROM: Michael L. Hill, Director 
Division of Multimodal Programs

DATE: January 23, 2002

SUBJECT: Item No. 10-279.50
KY 30 Scoping Study
Owsley and Jackson Counties

Thank you for the opportunity to comment on this project in Owsley and Jackson Counties.

The coordination and connectivity of bicycle and pedestrian facilities is important in the early planning and design stages of projects. Design Guidance from the United States Department of Transportation in February, 2000, states "bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist."

One of the issues to be considered during this scoping study is "a need to improve economic opportunities in Owsley and Jackson Counties". A 1999 economic study conducted in Maine estimated that direct spending by bicycle tourists totaled \$36.3 Million.

KY 30 from KY 399 (town of Vincent) to KY 11 in Booneville is a **nationally** designated bicycle route, the TransAmerica Trail. Every effort must be made during the reconstruction of KY 30 to provide an **unobstructed** paved shoulder width of at least 4 feet on this section of KY 30.

The TransAmerica Trail extends 600 miles across Kentucky from the Ohio River in Crittenden County to Pike County. In 2001, over 900 maps were sold for the portion of the TransAmerica Trail in Kentucky. This is a popular national trail.

Please contact Paula Nye of this Division, at (502) 564-7686, for information or questions about bicycle and pedestrian concerns.

We look forward to working with your Division to facilitate your study efforts in our SUA and MPO areas, and by increasing awareness of bicycle and pedestrian issues.

MLH/LJS/PEN/AJT





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FEB 6 9 53 AM '02

Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

MEMORANDUM

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

FROM: Edward Sue Perkins, P.E. *Sue*
Branch Manager
Permits Branch

DATE: February 5, 2002

RE: Owsley-Jackson County Study Team of KY 30

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

1. We urge the Cabinet to classify this project and all new projects as partially controlled access facilities.
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.
3. 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.
4. We would like to see access control fence installed with the project.
5. Please notify this office if the proposed roadway is to be placed on the National Highway System. This information is needed to assist us in regulating the installation of any outdoor advertising device.
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.

ESP/elc





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JAN 28 3 43 PM '02

Education, Arts and Humanities Cabinet

KENTUCKY HERITAGE COUNCIL

The State Historic Preservation Office

Paul E. Patton
Governor
Marlene M. Helm
Cabinet Secretary

David L. Morgan
Executive Director and
SHPO

January 22, 2002

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

Dear Ms. Coffey:

We received a copy of your letter of December 18, 2001 (received January 2, 2002) to Mr. Alex Barber (Kentucky Department of Environmental Protection) concerning the Kentucky Transportation Cabinet's proposed reconstruction of KY 30 from US 421 near Tyner to KY 11 in Booneville in Jackson and Owsley Counties, Kentucky. Based on our knowledge of prehistoric and historic settlement patterns, the project area has high potential for containing unrecorded prehistoric or historic archaeological sites. Consequently, it is my opinion that an archaeological survey should be conducted for the connector right-of-way by a professional archaeologist to determine if there are any sites eligible for listing in the National Register of Historic Places which might be affected. The archaeological report must be submitted for my review, comment, and approval.

The project also has the potential for impacting standing structures that are eligible or potentially eligible for listing in the National Register of Historic Places. A survey of historic structures should be undertaken to determine if there are any structures eligible for listing in the National Register of Historic Places which might be affected. The historic structures report must be submitted for my review, comment, and approval. Should you have any questions, feel free to contact Charles Hockensmith of my staff at (502) 564-7005.

Sincerely,

David L. Morgan, Director
Kentucky Heritage Council and
State Historic Preservation Officer

cc: Mr. Alex Barber

Barber, Alex (NREPC, DEP)

From: Palmer-Ball, Brainard (NREPC, KSNPC)
Sent: Monday, January 28, 2002 2:58 PM
To: Barber, Alex (NREPC, DEP)
Subject: Correction to KSNPC response to KIRP

TO: Alex Barber, NREPC-DEP, Intergovernmental Review Coordinator

FROM: Brainard Palmer-Ball, Jr., Ky State Nature Preserves Commission

RE: KSNPC response to KIRP

DATE: January 28, 2002

RE: Project No. SERO2001-116 (Scoping Study for KY 30 reconstruction in Owsley and Jackson cos.)

KSNPC has reviewed the project summary and notes that depending upon the level of reconstruction proposed, this project could have potential to impact rare plants, rare bats, and the water quality of Sturgeon Creek. Minor reconstruction might only threaten the water quality of the creek, which harbors rare aquatic species. More extensive realignment of the road could impact rare plant populations along the Sturgeon Creek corridor and roosting and foraging habitat for rare bats, including the Indiana bat (*Myotis sodalis*; USFWS and KSNPC Endangered).



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JAN 16 9 39 AM '02

COMMONWEALTH OF KENTUCKY
KENTUCKY STATE POLICE
919 VERSAILLES ROAD
FRANKFORT 40601

PAUL E. PATTON
GOVERNOR

ISHMON F. BURKS
COMMISSIONER

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

Dear Ms. Coffey:

This letter is in response to your agency's request for input and comments regarding the proposed reconstruction of KY 30 from US 421 near Tyner to KY 11 in Booneville, Kentucky.


As per my meeting with the study group on August 14, 2001 in Booneville, KY, the primary concern of the Kentucky State Police remains poor response times for emergency vehicles (i.e.-police, ambulance, fire) in the communities and roadways directly affected by the poor geometrics of KY 30. As was discussed in the August 14 meeting, improving the geometrics of KY 30 would vastly improve the response times of these emergency vehicles to not only Owsley and Jackson Counties, but to Lee County as well, as is often the case that it is necessary for a Kentucky State Police Trooper to respond from Jackson County to Lee and Owsley Counties and vice versa.

Additional concerns include the following:

- During the construction phase, what road closures, if any, will take place and what impact will those have on access to rural parts of Owsley and Jackson Counties?
- What measures will be implemented to ensure the least possible disturbance of the many family cemeteries in the rural parts of the counties?
- What measures will be implemented at rural construction sites to deter theft and criminal mischief at the sites?

For additional information or comments, please contact me at Kentucky State Police Post 7 in Richmond at (859) 623-2404 or at steve.owen@mail.state.ky.us.

Sincerely,



Sergeant Steven K. Owen
Kentucky State Police Post 7



AN EQUAL OPPORTUNITY EMPLOYER M/F/D

Comments by Telephone

On: February 6, 2002
Time: 10:40 a.m.
From: Agency Coordination Letter
Mailed: December 21, 2001
For: KY 30 – Tyner to Booneville

By: Mr. Will James
Nashville District
U.S. Army Corps of Engineers
P.O. Box 1070
Nashville TN 37202

Comments:

Mr. James said that this project was 99% in the Louisville U.S. Army Corps of Engineers District. He said that he had talked with Mr. Jim Townsen in the Louisville Corps of Engineers District and that he would add the Nashville District's comments to their reply.

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

U.S. Department
of Transportation

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 382
FAX: (314) 539-3755

16593.22

21 December 2001

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

Subj: IMPROVEMENT TO KY 30 FROM US 421 TO KY 11 IN BOONEVILLE, KY

Dear Ms. Coffey:

Please refer to your letter of December 18, 2001. After reviewing the plans that you submitted we have determined that this project does not cross waterways over which the Coast Guard exercises jurisdiction for bridge administration purposes. A Coast Guard bridge permit is not required.

I appreciate the opportunity to comment on the proposed improvement project. Should you have any questions, contact Mr. David Orzechowski at (314) 539-3900, Ext. 382.

Sincerely,

A handwritten signature in black ink that reads "R. K. Wiebusch".

ROGER K. WIEBUSCH

Bridge Administrator

By direction of the District Commander

Noe, Ted (KYTC)

From: Canterbury, Brenda [Brenda.Canterbury@em.doe.gov]
Sent: Friday, February 22, 2002 11:27 AM
To: 'ted.noe@mail.state.ky.us'
Cc: Brown, Patricia (EM-20)

Dear Mr. Noe,

This message is in response to a letter dated December 18, 2001, to David Huiizenga, Deputy Assistant Secretary for Integration and Disposition, Office of Environmental Management, U.S. Department of Energy. The letter was forwarded to me for a response. I apologize for the delay in responding; like other Federal offices in the D.C. area our incoming mail is sanitized, and this sometimes results in substantial delays in receipt. In a recent conversation with a member of my staff, Mr. Daryl Greer of your office indicated an electronic mail response would be appropriate.

We have evaluated the material you sent regarding the reconstruction of KY 30 from U.S. 421 to KY 11, and we have no specific comments at this time. However, the Department of Energy does have an interest in roadway safety and upgrades, as they benefit shippers and usually pose no problems to the Department's shipments during construction, assuming appropriate detours are available if necessary.

If you have any questions, or if we can provide you with any further information, please contact me on (301) 903-2102.

Sincerely,

J. Kent Hancock, Director
Office of Transportation
Office of Integration and Disposition
Office of Environmental Management
U.S. Department of Energy



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

January 14, 2002

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 December 18, 2001 requesting our agency's input and comments on specific issues or concerns that might affect project alternative development for the reconstruction of KY 30 from US 421 near Tyner to KY 11 in Booneville, Kentucky. 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

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DIVISION OF PLANNING
JAN 16 9 36 AM '02

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



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

January 22, 2002

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

**SUBJECT: Early Coordination - EPA comments on Reconstruction of Kentucky 30
(From US 421 at Tyner to KY 11 at Booneville)**

Dear Ms Coffey:

The Environmental Protection Agency (EPA), Region 4, received your December 31, 2001 Initial Coordination document concerning the proposed highway improvement project. The document gives a general outline of the project, provides information general and project-specific environmental impacts and analysis procedures, and requests our input with regard to identifying potential issues of concern within the project area.

EPA's review of the NEPA document will consist of looking at environmental affects of the project on the water, air, land, wildlife habitat in the area. For your assistance, enclosed are preliminary scoping comments pertaining to the contents of a National Environmental Policy Act document. In addition, we also enclosed specific information regarding significant and priority ecological areas, environmental justice areas of concern, and general land cover types for the project area.

We appreciate your the opportunity to provide these preliminary comments. We look forward to reviewing the NEPA document that you develop for the proposed project.

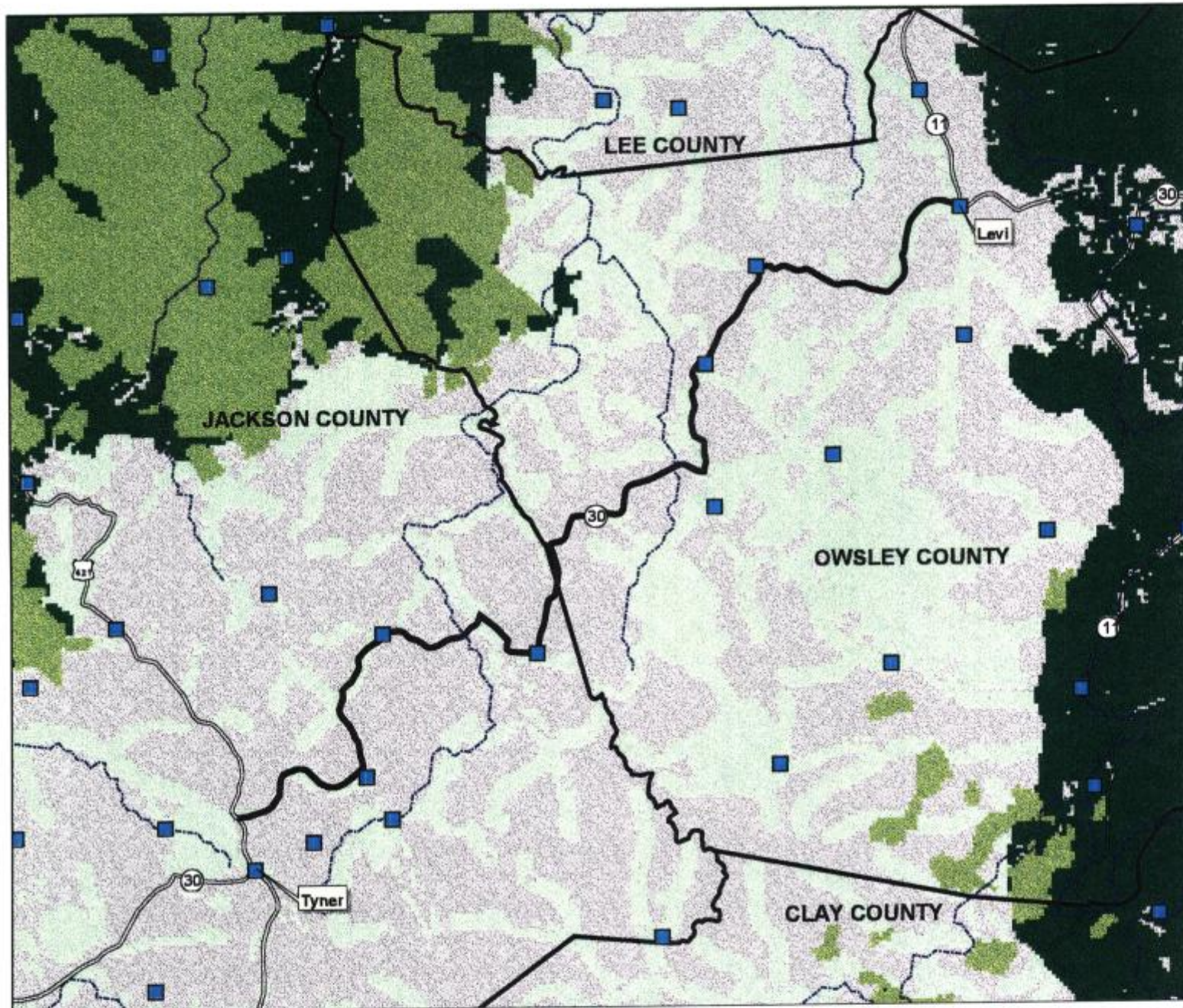
If you have any further questions or concerns, please contact Ntale Kajumba of my staff at (404) 562-9620.

Sincerely,

A handwritten signature in cursive script that reads "Heinz Mueller".

Heinz Mueller, Chief
Office of Environmental Assessment
Environmental Accountability Division

Enclosure:



**SIGNIFICANT AND PRIORITY
ECOLOGICAL AREAS
AROUND PROJECT AREA**

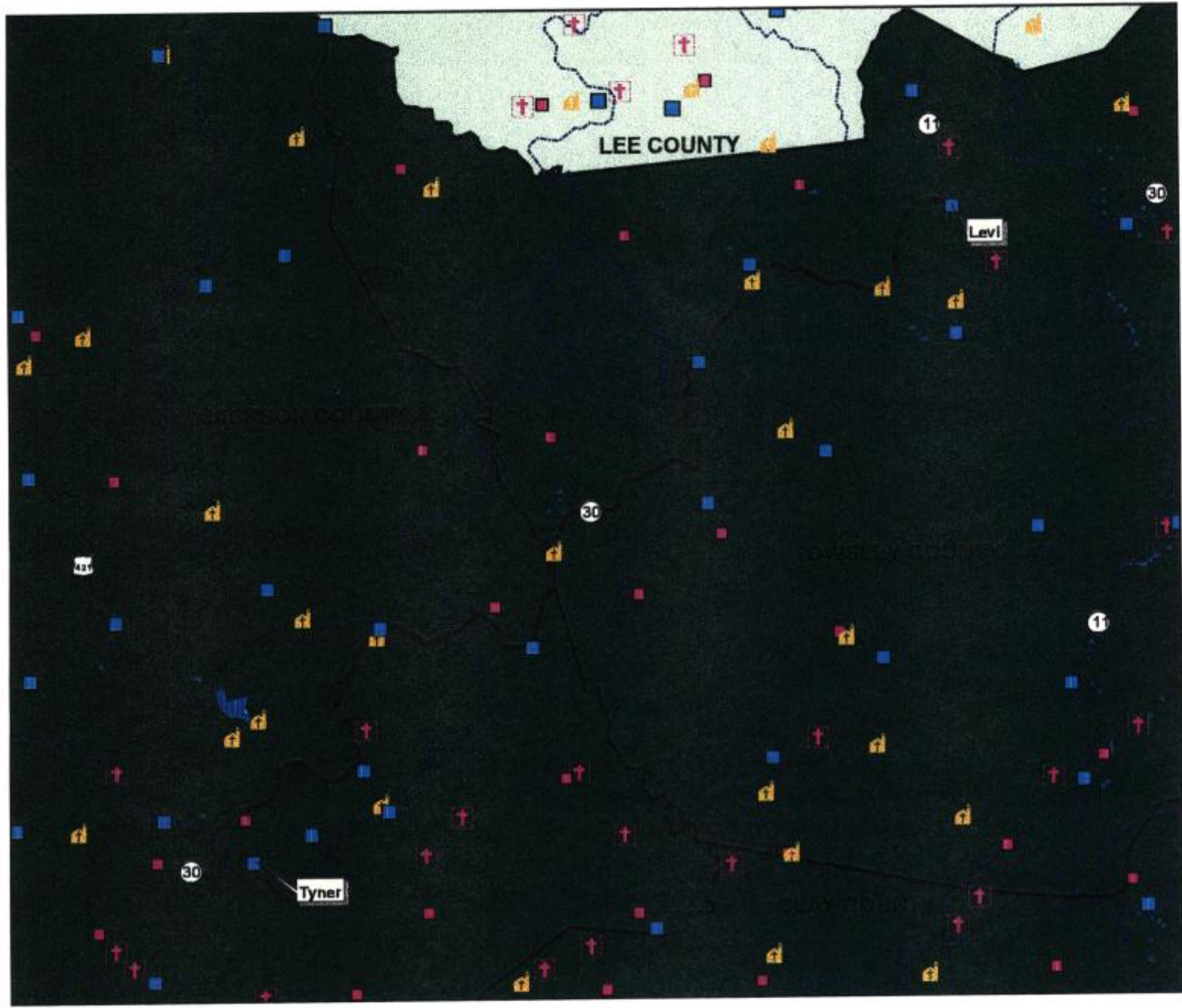
- Populated Places
- Project Location
- Major Roads
- 303d Listed Waters
- Major Streams
- Conservation Lands
- Priority Areas
- Significant Areas
- Significant Areas



Source:
 1. Southern Ecological Framework (SEF):
 U.S. Environmental Protection Agency and University of Florida, 2000.
 2. 303d Listed Waters (TN and MS, 1998)

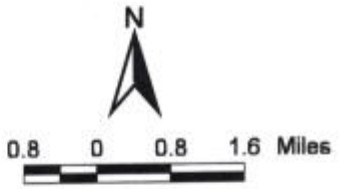


EPA REGION 4
 ENVIRONMENTAL ACCOUNTABILITY DIVISION



**POTENTIAL EJ AREAS
AROUND PROJECT AREA**

-  Populated Places
-  Churches
-  Cemeteries
-  Schools
-  Railroads
-  Project Location
-  Major Roads
-  Major Streams
-  County Boundaries
- Potential EJ Areas**
-  Low Income
-  Minority
-  Minority/Low Income
-  Non-EJ Areas



Source: 1990 U.S. Census Population and Housing Summary Tape File 3.
Aggregated to Block Group Level ~800-2000 People.

Relative State Minority Threshold: TN = 20.89% and MS = 44.30%
Relative State Low Income Threshold (15K): TN = 36.59% and MS = 47.09

**ELEMENTS OF A
NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) DOCUMENT
FOR TRANSPORTATION PROJECTS**

Project Need - The need, potential benefits and adverse effects of the proposed project should be clearly stated. Project impacts and impact mitigation are evaluated in the context of project need.

The document should identify the basic underlying transportation problems (deficiencies) or needs between the two logical termini for the SIU under consideration. Traditional traffic data or analysis should be presented to substantiate each identified need. For example: if the problem is congestion, then Level of Service (LOS) data should be presented to substantiate this issue. In addition, traffic numbers [e.g., LOS, vehicle miles of travel (VMT), vehicle hours of travel (VHT), etc.], if applicable, for existing (current) and future (20 year) forecasts should also be presented. The traffic analysis should include projected traffic volumes that would utilize the facility from the connecting roadways.

Any local need identified and substantiated should have measurable objectives that will be used to assess whether an alternative or combination of alternatives would reasonably meet (i.e., solve) the problems or needs identified in the document. The overall purpose and need statement, including these objectives, should be developed with input and concurrence from cooperating regulatory and resource agencies, as project alternatives, impacts, and impact mitigation are all evaluated in the context of project need.

Alternatives - If an Environmental Assessment (EA) is prepared, a minimum of one feasible action alternative as well as the No-Action Alternative should be considered. A draft Environmental Impact Statement (DEIS) should include a minimum of two feasible action alternatives which should be fully considered, in addition to the No-Action Alternative. Other alternatives that should be considered include Transportation System Management/Travel Demand Management alternatives which maximize the efficiency of existing highways or transportation networks. The analysis of alternatives is the *core* of the NEPA process.

(The NEPA document should also discuss the status of the adjacent roadways and identify and provide an analysis of different alternative termini locations within the Study Area in relation to the termini of the neighboring roadways.) EPA recommends that the Draft EIS should identify a preferred alternative. This minimizes some of the issues associated with rating every action alternative and enables us to provide a thorough review of the environmental issues associated with the selected alternative. The selected alternative should avoid or minimize adverse impacts, so that the need for mitigation of impacts will be lessened or eliminated. A critical factor of the analysis of alternatives is the avoidance or minimization of adverse impacts. When alternatives are rejected, a rationale for rejection should be provided. The rationales should include environmental reasons, along with other considerations.

Wetlands -The NEPA document should discuss the location, amount, type, and quality of waters of the U.S., including wetlands, in the study area, how they were delineated (i.e., U.S. Army

Corps of Engineers (COE), contractor, lead agency, etc.), and impacts to these resources for each action alternative. All discussions of waters of the U.S. should be broken out by rivers/streams and wetlands. Include maps, text, and tables that feature areas occupied by wetlands, aquatic systems, and non-wetland riparian habitat. Specific wetland and other waters of the U.S. requirements are as follows:

NEPA/404 Merger: If waters of the United States may be impacted by activities regulated by Section 404 of the Clean Water Act, EPA strongly recommends that the NEPA document contain a thorough discussion of the proposed project's consistency with Federal Guidelines for specification of disposal sites for dredged or fill materials [the 404(b)(1) Guidelines found at 40 CFR Part 230]. In order to demonstrate compliance with the 404(b)(1) Guidelines, the NEPA document should meet the following criteria to the extent possible:

- The proposed action must be the practicable alternative which would have the least adverse impact on the aquatic ecosystem [40 CFR 230.10(a)]. If wetlands would be filled, then the NEPA document should explain why there are no practicable alternatives to locating the project outside jurisdictional wetlands and demonstrate how the project has been designed to minimize harm to existing wetlands.
- The proposed action must not cause or contribute to significant degradation of waters of the United States including wetlands and other special aquatic sites [40 CFR 230.10(c)]. Significant degradation includes the loss of fish and wildlife habitat and the loss of other wetland habitat values and functions. Significant degradation also includes cumulative impacts.
- The proposed project does not violate state-adopted, EPA-approved water quality standards or jeopardize the continued existence of any species listed as threatened or endangered under the Endangered Species Act [40 CFR 230.10(b)].
- Minimize the number of acres subject to Section 404 jurisdiction that would be permanently lost or degraded due to impacts other than the placement of fill (e.g., the impacts of erosion, sedimentation and runoff of pollutants on wetland habitats; diversion of water from wetland habitats).
- Direct, indirect and cumulative impacts to these resources should be fully described.

Avoidance and Minimization: Impacts to wetlands and stream resources should be avoided and minimized to the maximum extent practicable. As described above, feasible alternatives that avoid wetland impacts should be evaluated consistent with the Section 404(b)(1) Guidelines. In addition, further fragmentation of remaining large contiguous undeveloped wetland or riparian areas should also be avoided. Special attention should also be given to avoidance and minimization of impacts in areas assigned special regional, state, or local designation or recognition (i.e. Scenic Rivers, wildlife management areas, etc.).

Characterization: Wetland types should be characterized using the hydrogeomorphic (HGM)

classification for wetlands (Brinson 1993) and augmented with vegetation and hydroperiod modifiers, such as those utilized nationally by Cowardin et al. (1979)[Citation information is included in Appendix A below]. Where sufficient documentation exists, wetland types and descriptors should follow regional or local protocol, such as those found in the Tennessee Wetlands Conservation Strategy (GIWC 1998). Stream types should be delineated according to the Rosgen classification of natural rivers (Rosgen 1994, 1996) which is based on the fluvial geomorphic condition of rivers and their valleys.

Where rivers and streams are not adequately evaluated by the wetland functional assessment methodology utilized, impacts to river and stream channels should be evaluated utilizing appropriate local or State conservation plans or strategies (i.e., KDOW 2001) or regional guidelines, such as the North Carolina Stream Mitigation Guidelines (NCWRC 1996, NCDENR 2001) or the Compensatory Stream Mitigation Standard Operating Procedure developed by the COE Savannah District (COESD 2000).

The NEPA document should also identify farmed wetlands (FW) and prior converted wetlands (PCW) in the project study area. The Natural Resources Conservation Service (NRCS) has determined which areas are PCW and which areas are considered FW. If the State DOT, NRCS, or private landowners cannot verify a PCW or FW designation (which happens often since these determinations were made many years ago), then a delineation should be completed based on the current conditions at the site. Mitigation will be required for impacts to farmed wetlands.

Quality: The quality of the wetland resources proposed for impact should be evaluated using a wetland functional assessment methodology. Where the appropriate guidebooks have been developed (e.g., Kentucky, Mississippi, and Tennessee), HGM should be utilized (Ainslie et al. 1999, Smith and Klimas 2000, Wilder and Roberts 1999). Where the appropriate HGM guidebooks have not been developed, equivalent functional assessment methodologies should be utilized.

Quantity: Impacts to wetlands and other waters should be appropriately quantified for each alternative considered in the EIS. For example, the amount of impacts to wetlands should be characterized in terms of acreage, while impacts to stream channels should be characterized in terms of linear feet of stream and stream order. Impacts for each alternative should be compiled to facilitate comparison.

Mitigation: A draft mitigation plan should be developed during the NEPA process to compensate for predicted wetland and stream losses that remain following efforts to avoid and minimize such impacts.

Wetlands: Wetland restoration is EPA's preferred mitigation option for impacts to wetlands. Wetland restoration is normally considered an action that successfully restores all three wetland parameters (hydric soils, hydrophytic vegetation, and wetland hydrology) to an area that was formerly a wetland, but where at least one of the aforementioned parameters has been removed. At a minimum, any restored site must meet the criteria outlined in the 1987 COE wetland delineation manual for a jurisdictional wetland (or the Clean Water Act

definition of a water of the U.S.). However, site selection and the specific restoration measures employed should be designed to replace the aquatic ecosystem functions lost or impaired due to the proposed project, and this may entail more than simply the three parameters.

Enhancement is the second preference for mitigation for impacts to wetlands. Enhancement measures must address a suite of functions, as opposed to only a single function, and the enhancement measures themselves must not adversely affect other wetland functions currently performed or capable of being performed by the mitigation site. EPA does not view the conversion of one wetland type to another as enhancement. As with wetland restoration, it is important to establish a baseline condition for a wetland prior to any action, and then establish measurable performance criteria to quantify the level of enhancement. The results of the aforementioned wetland functional assessment will assist in determining the appropriate type, location and amount of mitigation for impacts to wetlands.

Streams: Stream restoration is EPA's preferred mitigation option for impacts to streams. Stream restoration includes actions taken to correct previous alterations that have destroyed, diminished, or impaired the character and function of streams or rivers. Restoration is the process of converting an unstable, altered, or degraded stream channel to its natural or referenced stable condition, with consideration of recent and future watershed conditions. This process may include restoration of the stream's geomorphic dimension, pattern and profile and/or biological and chemical integrity, including transport of water and sediment produced by the streams' watershed in order to achieve dynamic equilibrium. Other components of stream mitigation may include riparian buffer restoration and preservation of appropriately buffered streams. The results of the aforementioned wetland functional assessment will assist in determining the appropriate type, location and amount of mitigation for impacts to stream assessment.

Location: While mitigation for otherwise disparate impacts may be clustered to provide the maximum level of ecological benefit, impacts in "special designation" areas or watersheds may require mitigation in the subject watersheds.

The mitigation proposal should include the proposed mitigation replacement ratio, the habitat value and proposed location of replacement habitats, general grading and revegetation plans and a biological maintenance and monitoring program. Clear mitigation goals and objectives and quantifiable criteria by which to judge the success or failure of mitigation should be provided. The proposal should include commitments to ensure the restoration, creation, and protection of wetland habitats of equal or greater resource value.

Water Quality - EPA is concerned about degradation of water quality in various waterways from erosion, siltation and other pollutants associated with road construction and operations. The NEPA document should discuss potential impacts to water quality, designated uses and biological resources from construction and operations of the proposed project. The discussion in the document should be of sufficient detail to determine which alternatives are environmentally preferable. Site-specific water quality problems need to be assessed in greater detail, if

applicable, including the adoption of site-specific mitigation measures to protect water quality and designated uses.

Protecting water quality ensures the protection of its designated uses. Especially critical is the protection of several sensitive uses. It is important to protect water quality in order to maintain freshwater and wildlife habitats, since many species are sensitive to the introduction of pollutants or the adverse modification of their habitats. It is also important to protect groundwater recharge and freshwater replenishment, particularly if public drinking water supplies could be adversely affected. These sensitive beneficial uses should be carefully considered when evaluating potential impacts caused by the placement of fill, erosion, sedimentation, the runoff of pollutants, and the accidental discharge of hazardous waste or toxic substances.

Characterization: The NEPA document should identify all surface waters that may be affected by the proposed project, as well as current drainage patterns in the project study area. The document should identify the existing and potential designated uses of these surface waters. Protected designated uses for streams, creeks, lagoons, tidal areas and other surface waters may include one or more of the following: cold and warm freshwater habitat; marine habitat; fish spawning and migration; shellfish habitat; wildlife habitat; preservation of rare, threatened or endangered species; groundwater recharge; freshwater replenishment; public drinking water supplies; agricultural supply; and water contact and non-contact recreation. Individual waterbodies in the vicinity of the project not meeting designated uses should be identified in the NEPA document. The causes and sources of the impairments should also be identified.

Critical habitat areas (wildlife feeding and drinking areas; fishery migration, spawning or rearing areas; sensitive aquatic habitats such as wetlands; riparian resources; critical habitat for threatened and endangered species) should be identified in the study area, including a description of the existing designated uses and resource values of these critical areas.

Impacts and Coordination: The document should discuss any proposed crossings of water bodies. In general, crossings should be minimized. Unavoidable crossings should be strategically placed to reduce harm by avoiding fish spawning areas, avoiding fringe wetlands, approaching at right angles to streams, etc. Impacts to critical habitat areas, described previously, that cannot be avoided should be discussed. The document should assess how altering drainage patterns and characteristics will affect drainage hydrology, surface runoff, erosion potential, soils vegetation, and water quality. The document should include an analysis of project effects on floodplains in the study area. This includes using maps prepared by the Federal Emergency Management Agency, National Flood Insurance Program, and other appropriate agencies to determine whether the proposed action is located in or will likely affect a floodplain. The document should discuss these impacts and also describe the alternatives considered. Compliance with Executive Order 11988 on floodplain management should be documented. EPA strongly recommends bridging of floodplains whenever feasible. Any wetland loss or other impacts contributing to loss of floodwater storage or retention functions should be appropriately mitigated with in-kind replacement of those functions.

The NEPA document should discuss how the project will comply with state and local water

quality management plans, state water quality objectives; and state-adopted, EPA-approved water quality standards. We encourage the DOTs to work closely with state water pollution control agencies, state fish and game agencies, the U.S. Fish and Wildlife Service (USFWS), and/or the National Marine Fisheries Service on issues related to water quality standards; the protection of water quality, designated uses and biological resources; mitigation and monitoring for adverse impacts. If the proposed project includes disturbance of five or more acres of land during construction, and point source discharges into waters of the United States (i.e., water bodies such as rivers, lakes, wetlands, etc.), coverage under an EPA stormwater National Pollutant Discharge Elimination System (NPDES) General Permit or state equivalent may be required. The state DOT should contact the appropriate state environmental agency for further information on the NPDES program.

In addition, Section 319 of the CWA requires states to assess nonpoint source water pollution problems, develop nonpoint source pollution management programs, and implement controls to protect and improve water quality and beneficial uses. The state DOT should work closely with appropriate state water pollution control agencies to determine what pollution control measures should be adopted to advance the state's nonpoint source management plans in the project area. Specifically, the status of development of Total Maximum Daily Loads (TMDLs) for any waterways in the study area should be identified and how the proposed project could affect implementation of restoration efforts in these watersheds.

Mitigation: The NEPA document should discuss what mitigation measures (e.g., nonpoint source controls) will be implemented to protect or improve water quality, designated uses, and biological resources. Mitigation measures related to protection of water quality should be tailored depending on the condition of the specific water resource as well as the severity of the potential impacts. Best Management Practices (BMPs) should be used to reduce erosion during construction and operation of the facility. In the vicinity of impaired surface water resources in the project area, all storm water runoff from the proposed roadway should be collected and treated before being discharged to surface waters. In other areas, typical BMPs, including the use of staked hay bales, silt fences, mulching and reseeded, and use of buffer zones along water bodies, are appropriate. The document should include an erosion control plan or reference the State erosion control regulations and a commitment to compliance. Compliance should include both BMP application and long-term maintenance.

Groundwater: For each alternative under consideration, the NEPA document should:

- Describe current groundwater conditions in the project area. Any likely impacts to groundwater quality and quantity from the proposed action should be assessed.
- Identify mitigation measures to prevent or reduce adverse impacts to groundwater quality and discuss their effectiveness. EPA encourages state DOT to work closely with state and local agencies which regulate the protection of groundwater resources (i.e., state health departments and water pollution control agencies.)

Sole Source Aquifers: Pursuant to Section 1424(e) of the Safe Drinking Water Act of 1974, all

Federal financially assisted projects which have the potential to contaminate designated sole source aquifers (SSA) are subject to EPA review. The NEPA document should identify if there is a designated sole source aquifer in the vicinity of the project and the potential for impacts to this sensitive resource. Transportation projects should be designed in a manner that will prevent the introduction of contaminants into the SSAs in quantities or concentrations which may create a significant hazard to public health. The document should determine whether the proposed project may contaminate the aquifer through its recharge zone so as to create a significant hazard to public health, or which may require a public water system to install additional treatment to prevent such adverse effect.

Public Water Supply Systems: A concerted effort should be made to avoid locating capacity adding transportation projects within water supply recharge of defined critical areas associated with water supply impoundments and intakes. If unavoidable, any projects that are located in these areas should be carefully designed to avoid or minimize any adverse effects from accidental spills and runoff. Source water protection areas are areas defined and delineated by each state for the purpose of geographically identifying the surface and ground waters currently used as a source of public drinking water. States are required by the Safe Drinking Water Act, through EPA-approved Source Water Assessment Programs (SWAPs), to conduct a source water assessment at every public water supply in each State. State deadlines for completing source water assessments are dependent upon each state's SWAP approval date.

Best Management Practices (BMPs) should be used to reduce erosion during construction. Typical BMPs include the use of staked hay bales, silt fences, mulching and reseeding, and appropriate buffer zones along water bodies. The document should include an erosion control plan or reference the State erosion control regulations and a commitment to compliance. Compliance should include both BMP application and maintenance.

The document should discuss any proposed crossings of water bodies. In general, crossings should be minimized. Unavoidable crossings should be strategically placed to reduce harm by avoiding fish spawning areas, avoiding fringe wetlands, approaching at right angles to streams, etc. If the proposed project includes disturbance of five or more acres of land during construction, and point source discharges into waters of the United States (i.e., water bodies such as rivers, lakes, wetlands, etc.), coverage under an EPA storm water National Pollutant Discharge Elimination System (NPDES) General Permit may be required. Contact your state environmental agency for further information on the NPDES program.

Noise -Construction Noise: The NEPA document should document construction noise attributable to the project. Typical noise levels produced by construction equipment (e.g., trucks, front end loaders, pile drivers, etc.) within 50 feet, which are available in the literature, should be disclosed. The total project construction time (months, years) should also be estimated in order to help assess the magnitude of the construction noise impact. Attempts should also be made to estimate the temporary construction time associated with any one feature along the ROW or section thereof. For example, how long is construction expected to take near any given affected residence or for an average mile of roadway? This information will allow affected residents to approximate their degree of noise disturbance during construction.

Although temporary, construction noise should be reasonably mitigated in the vicinity of residential areas or other noise-sensitive land uses. Preferably, construction should not start before 7:00 AM or continue after 7:00 PM during the work week (5-6 days) and should be discontinued on Sundays and on locally-observed federal and/or state holidays. In addition, the use of "hush houses" should be considered around any stationary equipment to shield noise at its source, and all motorized equipment should be properly tuned to the manufacturer's specifications for additional source reduction. All construction equipment should be equipped with noise attenuation devices, such as mufflers and insulated engine housings. Such mitigative methods should be made a contractual obligation that is periodically reviewed in the field by FHWA/DOT or third-party inspectors.

Highway Noise: The NEPA document should predict what noise levels can be expected from the project, and the distance to the closest residence/receptor. Background (ambient) noise levels should also be included in the document. EPA prefers that noise impacts are measured using the Leq(h) metric since it provides an average level during peak traffic periods as opposed to the L10 metric which provides a less specific level that is not exceeded more than 10 percent of the time. The noise analysis should also estimate the projected incremental increase of noise. EPA considers increases over 10 dBA from existing levels as a significant increase. Comparisons to any noise guidelines (e.g., FHWA, HUD) or city ordinances are also appropriate. EPA has a *target* noise level (not a guideline or standard) of DNL 55 dBA for outdoor areas where people spend a varying amount of time (such as residences). In addition, OSHA regulations apply for all employees affected by job noises.

Noise abatement should be considered by FHWA when project noise impacts meet or exceed the existing noise levels by 10 dBA (especially if the existing noise levels are 50 dBA and above). Forms of noise and/or visual mitigation include, but are not limited to, vegetative screens, vegetated earthen berms (suburban areas), fabricated noise barriers, and alignment shifts. Avoiding noise impacts via alignment shifts is frequently more effective than mitigation.

Environmental Justice (EJ) - Background: Executive Order 12898: (*Federal Actions to Address in Minority and Low-Income Populations*) requires all federal agencies to identify and address disproportionately high and adverse human health or environmental effects of federal programs on minority or low-income populations. The general purpose is to foster non-discrimination in federal programs and to provide minority and low-income communities greater opportunities for public participation in, and access to public information regarding human health and environmental issues.

In an effort to determine whether there are potential environmental justice (EJ) areas of concern (areas that have high levels of minority and/or low-income populations relative to the reference area), the demographic characteristics of the proposed project area are examined. Information regarding potential EJ areas identified in the screening process is used to ensure that these communities have access to both concise and clear information sufficient to effectively participate in the public involvement process and to ensure that these communities/areas are not disproportionately adversely affected by this project area. Consistent with Executive Order 12898, potential EJ impacts should be considered in the NEPA document. The following items

should be incorporated into all EJ analyses related to the proposed project

Demographic Characterization: The NEPA document should identify potential EJ areas of concern. Appropriate geographic boundaries surrounding the communities that may be potentially impacted by the proposed project must be identified. General screening to identify potential EJ areas involves comparing the minority and low-income characteristics of smaller geographic areas (project area) with those of a larger geographic areas (reference area). U.S. Census data for 1990 (or more recent data if possible) should be used for the minority and low-income analysis. Data should be collected at the block group level for the project area and the county, metropolitan statistical area, or state for the reference area. The block group data level should be used because it provides the best combination of demographic accuracy and data accessibility. The appropriate reference area should be selected based on the scope and intent of the project. The NEPA document should indicate what demographic threshold or methodology was used to determine whether low-income and/or minority populations exist in the study area. EPA recommends the use of a relative threshold in EJ analyses for determining significant minority and low-income populations. The relative threshold recommended for use is at least 1.2 times the State Average of minority populations and low-income populations.

The following information includes some data sources or tools that may be used to identify low-income and minority communities:

- Maps provide by state, county and local agencies that delineate political and population boundaries
- U.S. Census Bureau geographic data
- Sources such as Chambers of Commerce, civic groups, trade associations and commercial organizations
- Standard demographic surveys that identify minority and low-income populations
- Local resources such as community and public outreach groups, community leaders, state universities
- Tools such as maps, aerial photographs and geographical information systems
- EPA Enviro mapper

Environmental Characterization and Impact Assessment: If percentages of low-income or minority populations are elevated within the project area, alternatives should be considered that avoid or minimize impacts to potential EJ areas. The issue of disproportionately high and adverse impacts should also be evaluated in the document by comparing environmental impact data to EJ information for highway segments. Adverse effects are defined as “disproportionate” if the risk of adverse environmental impacts are predominately borne in areas with minority or low-income populations or if the impacts are greater in magnitude in areas with minority or low-income populations than in other areas. When analyzing these impacts, it is important to assess both the negative and positive impacts, consider both the short and long-term effects as well as the secondary and cumulative impacts. One of the most detrimental aspects of controlled access can be to divide defined communities regardless of whether they are EJ communities. This potential impact must be assessed.

Public Involvement: If impacts are unavoidable, EPA recommends that coordination with these affected populations be conducted to determine the affected population's concerns and comments regarding the proposed project. This coordination should include a clear discussion of the project, project updates or expansions, environmental impacts, any economic benefits (job opportunities, etc.) of the project to the affected population, and the opportunity for informal and/or formal comments (e.g., EIS scoping meetings, public hearings, or other public meetings). Because public involvement is an important part of the NEPA process, we recommend early coordination and involvement with potential EJ communities that may be impacted by the project. Regardless of the makeup of the affected population, impacts of the project should be controlled so that significant effects on human health are avoided and/or minimized.

Maps: The NEPA document should contain maps of potential EJ areas of concern within the proposed project corridor. Maps for the route should evaluate population density, minority status, and low-income status.

Example (Segment 9) - Based on preliminary EJ screening analysis using 1990 Census data

Air Quality - The NEPA document should contain a discussion of the regulatory transportation air quality requirements, regional air quality concerns in the project area, and a localized carbon monoxide (CO) analysis. The document should assess existing air quality conditions in terms of National Ambient Air Quality Standards (NAAQS), Federal Prevention of Significant Deterioration (PSD) increments, and state air quality standards (particularly if they are more stringent than the federal regulations). Any aspects of the project that could adversely affect air quality, in terms of creating new violations of Federal air quality standards, increasing the frequency and severity of existing violations of the standards, or delaying attainment of the standards should be identified. All emissions resulting from the project must be in compliance with applicable air quality regulations, particularly the NAAQS for criteria air pollutants [e.g., ozone, carbon monoxide (CO), nitrogen oxides, sulfur dioxide, lead and particulate matter (PM)] in designated non-attainment or maintenance areas.

Mesoscale Concerns: Ozone, hydrocarbons, and nitrogen oxides air quality concerns are regional in nature and as such meaningful evaluation on a project-by-project basis is not possible. Therefore, the EIS should include a discussion of regional air quality conditions, depending on the location of the project, as described below:

Non-attainment/Maintenance Areas: If the project is located in a nonattainment or maintenance area, the EIS must document that provisions of 40 CFR Part 93 Subpart A, Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Project Development, Funded or Approved Under Title 23 U.S.C. or the Federal Transit Laws, have been satisfied. For example, the project should be included in a Long Range Transportation Plan (LRTP) and/or Transportation Improvement Program (TIP) that is in conformance with an approved State Implementation Plan (SIP). The relationship of the project to the SIP should be described in the EIS. Specifically, the EIS must show that the project (without significant changes to the scope and/or design) has been included in the LRTP and/or TIP, and that FHWA has issued a conformity determination for the most recent

SIP.

Attainment Areas: If the project is not located in a nonattainment or maintenance area, the EIS should make a negative declaration for Section 176(c) of the Clean Air Act. In this case, the provisions of 40 CFR Part 93 Subpart A, Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Project Development, Funded or Approved Under Title 23 U.S.C. or the Federal Transit Laws, will not apply.

Microscale (Project-level) Concerns: The primary pollutant that is analyzed at the project stage is carbon monoxide. Therefore, CO emissions must be addressed by a localized hot spot analysis. The locations and level of detail for conducting analyses should be collectively determined by the affected agencies. The requirements of 40 CFR Part 93 Subpart A for carbon monoxide emissions must be satisfied. A localized PM-10 quantitative hot spot analysis will not be required until EPA releases modeling guidance in the Federal Register.

The document should indicate whether coordination with state/local/regional air pollution control agencies on air quality planning, air quality modeling, compliance with federal/state air quality standards, the need for air permits, air quality monitoring, and mitigation for adverse impacts has occurred. Parties which will be responsible for implementing air quality mitigation measures should be identified in the document.

Construction: The documentation should indicate that construction equipment will be tuned to manufacturer's specifications to reduce air emissions. In addition, open burning should be avoided or minimized since such emissions are precursors to ozone. If open burning occurs, coordination with the state and/or county regarding permitting needs should be documented in the NEPA document. The NEPA document should also discuss the types and effectiveness of any mitigation measures that will be used to protect air quality (e.g., vapor recovery systems, fumes incinerators, and dust control measures) during the construction phase. We recommend water for fugitive dust control during construction, instead of oils and other chemicals.

Archeological and Historic Property - Pursuant to the Historic Preservation Act, federal agencies should identify and determine the effect of the action on any district, site, building, structure, or object listed in or eligible for listing in the National Register of Historic Places. The NEPA document should demonstrate that proper coordination with the State Historic Preservation Office (SHPO) has occurred. EPA encourages use of the NEPA process as a mechanism for compliance with Section 106 of the National Historic Preservation Act. A thorough cultural resource survey should be conducted that identifies existing and potential historic properties in the area of potential effects (APE). The APE should include areas with potential secondary and cumulative impacts associated with the project. The NEPA document should discuss mitigative procedures for events such as unearthing archaeological sites during prospective construction. Such procedures should include work cessation in the area until SHPO approval of continued construction.

Consideration of Tribal Interests: If it appears a project has the potential to affect a site to which a tribe "attaches religious and cultural significance", regardless of the location of the property,

there needs to be consultation with the tribe. The property does not have to be located on the current "tribal land," according to the revised 36 CFR Part 800. It should also be determined whether or not the tribe involved has a designated Tribal Historic Preservation Officer (THPO). If so, the THPO will have assumed the responsibilities of the SHPO for Tribal lands.

Biodiversity/Natural Areas - Biodiversity is defined as the variety of plants and animals (biota) of a site or region, and is typically measured by the number of different species and number of individuals per species. In general, the more diverse an area (number of habitat types and animal inhabitants) and the better represented these components are (population counts), the more rigorous (resistant, undisturbed, natural, "healthy") the area is considered. Consistent with CEQ guidance, the NEPA document should discuss biodiversity aspects of the proposal as appropriate. For example, will the project increase, restore, or decrease biodiversity of the area or region? Coordination with the USFWS and the state fish and wildlife agency is recommended regarding the design of any project mitigation areas to enhance or restore biodiversity.

In addition to important natural areas, other critical environmental resources may exist in the project area, such as national and state parks/refuges, wildlife management areas, and other important habitat and greenspace areas on private lands. However, successful protection of natural resources requires more than "spot" conservation of isolated highly valuable and sensitive ecological areas, but also the links between them. One of the biggest threats to the environment is loss of ecosystem functionality due to fragmentation. Roads, agriculture and other development often lead to cutting natural systems into smaller pieces. Large, contiguous tracts of natural land are required not only for species habitat range, such as migratory birds or black bears, but for ecosystem function. Many ecological processes require large areas of land, often crossing more than one land cover type. Viable landscape linkages are needed to connect these different land types, or the processes are disrupted and their capabilities to function healthily are compromised. For these reasons, conservation must take on the new challenge of not only protecting pristine areas, but ecological connectivity as well.

EPA strongly encourages utilization of existing roads and discourages placement of new interchanges in the vicinity of these areas to minimize potential direct and indirect impacts to these important conservation areas and other important connecting ecological areas. Any proposed routing of new alignment should be sited to minimize fragmentation of forested areas or other important natural resources in the project areas. Appropriate compensatory mitigation for impacts to these resources or loss of critical ecosystem functions should be addressed in the NEPA document. Coordination between the appropriate EPA Regional Office and other natural resource agencies in the project area is encouraged to identify important areas, habitat connections, and potential mitigation opportunities.

Endangered Species - EPA defers to USFWS regarding assessments of federally-protected endangered species because the USFWS is the responsible agency for endangered species compliance. However, the NEPA document should demonstrate adequate coordination with the USFWS as part of the identification of any listed species in the project area, the potential for adverse effects, and any measures taken to avoid and minimize these impacts. "Adequate coordination" includes either a concurrence letter from USFWS or a biological opinion from

USFWS for the species concerned. Mitigation measures (including reasonable and prudent measures) should be incorporated in the appropriate places in the NEPA document. Early coordination with the USFWS is recommended.

Cumulative Impacts - NEPA requires the analysis and disclosure of the direct, secondary and cumulative impacts of major federal actions on the environment. While the direct impacts of transportation projects may or may not be significant, the secondary or indirect effects of the project on land use and the subsequent environmental effects can be both temporally and geographically more extensive. Similarly, there could be cases where the cumulative impacts would be great due to existing environmental conditions or other projects planned in an area. With respect to transportation projects, which both serve and induce land use changes, the analysis of these changes and the subsequent environment impacts is important to understand the total impact of the federal action on the natural, cultural and socioeconomic environment. Consideration of secondary and cumulative impacts requires the assessment of an area's ability to absorb additional development, the loss of businesses or residences, or if the watershed can absorb the loss of additional wetlands.

The NEPA document should examine the relative impacts of the various alternatives on potential land use changes. It should not only identify areas for development potential in the project study area, specifically in the vicinity of proposed interchanges, but also the secondary environmental impacts of the projected land use change associated with improved access and economic development. For example, what will be the secondary impact on service-related businesses along existing roadways through towns that will be bypassed? The specific environmental impacts at these areas should be quantified and compared between alternatives, as much as possible. In particular, if there are important existing natural resources, such as high quality wetlands or wildlife habitat, in the vicinity of proposed access points for any of the alternatives, these areas should be identified for potential acquisition as mitigation sites.

The NEPA document should estimate the cumulative impacts associated with the proposed project. Cumulative impacts include the additive effects of a given parameter for all contributing projects in the area, as well as the cumulative impact of all parameters for all projects in the area. The document should define what cumulative impacts would result from implementation of the proposed project. Existing or future projects (federal and non-federal projects) with attendant pollutants should also be considered. EPA also suggests that the spacial/temporal criteria of the analysis be given and that they be uniform throughout the analyses of the interstate highway project, if appropriate given the varied terrain.

As an organizational approach, EPA recommends discussion of the secondary and cumulative impacts of each of the alternatives within each impact section, as opposed to a separate section at the end of the "Environmental Consequences" section. A specific break-out of the direct, indirect (secondary), and cumulative effects is suggested.



U.S. Department
of Transportation

**Federal Aviation
Administration**

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING

JAN 14 2 52 PM '02

Airports District Office, FAA
3385 Airways Blvd., Suite 302
Memphis, Tennessee 38116-3841
(901) 544-3495 FAX: (901) 544-4243
Email: 9.aso-mem-ado@faa.gov

January 8, 2002

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

Dear Ms. Coffey:

This is in response to your letters to Ms. LaVerne Reid of this office dated December 18, 2001 requesting information on any impacts to Federal Aviation Administration (FAA) facilities or public use airports resulting from:

1. the reconstruction of KY 30 from US 421 near Tyner, KY to KY 11
2. the reconstruction of US 62 from KY 189 to KY 181 in Greenville, KY.

There are no public use airports in the immediate vicinity of this proposed project. As long as construction activities do not exceed 200 feet in height above ground level, there will be no impacts on FAA programs and no Notice of Proposed Construction will be required.

Thank you for the opportunity to review the proposal.

Sincerely,

Michael L. Thompson
Program Manager



United States Department of the Interior

FISH AND WILDLIFE SERVICE

446 Neal Street
Cookeville, TN 38501

February 1, 2002

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING
FEB 4 1 19 PM '02

Ms. Annette Coffey
Director, Division of Planning
Kentucky Transportation Cabinet
125 Holmes Avenue
Frankfort, Kentucky 40622

Re: FWS# 02-0701

Dear Ms. Coffey:

Thank you for your letter and enclosure of December 18, 2001, concerning the proposed reconstruction of S.R. 30, between U.S. 421 and S.R. 11 in Owsley and Jackson Counties, Kentucky. Fish and Wildlife Service (Service) personnel have reviewed the information submitted and we offer the following comments in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.)

We are concerned that highway projects frequently accelerate erosion and sedimentation in streams, resulting in adverse effects to the aquatic environment. The use of heavy equipment to move earth and existing vegetation disrupts natural drainage patterns and exposes large areas of disturbed soil to erosion. Lack of suitable sediment and erosion controls and/or infrequent maintenance of sediment control structures can lead to excessive sedimentation and impact fish habitat, degrade water quality, and increase flooding.

Prevention of excessive sedimentation can occur only through application of Best Management Practices during daily construction activities. Rigid application of the Kentucky Transportation Cabinet's construction erosion control standards can preclude most sedimentation problems; however, in some cases additional measures will need to be taken by on-site inspectors and construction representatives.

Information available to the Service indicates that numerous wetlands and streams exist in the vicinity of the proposed I-66 corridor. Due to the large number of USGS quads involved, we are unable to provide map copies of all the known locations of existing streams and wetlands. However, there is a web site that provides digital access to National Wetlands Inventory data for the entire State of Kentucky. The address for this web site is www.kfwis.state.ky.us/KFWIS/DownloadNWIP/download.htm. It should be noted that these digital maps are not to be used as a

substitute for field verification. They are provided as a planning tool. The Corps of Engineers should be contacted regarding the presence of regulatory wetlands and the requirements of wetlands protection statutes.

In several areas along the proposed reconstruction, perennial tributaries of Sturgeon Creek and Herd Fork run directly adjacent to the existing S.R. 30. We request that your agency avoid and minimize longitudinal stream encroachments and stream channel modifications in accordance with Section 404(B)(1) of the Clean Water Act when designing the reconstruction.

Because the proposed project corridor contains both wetlands and streams, the project will likely require U.S. Army Corps of Engineers' permits. Since permit applications could more thoroughly reveal the extent of construction activities affecting aquatic resources, we will provide additional comments during the 404 review process should the project necessitate Corps' permits. However, we would likely have no objection to the issuance of permits if any necessary stream channel work is held to a minimum and Best Management Practices are utilized and enforced, effectively controlling erosion, sedimentation, and other potential hazards. The following conditions are specifically recommended:

1. Erosion and sediment control measures, including but not limited to the following, should be implemented on all vegetatively denuded areas:
 - a. Preventive planning: A well-developed erosion control plan which entails a preliminary investigation, detailed contract plans and specifications, and final erosion and sediment control contingency measures should be formulated and made a part of the contract.
 - b. Diversion channels: Channels should be constructed around the construction site to keep the work site free of flow-through water, and should be lined with plastic or plastic filter fabric to minimize soil erosion.
 - c. Silt barriers: Appropriate use should be made of silt fences, hay bale and brush barriers, and silt basins in areas susceptible to erosion. These structures should be regularly maintained (sediment removal) to prevent undermining.
 - d. Temporary seeding and mulching: All cuts and fill slopes, including those in waste sites and borrow pits, should be seeded as soon as possible.
 - e. Limitation of instream activities: Instream activities, including temporary fills and equipment crossings, should be limited to those absolutely necessary.
2. Concrete box culverts should be placed in a manner that prevents any impediment to low flows or to movement of indigenous aquatic species (e.g., native fish). We recommend that drainage structures be designed to accommodate bankfull discharge and that overflow or "equalizer" pipes be placed in the floodplain to accommodate flood events.

3. Channel excavations required for pier placement should be restricted to the minimum necessary for that purpose. Overflow channel excavations should be confined to one side of the channel, leaving the opposite bank and its riparian vegetation intact.
4. All fill should be stabilized immediately upon placement.
5. Streambanks should be stabilized with riprap or other accepted bioengineering technique(s).
6. Existing transportation corridors should be used in lieu of temporary crossings where possible.
7. Avoid channel modifications and relocations

Efficient management practices can minimize adverse impacts associated with construction. It is important that these and other measures be monitored and stringently enforced. This will aid in preserving the quality of the natural environment and in minimizing adverse impacts to aquatic resources.

The federally endangered Indiana bat (*Myotis sodalis*) may occur along the project corridor. You should assess potential impacts to the Indiana bat and determine if the proposed project may affect it. We recommend that you submit a copy of your assessment and finding to this office for review and concurrence. A "may affect" finding may necessitate formal consultation.

Two federal "Species of Management Concern," Kentucky ladies slipper (*Cypripedium kentuckiense*) and Rafinesque's big-eared bat (*Corynorhinus rafinesquii*), could potentially occur within the project area. While these species are not currently listed, they are being evaluated for potential listing. We would appreciate any measures to avoid or minimize impact to these species or their habitat.

Thank you for giving us the opportunity to comment on this action. If you have any questions, please contact Rob Tawes of my staff at 931/528-6481, ext. 213.

Sincerely,



Lee A. Barclay, Ph.D.
Field Supervisor

xc: Wayne Davis, KDFWR, Frankfort, KY
Jerry Sparks, COE, Sassafras, KY



United States
Department of
Agriculture

Forest
Service

Daniel Boone
National Forest

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

File Code: 1950-5

Date: DEC 28 2001

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

Dear Ms. Coffey:

I have received your letter of December 18, 2001, regarding the proposed reconstruction of KY 30 from US 421 near Tyner to KY 11 in Booneville, KY.

You asked us to notify you of specific issues or concerns of our agency that could affect future phases of the project. You also asked about any environmental justice issues we may be aware of. You enclosed with your letter project information, including maps and a description of the study purpose, issues, and project goals.

I have reviewed the information you provided. The project area is outside the proclamation boundary for the Daniel Boone National Forest, between our London and Redbird Ranger Districts. The nearest National Forest System land to this segment of KY 30 is approximately two air miles. This being the case, our primary concern with the proposed reconstruction project would be with the potential, if any, for either short-term (during construction) or long-term degradation of the water quality of any watercourses that flow from the project area onto or across National Forest System lands. We are not aware of any environmental justice issues associated with the project as proposed.

In reviewing the Environmental Footprint map, I noticed a symbol within the legend with the label "U.S. Forest Service." Although the project area does not encompass any of the national forest, the extent of the Environmental Footprint map does take in both the proclamation boundary and National Forest System lands within the boundary, yet the map did not depict either. If it would help you with the analysis and map development for this or other projects, we would be happy to provide you or Wilbur Smith Associates with a copy of our GIS coverages for national forest administrative boundaries and land ownership. You can contact me if you are interested in this data.



Thank you for the opportunity to review the available information and to comment on this project proposal.

Sincerely,

A handwritten signature in cursive script that reads "Kevin W. Lawrence". The signature is written in black ink and is positioned above the printed name.

KEVIN W LAWRENCE
Planning Staff Officer

Cc:
District Ranger, London
District Ranger, Redbird
Recreation/Engineering Staff Officer



Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

June 19, 2002

(See Attached List)

«LastName»

«JobTitle»

«Company»

«Address1»

«Address2»

«City»

«Salutation»

SUBJECT: Planning Study
Owsley and Jackson Counties
KY 30 Reconstruction from US 421
in Tyner to KY 11 near Booneville
Item No. 10-279.50

The Kentucky Transportation Cabinet is again requesting your agency's input and comments on alternatives that are being considered for a proposed highway project along the KY 30 corridor from US 421 in Jackson County to KY 11 near Booneville in Owsley County.

In December, 2001, we requested your assistance in the early identification of issues and concerns associated with the subject project. Using that information, in addition to information received from local officials, local agencies, and the public, we have identified alternatives for the proposed improvement.

The early identification of issues or concerns associated with these alternatives can help us select the best alternative to avoid or minimize impacts before the project begins final design. The Federal Highway Administration is partnering with us in these efforts. We are asking for you to notify us of specific issues or concerns of your agency relative to the alternatives being considered to help us more accurately assess the merits of each alternative.

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

- Study Purpose, Issues and Project Goals
- Project Location Map



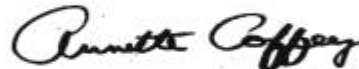
- Year 2001 Traffic and Level of Service (Table)
- Year 2025 Traffic and Level of Service (Table)
- Accident Information by Accident Severity (Table)
- KY 30 Estimated 1999 ADT and 2025 ADT using Statewide Traffic Model (Map)
- Topographic Environmental Footprint Map with Alternate Corridors
- Alternate Corridor Comparison Table
- Questionnaire Summaries from First Public Meetings

Please note that this letter does not serve as a notice of intent to prepare an environmental document in accordance with the National Environmental Policy Act (NEPA). However, we hope to identify issues now that could affect and streamline future phases of the project. We understand that you may not be able to provide extensive detail at this time within the time requested, but we would like to receive enough information to identify the general nature and relative magnitude of each issue or concern. More detailed information will be gathered in the next phase of project implementation when we begin the NEPA process.

Specifically, we wish to know how this project affects your organization and/or its areas of interest. We also would like to know if your organization is aware of any issues or problems that would be associated with any or all of the alternates. Any input and/or insight you can provide concerning this proposed improvement would be welcomed. We respectfully ask that you provide us with your project comments by July 20, 2002, to ensure timely progress in this planning effort.

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Ted Noe of the Division of Planning at 502/564-7183 or at Ted.Noel@mail.state.ky.us. Please address all written correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 125 Holmes Street, Frankfort, KY 40622.

Sincerely,



Annette Coffey, P.E.
Director
Division of Planning

AC:TN:RC
Enclosures
c:

Jose Sepulveda (w/a)
Glenn Jilek (w/a)
Paul E. Hall
John L. Bruner
Marc Williams - WSA
Don Breeding
Andy Buell
Charles Allen

Danny Jewell
Bill Madden
David Jones
George Best
David Waldner
Jeff Allen
Dean Croft

Mr. George Crothers
Director, & State Archaeologist
Department of Anthropology
University of Kentucky
211 Lafferty Hall
Lexington, Kentucky 40506-0024

Ms. Margie Shouse
Independent Hauler Association
905 Nebo Road
P.O. Box 178
Madisonville, Kentucky 42431

Mr. Jack Fish
President
Kentuckians for Better Transportation
10332 Bluegrass Parkway
Louisville, Kentucky 40299

Mr. Bob Arnold
Executive Director
Kentucky Association of Counties
380 King's Daughters Drive
Frankfort, Kentucky 40601

Mr. Ken Oilschlager
President
Kentucky Chamber of Commerce Executives, Inc.
464 Chenault Road
P.O. Box 817
Frankfort, Kentucky 40602

Kentucky Community Development Society, Inc.
517 Ashley Way
Lexington, Kentucky 40503

Mr. Pat Simpson
Commissioner
Kentucky Department of State Police
919 Versailles Road
Frankfort, Kentucky 40601

Kentucky Disabilities Coalition
P.O. Box 1589
Frankfort, Kentucky 40602-1589

Mr. Mike Hill
Director
Division of Multimodal Programs
State Office Building Annex, Mail Code A-5
125 Holmes Street
Frankfort, Kentucky 40622

Colonel Kenneth Frost
Director
Division of Vehicle Enforcement
State Office Building, 8th Floor
501 High Street
Frankfort, Kentucky 40622

Mr. John Bird
Executive Director
Kentucky Forward
416 Chenault Road
P.O. Box 1628
Frankfort, Kentucky 40602-1628

Mr. Jim Cobb
State Geologist and Director
Kentucky Geological Survey
University of Kentucky
228 Mining and Mineral Resources Building
Lexington, Kentucky 40506-0107

Mr. John D. Overing
Kentucky Heritage Resource Conservation
and Development Council
227 Morris Drive
Harrodsburg, Kentucky 40330

Mr. Kevin Graffagnino
Director
Kentucky Historical Society
100 W Broadway
Frankfort, Kentucky 40601

Kentucky Industrial Development Council, Inc.
109 Consumer Lane, Ste. A
Frankfort, Kentucky 40601-8489

Mr. Ned Sheehy
President
Kentucky Motor Transport Association
134 Walnut Street
Frankfort, Kentucky 40601

Mr. Barry Barker
Executive Director
Kentucky Public Transit Association
Transit Authority of River City
1000 West Broadway
Louisville, Kentucky 40203

Ms. Ann R. Latta
Secretary
Tourism Development Cabinet
Capital Plaza Tower, 24th Floor
500 Mero Street
Frankfort, Kentucky 40601

Mr. James Aldridge
Director
Nature Conservancy - Kentucky Chapter
642 West Main Street
Lexington, Kentucky 40508

Mr. Oscar Gerald
Sierra Club
259 West Short Street
Lexington, Kentucky 40507

Mr. Heinz Mueller
Attorney
U.S. Environmental Protection Agency, Region 4
13th Floor, Atlanta Federal Ctr.
61 Forsyth Street, SW
Atlanta, GA 30303

Ms. Sylvia Lovely
Executive Director
Kentucky League of Cities, Inc.
101 East Vine Street, Ste. 600
Lexington, Kentucky 40507

Ms. Vickie Bourne
Executive Director
Office of Transportation Delivery
State Office Building Annex, Mail Code A-4
125 Holmes Street
Frankfort, Kentucky 40622

Ms. Marcheta Sparrow
President
Kentucky Tourism Council
1100 US 127S Bldg C
Frankfort, Kentucky 40601

Mr. Allen D. Rose
Secretary
Workforce Development Cabinet
Capital Plaza Tower, 2nd Floor
Frankfort, Kentucky 40601

Ms. Helen Cleary
President
Scenic Kentucky
P. O. Box 32760
Louisville, Kentucky 40232

Colonel Robert E. Slockbower
Commander & District Engineer
U. S. Army Corps of Engineers
P.O. Box 59
Louisville, Kentucky 40201

Mr. Kenneth W. Holt, MSEH
Emergency & Environmental Health Services Division
Chemical Demilitarization Branch (F-16)
U.S. Center for Disease Control and Prevention
4770 Buford Highway, N.E.
Atlanta, Georgia 30341-3724

Mr. John Milchick, Jr.
Kentucky State Coordinator
U.S. Department of Housing & Urban Development
Office of the State Coordinator
P.O. Box 1044
Louisville, Kentucky 40201

Mr. Lee A. Barclay, Phd.
Field Supervisor
U.S. Department of the Interior
Fish and Wildlife Service
446 Neal Street
Cookeville, Tennessee 38501

The Honorable Harold Rogers
US Representative - 5th District
US House of Representative
2470 Rayburn Office Building
Washington, DC 20515

The Honorable Jim Bunning
United States Senator
502 Hart Senate Building
Washington, D.C. 20510

The Honorable Mitch McConnell
United States Senator
361-A Senate Russell Office Building
Washington, D.C. 20510

Mr. Steve Goodpaster
Director
Kentucky Transportation Cabinet
Division of Bridge Design
State Office Building - 7th Floor
Frankfort, Kentucky 40622

Mr. Dexter Newman
Director
Kentucky Transportation Cabinet
Division of Construction
State Office Building - 4th Floor
Frankfort, Kentucky 40622

Mr. Wesley Glass
Director
Kentucky Transportation Cabinet
Division of Materials
1227 Wilkinson Boulevard
Frankfort, Kentucky 40622

Mr. David Waldner
Director
Kentucky Transportation Cabinet
Division of Environmental Analysis
State Office Building Annex

Mr. Chuck Knowles
Director
Division of Operations
Kentucky Transportation Cabinet
State Office Building - 7th Floor
Frankfort, Kentucky 40622

Mr. Simon Cornett
Director
Division of Traffic
Kentucky Transportation Cabinet
State Office Building - 1st Floor
Frankfort, Kentucky 40622

American Association of Truckers
P.O. Box 487
Benton, Kentucky 42025

Mr. Thomas M. Hunter
Executive Director
Appalachian Regional Commission
1666 Connecticut Avenue, NW
Washington, D.C. 20235

Ms. Sue Perkins
Branch Manager
Permits Branch
Kentucky Transportation Cabinet
1st Floor State Office Building
Frankfort, Kentucky 40622

Ms. LaVerne Reid
District Manager
Airports District Office, Federal Aviation Administration
3385 Airways Blvd., Suite 302
Memphis, Tennessee 38116

Mr. Alex Barber
State Environmental Review Officer
Natural Resources and Environmental
Protection Cabinet
Frankfort Office Park 14 Reilly Road
Frankfort, Kentucky 40601

Mr. Jose Sepulveda
Division Administrator
Federal Highway Administration
Kentucky Division
P.O. Box 536, 330 West Broadway
Frankfort, Kentucky 40602

The Honorable Dwight Bishop
Mayor
City of McKee
P.O. Box 455
McKee, Kentucky 40447

Mr. Jim Hays
620 Dormitory Street
London, Kentucky 40741

Ms. Devona Hisel
Northern Jackson County
290 Asbill Road
McKee, Kentucky 40447

Mr. Harmey Gray
Supervisor
Jackson County Roads
P.O. Box 175
McKee, Kentucky 40447

Mr. Kelvin Combs
Kentucky Airport Zoning Commission
3rd Floor State Office Bldg Annex, 125 Holmes Street
Frankfort, Kentucky 40622

Mr. Kevin W. Lawrence
Planning Staff Officer
U.S. Department of Agriculture
Forest Service, Daniel Boone National Forest
1700 Bypass Road
Winchester, Kentucky 40391

Colonel Steven Gay
Commander and District Engineer
U.S. Army Corps of Engineers
Nashville District
P.O. Box 1070
Nashville, Tennessee 37202-1070

Mr. Lyle Walker
M.A. Walker, Co.
P.O. Box 143
McKee, Kentucky 40447

Mr. Jimmy Singleton
State Highway Supervisor
P.O. Box 23
Gray Hawk, Kentucky 40434

Ms. Linda Truett
Jackson County Transit
P.O. Box 235
McKee, Kentucky 40447

Ms. Clare Kaiser
CAP
P.O. Box 70
McKee, Kentucky 40447

Sister Mary Dormady
St. Paul's Catholic Church
P.O. Box 189
McKee, Kentucky 40447

Mr. Mitchell Ball
JCR Industries
P.O. Box 230
Annville, Kentucky 40402

Ms. Fay Neeley
Department for Community Based Services
P.O. Box 248
McKee, Kentucky 40447

Mr. Mike Buckles
Daniel Boone Development Council
420 Richmond Road
Manchester, Kentucky 40962

The Honorable Tommy Slone
Jackson County Judge/Executive
P.O. Box 175
McKee, Kentucky 40447

Mr. Fletcher Gabbard
Jackson County Transportation Committee
350 Lakes Creek Road
McKee, Kentucky 40447

Ms. Mary Purkey
Administrator
Jackson County Empowerment Zone
P.O. Box 789
McKee, Kentucky 40447

The Honorable Albert Robinson
Kentucky State Senator - 21st District
1249 South Main Street
London, Kentucky 40741

The Honorable Marie Rader
Kentucky State Representative - 89th District
Kentucky State Legislature
P.O. Box 323
McKee, Kentucky 40447

Mr. Tim Fee
Sheriff
Jackson County
Jackson County Courthouse
P.O. Box 426
McKee, Kentucky 40447

Mr. Ralph Hoskins
Superintendent
Jackson County Schools
Highway 421
P.O. Box 217
McKee, Kentucky 40447-0217

The Honorable Jimmie W. Herald
Owsley County Judge/Executive
Owsley County Courthouse
P.O. Box 749
Booneville, Kentucky 41314

Mr. Paul Short
Owsley County Sheriff
Owsley County Courthouse
P.O. Box 454
Booneville, Kentucky 41314

Mr. Stephen F. Jackson
Superintendent
Owsley County Schools
Court and Main
P.O. Box 340
Booneville, Kentucky 41314-0340

Mr. Mike Jackson
Leslie, Knott, Letcher and Perry Community
Action Council (LKLP)
165 Carr Creek Hill Road
Red Fox, Kentucky 41847

Mr. Roger Wiebusch
Bridge Administrator
United States Coast Guard
Bridge Branch
1222 Spruce Street
St. Louis, Missouri 63103

The Honorable Charles Long
Mayor
City of Booneville
P.O. Box 35
Booneville, Kentucky 41314

Mr. Dent Haynes
Acting Executive Director
Delta Regional Authority
236 Sharkey Avenue, Suite 400
Clarksdale, MS 38614

Mr. Gary Lanthrum
Director, National Transportation Program
US Department of Energy
Albuquerque Operations Office
P.O. Box 5400, SC-5
Albuquerque NM 87185

Mr. William Straw, PhD
Regional Environmental Officer
Federal Emergency Management Agency
Region IV
3003 Chamblee-Tucker Road
Atlanta, Georgia 30341

Mr. David Sawyer
State Conservationist
U.S. Department of Agriculture
Natural Resources Conservation Service
711 Corporate Drive, Suite 110
Lexington, Kentucky 40503

Kentuckians for the Commonwealth
105 Reams Street
P.O. Box 1450
London, Kentucky 40743

STUDY PURPOSE, ISSUES AND PROJECT GOALS

KY 30 Scoping Study

Reconstruct KY 30 from US 421 at Tyner to KY 11 at Booneville
Owsley-Jackson Counties
Item No. 10-279.50

Study Purpose

The purpose of the KY 30 Scoping Study is to: define and gather critical information on the project prior to the design phase, which is scheduled in the Kentucky Transportation Cabinet's Six Year Highway Plan. The study is intended to help define the location and purpose of the project and better meet Federal requirements regarding consideration of environmental issues, as defined in the National Environmental Policy Act (NEPA). Items involved with this study include:

- ▶ Discuss project needs and issues with public officials, resource agencies and other groups which have a special interest in the project;
- ▶ Define project goals, needs and issues;
- ▶ Define the beginning and ending points of the project corridor;
- ▶ Identify any known environmental concerns;
- ▶ Identify and evaluate alternate corridors and possible design concepts; and
- ▶ Listen to, and share information with, the public.

Issues

Major issues and concerns have been identified within the study area that will be addressed in the Scoping Study. These include:

- ▶ Poor geometrics, including narrow lane widths, narrow shoulders, substandard horizontal/vertical alignments and poor sight distance (no passing lanes);
- ▶ Lack of good access to major expressway-type systems in the region (i.e., I-75, Mountain Parkway and I-64);
- ▶ Limited truck access, since KY 30 is not on the National Highway System or the National Truck Network;
- ▶ Poor response times for emergency vehicles (i.e., ambulance, police, fire); and
- ▶ A need to improve economic opportunities in Owsley and Jackson Counties.

Project Goals

For the KY 30 Scoping Study project several goals and objectives were identified. These include:

- ▶ Improved horizontal/vertical alignments to provide adequate sight distances;
- ▶ Improved travel times between Tyner and Booneville;
- ▶ Improved statewide and regional access;
- ▶ Improved emergency response times;
- ▶ Improved truck access for the region; and
- ▶ Improved economic opportunities.

Project Schedule

The current schedule for the project is:

Phase	Fiscal Year	Funding ¹
Design	2001	\$500,000 ²
Right-Of-Way Acquisition	Not scheduled	-----
Utilities	Not scheduled	-----
Construction	Not scheduled	-----

¹ From the *Kentucky Transportation Cabinet (KYTC) "Approved 2000-2002 Biennial Highway Construction Program and Identified Preconstruction Program Plan for FY 2003 Through 2006" (Six Year Highway Plan) and the KYTC Statewide Transportation Plan*

² Includes cost of Scoping Study

Contacts

Address written comments to:

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

Or, you may contact by phone or e-mail:

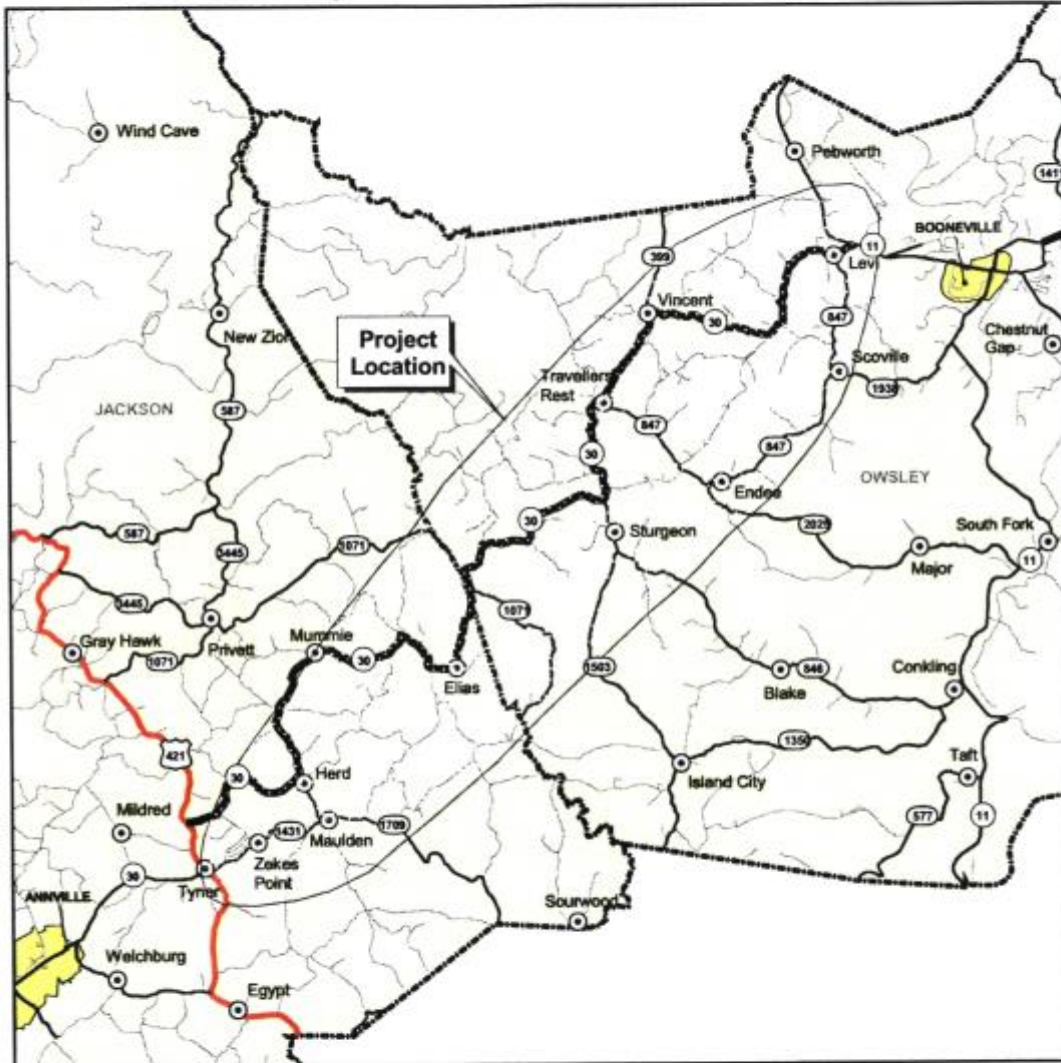
Ted Noe, P.E.
Project Engineer
Kentucky Transportation Cabinet
Division of Planning
(502) 564-7183
ted.noe@mail.state.ky.us

Visit our web page at: <http://www.kytc.state.ky.us/planning/index.htm>





Location Map



Legend

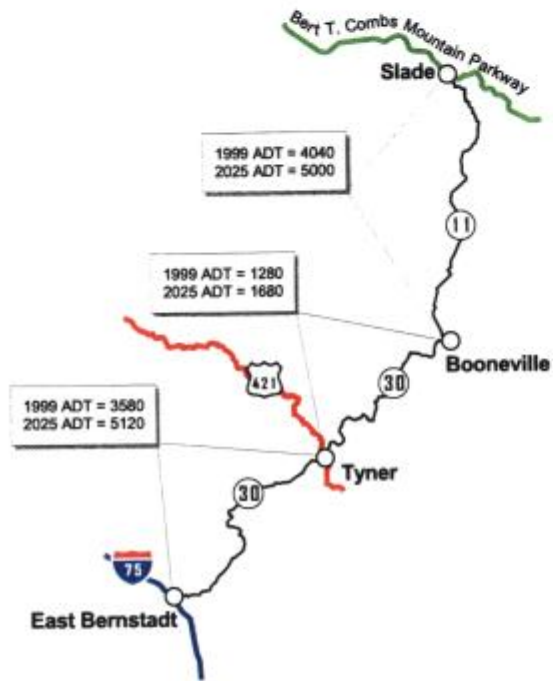
-  U.S. Highways
-  State Highways
-  Local Roads

3 0 3 Miles



Project Location

Jackson and Owsley
Counties
Item No. 10-297.50



No Build



Proposed Improvement

East Bernstadt to Tyner



Proposed Improvement

East Bernstadt to Booneville



Proposed Improvement

East Bernstadt to I-64



Location Map



KY 30
Estimated 1999 ADT & 2025 ADT
Using Statewide Traffic Model
 Owsley and Jackson Counties
 Item No. 10-279.50

OWSLEY COUNTY

JACKSON COUNTY

CORRIDOR OPTIONS

NO. 1	A-E
NO. 2	A-F
NO. 3	A-G
NO. 4	B-E
NO. 5	B-F
NO. 6	B-G
NO. 7	C-E
NO. 8	C-F
NO. 9	C-G
NO. 10	D-H
NO. 11	D-I
NO. 12	D-J

3500 0 3500 7000 Feet



- Historical Structures
- Antenna Structures
- Underground Storage Tanks
- Abandoned Mine Lands
- EPA Pollutant Discharge Site
- Illegal Dump Site
- Coal Exploration Sites
- Waterwells
- Cemetery
- Church
- School
- Oil well
- Gas Well
- Dry and Abandoned Well
- Water Tanks

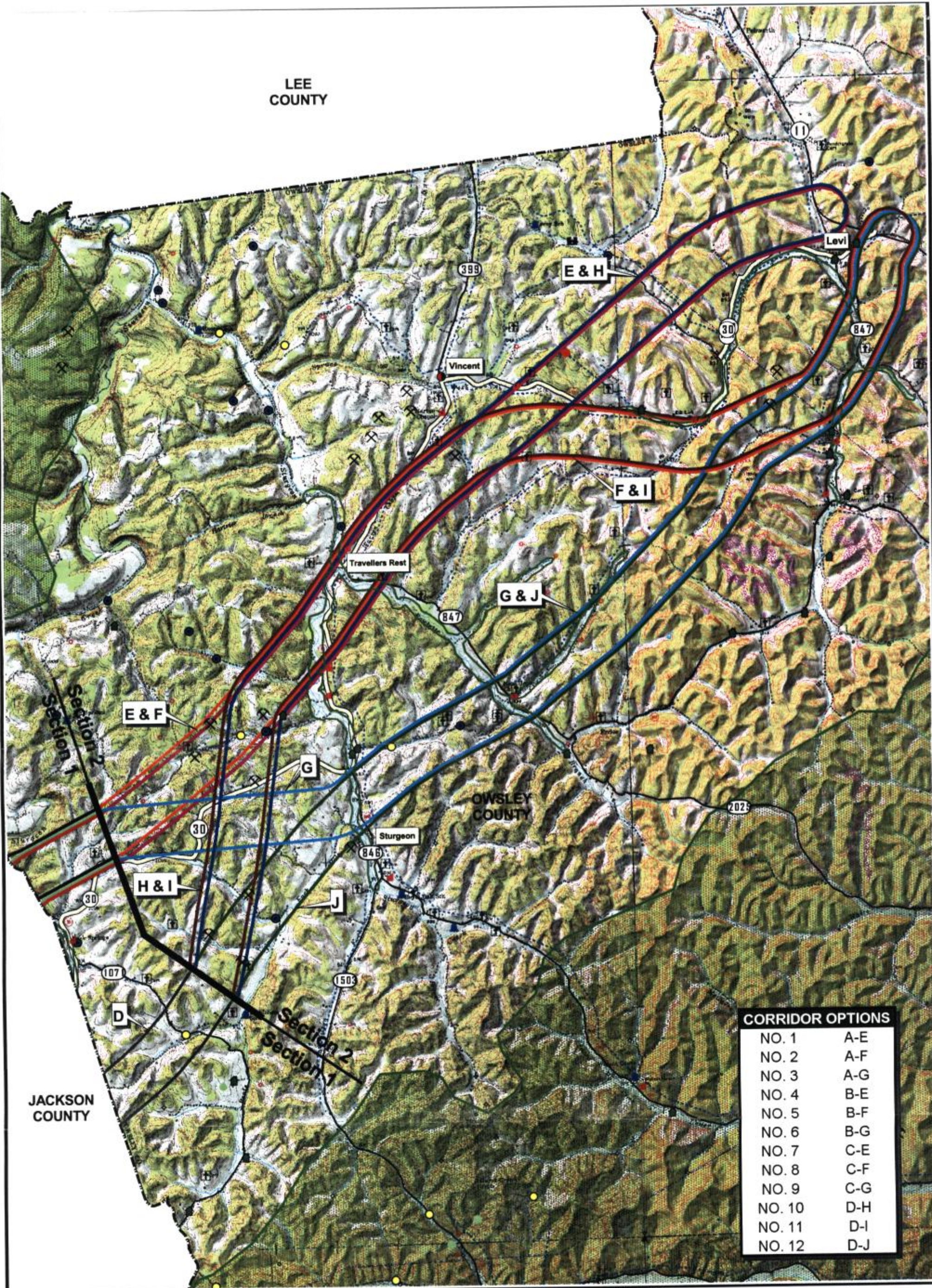
- Water Lines
- Streams
- Agricultural District
- Wetlands
- U.S. Forest Service
- Lake

- Corridor A
- Corridor B
- Corridor C
- Corridor D



KY 30
Environmental Footprint
Jackson County Alternates
 Owsley and Jackson
 Counties
 Item No. 10-279.50

LEE COUNTY



CORRIDOR OPTIONS	
NO. 1	A-E
NO. 2	A-F
NO. 3	A-G
NO. 4	B-E
NO. 5	B-F
NO. 6	B-G
NO. 7	C-E
NO. 8	C-F
NO. 9	C-G
NO. 10	D-H
NO. 11	D-I
NO. 12	D-J



- Historical Structures
- Dams
- Underground Storage Tanks
- Abandoned Mine Lands
- EPA Site [RCRIS]
- Illegal Dump Site
- Coal Exploration Sites
- Waterwells
- Cemetery
- Church
- School
- Oil well
- Gas Well
- Dry and Abandoned Well
- Well Location
- Water Tanks
- Water Lines
- Streams
- Wetlands
- U.S Forest Service
- Lake
- Archaeological Area

- Corridor A
- Corridor B
- Corridor C
- Corridor D
- Corridor E
- Corridor F
- Corridor G
- Corridor H
- Corridor I
- Corridor J



KY 30
Environmental Footprint
Owsley County Alternates
 Owsley and Jackson
 Counties
 Item No. 10-279.50

Alternate Corridor Comparisons for KY 30 (Tyner to Booneville)										
Corridor Issues (2000' Width) ¹	Corridor A	Corridor B	Corridor C	Corridor D	Corridor E	Corridor F	Corridor G	Corridor H	Corridor I	Corridor J
Cemeteries ²	1	2	2	1	3	5	7	2	4	8
Historic Structures/Eligible Structures	3/1	3/0	3/0	3/0	0/4	0/5	0/4	1/6	1/7	0/4
Gas & Oil Wells	8	11	12	1	3	3	4	3	3	4
Water Mains (miles)	3.9	2.8	2.8	2.3	3.6	5.0	2.9	3.6	5.0	2.9
Water Wells	3	2	3	1	2	4	2	5	5	3
Archaeology Sites ³	0	0	0	0	0	0	3	1	1	7
Stream Crossings	10	6	7	5	9	11	6	12	14	8
Stream Miles	7.3	4.7	5.0	4.2	6.7	8.7	7.3	7.5	9.4	8.1
Wetlands (acres)	58	32	38	55	59	90	86	59	90	97
Strip-Mined or Deep-Mined Areas (acres)	16	0	0	16	71	43	10	71	42	1
Wild & Scenic Rivers	0	0	0	0	0	0	0	0	0	0
Water Quality Permits	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible	Possible
Illegal Dump Sites	0	2	2	1	1	1	1	1	1	1
Environmental Justice	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected
UST/HAZMAT Potential	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
AST Potential	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
4(f) Property Potential	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected	None Expected
Gas Pipelines (miles)	0	0	0	0	0.4	0.4	0.4	0.4	0.4	0.4
Electrical Transmission Mains (miles)	3.8	1.1	1.0	1.0	0	0	0	0	0	0
Prime Farmland (acres)	73	71	76	76	109	140	95	122	154	150
Intersections with KY 30	1	3	1	0	2	1	1	3	2	0
Intersections with other roads	9	6	9	6	8	9	6	8	10	7
Churches	1	1	0	0	2	1	1	2	1	1
Schools	0	0	0	0	0	0	0	0	0	0
Total Structures ⁴	102	91	68	59	85	77	51	94	86	54
Geotechnical Recommendation ⁵	3	2	2	1	2	3	1	2	3	1
Tie with KY 11 North/South of existing	n/a	n/a	n/a	n/a	North	South	South	North	South	South
Approximate Travel Time ⁶ (minutes)	8.4	8.0	8.2	7.3	7.9	8.7	8.5	8.5	9.4	8.4
Tyner to Booneville ADT (2001)	457-1,340	457-1,340	457-1,340	457-1,340	457-1,340	457-1,340	457-1,340	457-1340	457-1340	457-1340
Tyner to Booneville ADT (2025)	735-2,060	735-2,060	735-2,060	735-2,060	735-2,060	735-2,060	735-2,060	735-2,060	735-2,060	735-2,060
KY 30 Residual ADT (2001)	90-375	90-375	90-375	90-375	90-375	90-375	90-375	90-375	90-375	90-375
KY 30 Residual ADT (2025)	140-600	140-600	140-600	140-600	140-600	140-600	140-600	140-600	140-600	140-600
Length of Corridor, Total (miles, est.)	7.7	7.3	7.5	6.7	7.2	8.0	7.8	7.8	8.6	7.7
Length of Corridor, Jackson Co. (miles)	7.0	6.6	6.8	5.6	0.0	0.0	0.0	0.0	0.0	0.0
Length of Corridor, Owsley Co. (miles)	0.7	0.7	0.7	1.1	7.2	8.0	7.8	7.8	8.6	7.7
State Road Mileage	2.5	2.9	3.0	2.6	2.8	3.4	2.9	3.2	3.8	2.4
Local Road Mileage	5.2	2.7	4.5	3.2	4.0	5.3	6.7	4.0	5.3	6.7
Estimated Cost ⁷ (\$Millions)	34.9	33.3	34.1	31.1	26.3	29.3	28.6	28.6	31.5	28.2

¹ Corridors A-B-C-D begin at US 421; Corridors E-F-G begin N of KY 30 at Sturgeon Creek Rd. & match A-B-C; Corridors H-I-J begin S of KY 30 near KY 1071 & match D.

² Includes only those recorded or documented

³ Includes only those recorded; additional analysis required during design phase

⁴ Approximate number of houses, churches, stores, barns, etc. (taken from aerial photographs) within corridor

⁵ Ranking from Geotechnical Overview Report

⁶ At 55 miles per hour (posted speed limit) with no delay

⁷ Two-lane roadway section w/truck lanes and includes design/environmental, right-of-way, utility, construction and Tyner interchange costs (FY 2002\$)

TRAFFIC AND GEOMETRIC DATA

**Jackson County
KY 30, MP 11.416 to MP 20.919**

Functional Classification	Rural Minor Arterial
State System	State Primary
National Truck Network	No
NHS	No
Truck Weight Class	AA
Type Road	Undivided
Type of Terrain	Rolling
Number of Bridges	2
Pavement Type	High Flexible

Begin MP	End MP	Length (Miles)	2001 ADT	Annual Growth Rate	2025 ADT No Impr.	2025 ADT Residual	% Trucks	Number of Lanes	Lane Width (Feet)	Shoulder Width (Feet)	% Passing Sight Distance	Speed Limit (MPH)	2001 LOS (Existing)	2025 LOS (w/ No Impr.)
11.416	12.523	1.107	2,850	2.0%	4,580	1,370	9.0	2	9	2	0	55	A	A
12.523	13.596	1.073	1,230	2.0%	1,980	590	9.0	2	9	1	0	55	A	A
13.596	14.765	1.169	924	2.0%	1,490	450	9.0	2	9	1	0	55	A	A
14.765	19.622	4.857	457	2.0%	735	150	9.0	2	9	1	0	55	A	A
19.622	20.919	1.297	459	2.0%	738	150	9.0	2	9	1	0	55	A	A

**Owsley County
KY 30, MP 0.000 to MP 11.206**

Functional Classification	Rural Minor Arterial
State System	State Primary (Other)
National Truck Network	No
NHS	No
Truck Weight Class	A
Type Road	Undivided
Type of Terrain	Rolling
Number of Bridges	5
Pavement Type	Mixed Bituminous

Begin MP	End MP	Length (Miles)	2,001 ADT	Annual Growth Rate	2025 ADT No Impr.	2025 ADT Residual	% Trucks	Number of Lanes	Lane Width (Feet)	Shoulder Width (Feet)	% Passing Sight Distance	Speed Limit (MPH)	2001 LOS (Existing)	2025 LOS (w/ No Impr.)
0.000	0.646	0.646	575	1.8%	882	180	7.6	2	9	2	0	55	A	A
0.646	3.440	2.794	883	1.8%	1,350	270	7.6	2	9	2	0	55	A	A
3.440	5.211	1.771	935	1.8%	1,430	290	7.6	2	9	2	0	55	A	A
5.211	6.834	1.623	1,080	1.8%	1,660	500	7.6	2	9	2	0	55	A	A
6.834	8.700	1.866	976	1.8%	1,500	300	7.6	2	9	2	0	55	A	A
8.700	10.799	2.099	1,340	1.8%	2,060	410	7.6	2	9	2	0	55	A	A
10.799	11.000	0.201	1,340	1.8%	2,060	410	7.6	2	9	2	0	35	B	C
11.000	11.206	0.206	1,340	1.8%	2,060	410	7.6	2	9	2	0	55	A	A

NOTE: ADT = Average Daily Traffic
MP = Milepoint
LOS = Level of Service

ACCIDENT DATA ANALYSIS (1997-2000)

Jackson County

Route	Begin MP	End MP	Length (Miles)	ADT	Number of Lanes	Divided/Undivided	Rural/Urban	Avg. Acc Rate	Critical Acc Rate	Accidents				HMVM	Rates per HMVM or MV				Critical Rate Factor
										Fatal	Injury	PDO	Total		Fatal	Injury	PDO	Total	
US 421	1.654	3.786	2.132	1,820	2	Undivided	Rural	252	432.63	0	0	4	4	0.06	0.00	0.00	70.61	70.61	0.16
US 421	3.786	4.592	0.806	3,660	2	Undivided	Rural	252	460.65	0	2	4	6	0.04	0.00	46.44	92.87	139.31	0.30
US 421	4.592	5.659	1.067	2,720	2	Undivided	Rural	252	462.46	1	0	3	4	0.04	23.60	0.00	70.80	94.40	0.20
US 421	5.659	7.464	1.805	3,390	2	Undivided	Rural	252	394.41	0	2	1	3	0.09	0.00	22.39	11.19	33.58	0.09
US 421	7.464	8.215	0.751	3,130	2	Undivided	Rural	252	487.31	0	2	1	3	0.03	0.00	58.28	29.14	87.41	0.18
KY 30	11.416	12.523	1.107	2,850	2	Undivided	Rural	252	453.39	0	3	3	6	0.04	0.00	65.13	65.13	130.26	0.29
KY 30	12.523	13.596	1.073	1,230	2	Undivided	Rural	252	572.54	0	0	0	0	0.02	0.00	0.00	0.00	0.00	0.00
KY 30	13.596	14.765	1.169	924	2	Undivided	Rural	252	609.34	0	0	1	1	0.02	0.00	0.00	63.41	63.41	0.10
KY 30	14.765	19.622	4.857	457	2	Undivided	Rural	252	494.59	0	1	3	4	0.03	0.00	30.86	92.57	123.43	0.25
KY 30	19.622	20.919	1.297	459	2	Undivided	Rural	252	748.15	0	1	1	2	0.01	0.00	115.05	115.05	230.10	0.31
KY 1071	0.000	2.597	2.597	834	2	Undivided	Rural	252	497.77	0	0	4	4	0.03	0.00	0.00	126.49	126.49	0.25
KY 1071	2.597	4.761	2.164	378	2	Undivided	Rural	252	668.06	0	0	1	1	0.01	0.00	0.00	83.73	83.73	0.13
KY 1071	4.761	6.712	1.951	243	2	Undivided	Rural	252	815.75	0	0	0	0	0.01	0.00	0.00	0.00	0.00	0.00
KY 1431	0.000	2.112	2.112	936	2	Undivided	Rural	252	510.03	0	2	0	2	0.03	0.00	69.30	0.00	69.30	0.14
KY 1431	2.112	2.951	0.839	414	2	Undivided	Rural	252	924.83	0	0	0	0	0.01	0.00	0.00	0.00	0.00	0.00
KY 1709	0.000	2.764	2.764	195	2	Undivided	Rural	252	776.52	0	0	0	0	0.01	0.00	0.00	0.00	0.00	0.00
KY 1709	2.764	3.980	1.216	795	2	Undivided	Rural	252	631.63	0	0	0	0	0.01	0.00	0.00	0.00	0.00	0.00
KY 3445	0.000	1.025	1.025	686	2	Undivided	Rural	252	704.30	0	1	0	1	0.01	0.00	97.41	0.00	97.41	0.14
KY 3445	1.025	2.888	1.863	1,040	2	Undivided	Rural	252	512.81	0	1	1	2	0.03	0.00	35.35	35.35	70.70	0.14

Owsley County

Route	Begin MP	End MP	Length (Miles)	ADT	Number of Lanes	Divided/Undivided	Rural/Urban	Avg. Acc Rate	Critical Acc Rate	Accidents				HMVM	Rates per HMVM or MV				Critical Rate Factor
										Fatal	Injury	PDO	Total		Fatal	Injury	PDO	Total	
KY 11	13.218	14.227	1.009	4,210	2	Undivided	Rural	252	424.27	0	2	3	5	0.06	0.00	32.25	48.37	80.62	0.19
KY 11	14.227	14.841	0.614	2,350	2	Undivided	Rural	252	537.44	0	0	0	0	0.02	0.00	0.00	0.00	0.00	0.00
KY 11	14.841	17.307	2.466	2,350	2	Undivided	Rural	252	425.28	1	4	2	7	0.08	11.82	47.28	23.64	82.73	0.19
KY 30	0.000	0.646	0.646	575	2	Undivided	Rural	252	866.96	0	0	1	1	0.01	0.00	0.00	184.39	184.39	0.21
KY 30	0.646	3.440	2.794	883	2	Undivided	Rural	252	477.54	0	0	1	1	0.04	0.00	0.00	27.76	27.76	0.06
KY 30	3.440	5.211	1.771	935	2	Undivided	Rural	252	517.44	0	0	1	1	0.02	0.00	0.00	41.36	41.36	0.08
KY 30	5.211	6.834	1.623	1,080	2	Undivided	Rural	252	509.52	0	1	0	1	0.03	0.00	39.08	0.00	39.08	0.08
KY 30	6.834	8.700	1.866	976	2	Undivided	Rural	252	498.06	0	0	1	1	0.03	0.00	0.00	37.61	37.61	0.08
KY 30	8.700	11.206	2.506	1,340	2	Undivided	Rural	252	436.47	0	3	1	4	0.05	0.00	61.19	20.40	81.59	0.19
KY 399	0.000	1.908	1.908	523	2	Undivided	Rural	252	591.04	0	0	1	1	0.01	0.00	0.00	68.64	68.64	0.12
KY 846	0.000	0.846	0.846	595	2	Undivided	Rural	252	771.89	0	0	1	1	0.01	0.00	0.00	136.07	136.07	0.18
KY 846	0.846	4.000	3.154	389	2	Undivided	Rural	252	582.41	0	1	0	1	0.02	0.00	55.83	0.00	55.83	0.10
KY 847	0.000	0.757	0.757	143	2	Undivided	Rural	252	1645.23	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00
KY 847	0.757	5.186	4.429	251	2	Undivided	Rural	252	610.17	0	0	0	0	0.02	0.00	0.00	0.00	0.00	0.00
KY 847	5.186	7.177	1.991	274	2	Undivided	Rural	252	739.12	0	0	1	1	0.01	0.00	0.00	125.55	125.55	0.17
KY 1071	0.000	0.892	0.892	253	2	Undivided	Rural	252	1119.88	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00
KY 1071	0.892	3.907	3.015	68	2	Undivided	Rural	252	2153.00	0	0	1	1	0.00	0.00	0.00	334.08	334.08	0.16
KY 1503	0.000	2.099	2.099	290	2	Undivided	Rural	252	700.94	0	0	0	0	0.01	0.00	0.00	0.00	0.00	0.00
KY 1503	2.099	3.931	1.832	445	2	Undivided	Rural	252	639.23	1	1	0	2	0.01	84.02	84.02	0.00	168.03	0.26
KY 1938	0.000	1.273	1.273	299	2	Undivided	Rural	252	841.14	0	0	0	0	0.01	0.00	0.00	0.00	0.00	0.00
KY 1938	1.273	2.481	1.208	672	2	Undivided	Rural	252	653.60	0	1	0	1	0.01	0.00	84.37	0.00	84.37	0.13
KY 2025	0.000	4.115	4.115	56	2	Undivided	Rural	252	831.65	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00
KY 2025	4.115	5.933	1.818	159	2	Undivided	Rural	252	1018.40	0	0	0	0	0.00	0.00	0.00	0.00	0.00	0.00

PROJECT QUESTIONNAIRE RESULTS

(From Public Meetings At Tyner and Booneville, October 2001)

Question 1: *How did you hear about this project?*

189 Responses	•Friend/Family –	70 (37%)
	•Newspaper –	58 (31%)
	•Elected Official –	20 (11%)
	•Meeting –	20 (11%)
	•Flier –	10 (5%)
	•Other –	6 (3%)
	•Radio –	4 (2%)
	•Newsletter –	1 (<1%)

Question 2: *Do you feel this project would be beneficial to the region?*

141 Responses	•Beneficial to the region –	116 (82%)
	•Not beneficial to the region –	18 (13%)
	•Little/no impact –	7 (5%)
	•No opinion –	0 (0%)

Question 3: *If this new highway existed today, would you use it?*

128 Responses	•Once per week	60 (47%)
	•Daily –	42 (33%)
	•More than twice per week –	24 (19%)
	•Never –	2 (1%)

Question 4: *If you traveled this new highway, what would the primary purpose be?*

165 Responses	•Leisure/Recreation –	73 (44%)
	•Commuting to work –	39 (24%)
	•Access to healthcare facilities –	32 (19%)
	•Other –	21 (13%)

Question 5: *If this highway were built, what do you think the most important benefit would be?*

97 Responses	•Provide better opportunities for new jobs –	29 (30%)
	•Provide improved access to jobs in and out of the area –	22 (23%)
	•Improve access, efficiency and safety for emergency services –	16 (16%)
	•Provide safer travel between Tyner and Booneville –	14 (14%)
	•Improved access to the Mountain Parkway –	7 (7%)
	•Improve travel time between Booneville and Tyner –	6 (6%)
	•Improve truck access from London to Booneville –	3 (3%)

PROJECT QUESTIONNAIRE RESULTS

(From Public Meetings At Tyner and Booneville, October 2001)

Question 6: *For the proposed KY 11 intersection near Booneville, do you feel the corridor should end:*

- 122 Responses
- Near the existing KY 30 intersection – **64 (52%)**
 - West of the existing intersection (toward Beattyville) – **38 (31%)**
 - East of the existing intersection (toward Booneville) – **18 (15%)**
 - Other location – **2 (2%)**

Question 7: *Do you feel that the proposed corridor should be located:*

- 131 Responses
- A combination of north and south of KY 30 – **55 (42%)**
 - Along existing KY 30 – **50 (38%)**
 - South of KY 30 – **18 (14%)**
 - North of KY 30 – **8 (6%)**

Question 8: *Are you aware of any environmental concerns or sensitive areas in the project location that should be avoided?*

- 98 Responses
- No – **80 (82%)**
 - Yes – **18 (18%)**

Note: Yes responses included, but not necessarily limited to, the following:

- ⇒ Cemeteries
- ⇒ Church at Rock Springs
- ⇒ Farms and farmland
- ⇒ Businesses
- ⇒ Water main
- ⇒ Wildlife
- ⇒ Barns
- ⇒ Wetlands
- ⇒ Houses
- ⇒ American Chestnut trees
- ⇒ Water recycling systems
- ⇒ Elm trees
- ⇒ Wells
- ⇒ Walnut trees
- ⇒ Water areas
- ⇒ People

JAMES E. BICKFORD
SECRETARY



PAUL E. PATTON
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION

FRANKFORT OFFICE PARK
14 REILLY RD
FRANKFORT KY 40601

October 15, 2002

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

Re: Scoping Study of reconstruction of KY 30 from US 421 at Tyner to KY 11 at Booneville in Owsley-Jackson Counties, KY (Item No. 10-279.50) (SERO 2002-64)

Dear Mr. Turner,

The Natural Resources and Environmental Protection Cabinet (NREPC) 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.

The Kentucky agencies listed on the attached sheet have been provided an opportunity to review the above referenced report. Responses were received from 9 (also marked on attached sheet) of the reviewing agencies that were forwarded a copy of the document. Attached are the comments from the Kentucky Divisions of Waste Management, Water, Air Quality, and Conservation and the Kentucky State Nature Preserves Commission.

If you should have any questions, please contact me at (502) 564-2150, ext.137.

Sincerely,

A handwritten signature in black ink that reads "Boyce Wells".

Boyce Wells
State Environmental Review officer

Enclosures



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2002 OCT 16 P 2:16
DIV OF PLANNING

**NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION
CABINET
ENVIRONMENTAL REVIEW**

Scoping Study of reconstruction of KY 30 from US 421 at Tyner to KY 11 at Booneville in
Owsley-Jackson Counties, KY (Item No. 10-279.50)

The following agencies were asked to review the above referenced project. Each agency that returned a response will appear below with their comments and the date the project response was returned.

**C denotes Comments
NC denotes No Comment
IR denotes Information Request
NR denotes No Response**

REVIEWING AGENCIES:

Division of Water _____	COMMENTS
Division of Waste Management _____	COMMENTS
Division for Air Quality _____	COMMENTS
Department of Health Services _____	
Economic Development Cabinet _____	
Division of Forestry _____	NC
Department of Surface Mining Reclamation & Enforcement _____	NC
Department of Parks _____	NC
Department of Agriculture _____	
Nature Preserves Commission _____	COMMENTS
Kentucky Heritage Council _____	
Division of Conservation _____	COMMENTS
Department for Natural Resources _____	NOT SENT
Department of Fish & Wildlife Resources _____	NC
Transportation Cabinet _____	NOT SENT
Department for Military Affairs _____	

JUL 24 10 44 AM '02

**Jackson County Transportation Committee
Jackson County Court House
McKee, KY 40447**

July 15, 2002

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

Dear Ms. Coffey:

I am responding, on behalf of the Jackson County Transportation Committee, to your request of June 19, 2002 for input and comments on the proposed Reconstruction of KY 30 from US 421 at Tyner to KY 11 at Booneville in Owsley and Jackson Counties.

Our comments of January 17, 2002 addressed the reasons for development of this project toward status as a major connector for the communities served by it in Jackson, Lee, and Owsley Counties. In this letter, we stress again the need of this road for our regional interests in economic development, in safety, and in convenience for our citizens. We believe that this project, with the future improvement of US 421 traversing Jackson County from North to South, would greatly promote the progress and well being of our citizens. This route when improved will open easy, and safer East-West access to our Interstate Highway System, markets at Winchester, Ashland, London, and places beyond. Without access to markets and people, economic development is next to impossible. For the past century, studies, complaints, analyses, and allegations have been made about the plight of these "poor" counties of eastern Kentucky. Along a contiguous area on the border between the highlands of the Cumberland Mountains and the rolling terrain of Central Kentucky lie the ten poorest counties in the Commonwealth. Owsley County is reckoned the poorest. What can be done about it? For maximum impact, build a good road; they will come, they will go, and commerce will begin to flow.

We have become aware of some issues and problems which will affect the specific routing and development of the project. We understand that support for the project is virtually unanimous in Owsley County; however, in Jackson County, objections have been raised because of fears that farmsteads will be damaged by the construction and subsequent traffic along the reconstructed road. We hope and believe that the objections which have been raised can be substantially reduced or removed by due diligence in the routing and design of the project to minimize damage and inconvenience to farmsteads along the route. We stand ready to assist you in contacting property owners, learning details of their concerns, and developing designs which will be to the mutual benefit to property owners and the other citizens served by the reconstructed highway. An

important consideration will be the assurance of easy and safe access to farmlands traversed by the highway. Of the sixteen areas where environmental concerns were expressed, the most difficult appear to be the desire of property owners to protect farms and homes. Since property owners along the proposed route understand the importance of this road to Owsley, Lee, and Jackson Counties, we feel confident that amicable solutions can be found.

We have undertaken to collect input from citizens of Jackson County who are directly affected by the project (they live along the route). This should add to the results already obtained at public meetings and other forums. These polls are included as an attachment to this letter.

We are unable to comment on the specific alternatives at this time. Our opinion remains that the most direct, least-cost, alternative which is consistent with the constraints imposed by construction standards, the NEPA process and the local property owners, is preferred. Go directly there. We feel there should be at least two crossings of the existing KY 30 in Jackson County to provide for the convenience of local residents.

We continue to urge that this worthy project be advanced as quickly as possible through the planning and design stages to facilitate reconstruction of KY 30 from Tyner to Booneville at the earliest feasible time. Much good will come of this.

Thanks for the opportunity to comment.

Sincerely,



Tommy Slone, Chairman
Jackson County Transportation Committee

Cc: Andy Buell, District 11
Kentucky Department of Highways

Clay McKnight, Transportation Staff
CVAAD

PETITION FOR NEW PROPOSED HIGHWAY FROM TYNER TO BOONEVILLE

NAME

ADDRESS

Larry D. Farmer (Land owner - Ky 30E)	1267 Hwy 577E, Annville, Ky 40402
Donald C. Farmer (Land owner - Ky 30E)	485 CRAIG Road, Cincinnati, OH 45244
Molly Farmer	40 Crank Rd. Tyner, Ky. 40486
Mac K. Farmer	40 Crank Rd. Tyner, Ky. 40486
Loula Whitaker	879 Hwy 30E Tyner, Ky 40486
Marion Whitaker	" " " "
Pam Ward	2837 Hwy 30E Tyner Ky 40486
Claude Hudson Jr.	1378 Hwy 30E Tyner Ky 40486
Rebecca Hudson	" " " "
Mercedes Hudson	" " " "
Jula Estridge	P.O. Box 532 " " "
Bud Estridge	P.O. Box 561 " " "
Jona Estridge	P.O. Box 561 " " "
Elisa Kay Hipp	672 Hwy 30E " " "
James Fields	1472 George McGowan Rd. Annville Ky 40402
Christine Farmer	1980 Hwy 30E (Land owner) Tyner Ky 40486
David Farmer	1980 Hwy 30E (Land owner) Tyner Ky 40486
Ethel Farmer	2581 Hwy 30E " " "
Karen Becknell	1800 Hwy 30E Tyner Ky 40486-9420
Connie Clark	Tyner Ky 40486
James Clark	2542 Hwy 30E Tyner, Ky
Timothy Clark	Hwy 30E Tyner, Ky 40486
Earl Simpson	Hwy 30E Tyner Ky 40486
Wangata Simpson	1897 Hwy 30E Tyner Ky 40486
Katy Vickers	425 Zekes Pt. Rd Tyner Ky 40486
Phyllis Vickers	425 Zekes Point Rd Tyner Ky 40486
Matthew Vickers	425 Zekes Point Rd Tyner Ky 40486
Randi Moore	433 Zekes Point Rd Tyner Ky 40486
Carol S. Hensley	Box 203c Tyner Ky 40486

PETITION FOR NEW PROPOSED HIGHWAY FROM TYNER TO BOONEVILLE

NAME

ADDRESS

NAME	ADDRESS
Sam Kilburn	256 Blackwater Rd Tyner
Jeetta Kilburn	256 Blackwater Rd Tyner
Kenneth Hunsley	RI Box 203C TYNER KY 40486
Liza Moore	433 Zelka Pl Rd Tyner Ky
H. Eric Winters	428 Sturgeon Rd. Tyner Ky
Autricia Atkins	324 Blackwater Rd Tyner, Ky 40486
Wayne Atkins	324 Blackwater Rd Tyner, Ky 40486
Kim Moussa	1405 Roberts Ct Apt 163 McKee, Ky 40447
Branly Moussa	1405 Roberts Ct Apt 163 McKee, Ky 40447
Norma J. Spurlock	Blackwater Rd Tyner Ky 40486
Roger R. Spurlock	Blackwater Rd Tyner Ky 40486
Reynold Spurlock	964 Blackwater Rd Tyner Ky 40486
Helen Spurlock	964 Blackwater Rd Tyner Ky 40486
Dorothy Spurlock	Tyner Ky 40486
Lisa Spurlock	Tyner Ky 40486
Blake Spurlock	Blackwater Rd Tyner, Ky 40486
Christie Spurlock	Blackwater Rd Tyner, Ky 40486



RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING

AUG 12 2 11 PM '02

PAUL E. PATTON
GOVERNOR

CABINET FOR WORKFORCE DEVELOPMENT
OFFICE OF THE SECRETARY
CAPITAL PLAZA TOWER, 2nd FLOOR
500 MERO STREET
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-6606 FAX (502) 564-7967

ALLEN D. ROSE
SECRETARY

August 9, 2002

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

Dear Ms. Coffey:

The Cabinet for Workforce Development appreciates the opportunity to comment on the Ky 30 scoping study in Owsey and Jackson Counties

At this time, the proposed projects do not affect the Cabinet and its agencies.

Again, thank you for the opportunity to comment.

Sincerely,

Allen D. Rose
Secretary

ADR/SGS



JAMES E. BICKFORD
SECRETARY



PAUL E. PATTON
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
FRANKFORT OFFICE PARK
14 REILLY RD
FRANKFORT KY 40601

Division: Air Quality
Project Number: SERO2002-64
Project Name: Reconstruction of KY30 from Tyner to Booneville

As this project is presented there is no requirement for the issuance of an air quality permit. However, upon thorough review it has been found that 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 attached Fugitive Emissions Fact Sheet.

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 enclosed Open Burning Fact Sheet incorporated by reference in 401 KAR 63:005 Section 3, Prohibition of Open Burning.

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

John E. Gowins, Supervisor
Program Evaluation Section
Program Planning Branch
Kentucky Division for Air Quality
(502) 573-3382 ext. 347
John.Gowins@mail.state.ky.us



Kentucky Intergovernmental Review Process Division for Air Quality – Fugitive Emissions Comments

The project to which this comment is attached involves construction, renovation, demolition, or some other activity, which might result in the generation of fugitive emissions. The Kentucky Division for Air Quality conditionally approves the proposed project, contingent upon conformance with regulatory requirements for fugitive emissions. The information listed below provides guidelines on Kentucky's fugitive emissions regulations:

Fugitive Emissions means the emissions of any air contaminant into the open air other than from a stack or air pollution control equipment exhaust.

Affected Facility means an apparatus, operation, road which emits or may emit fugitive emissions provided that the fugitive emissions from such facility are not elsewhere subject to an opacity standard within the administrative regulations of the Division for Air Quality.

Open Air means the air outside buildings, structures, and equipment.

Kentucky Division for Air Quality Regulation 401 KAR 63:010 states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored; a building or its appurtenances to be constructed, altered, repaired, or demolished, or a road to be used without taking reasonable precaution to prevent particulate matter from becoming airborne. Such reasonable precautions shall include, when applicable, but not be limited to the following:

- Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operation, the grading of roads or the clearing of land.
- Application and maintenance of asphalt, oil, water, or suitable chemicals on roads materials stockpiles, and other surfaces which can create airborne dusts.
- Installation and use of hoods, fans, and fabric filters to enclose and vent the handling of dusty materials, or the use of water sprays or other measures to suppress the dust emission during handling. Adequate containment methods shall be employed during sandblasting or other similar operations.
- Covering at all times, when in motion, open bodied trucks transporting materials likely to become airborne.
- The maintenance of paved roadways in a clean condition.
- The prompt removal of earth or other material from a paved street, which earth or other material has been transported thereto by trucking or earth moving equipment or erosion by water.

- No person shall cause or permit the discharge of visible fugitive dust emissions beyond the lot line of the property on which the emissions originate.
- When dust, fumes, gases, mist, odorous matter, vapors, or any combination thereof escape from a building or equipment in such a manner and amount as to cause a nuisance or to violate any administrative regulation, the secretary may order that the building or equipment in which processing, handling, and storage are done be tightly closed and ventilated in such a way that all air and gases and air or gas-borne material leaving the building or equipment are treated by removal or destruction of air contaminants before discharge to the open air.
- The provisions of this administrative regulation shall not apply to agricultural practices, such as tilling of the land or application of fertilizers, which take place on a farm.
- At all times when in motion, open bodied trucks, operating outside company property, transporting materials likely to become airborne shall be covered.
- Agricultural practices, such as tillage of land or application of fertilizers, which take place on a farm shall be conducted in such a manner as to not create a nuisance to others residing in the area. Agricultural practices are not subject to the opacity standard.
- The provisions of Section 3(1) and (2) of this administrative regulation shall not be applicable to temporary blasting or construction operations.
- No one shall allow earth or other materials being transported by truck or earth moving equipment to be deposited onto a paved street or roadway.

The requirements for Fugitive Emissions may found in the following regulation:

401 KAR 63:010 Fugitive Emissions

Questions may be directed to the Division for Air Quality, Field Operations Branch, at 502-573-3382.

Kentucky Intergovernmental Review Process

Division for Air Quality – Open Burning Comments

The project to which this comment is attached involves construction, renovation, demolition, or some other activity which might result in the accumulation of materials and/or debris which is subject to disposal. The Kentucky Division for Air Quality conditionally approves the proposed project, contingent upon conformance with open burning prohibitions. Open burning is generally prohibited and the information listed below provides guidelines on Kentucky's open burning regulations:

Open burning means 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.

Kentucky Division for Air Quality Regulation 401 KAR 63:005 states that no person shall open burn. Fires may be set for the following purposes, provided that they do not violate any of the provisions of KRS Chapter 149, 150, 227, or any other law of the Commonwealth of Kentucky, including local ordinances:

- Noncommercial food preparation for human consumption.
- Recreational or ceremonial purposes.
- Comfort heating, providing excessive or unusual smoke is not created.
- Weed abatement, disease, and pest prevention.
- Prevention of a fire hazard, including the disposal of dangerous materials where no safe alternative is available.
- Bona fide instruction and training of public and industrial employees in the methods of fighting fires.
- Recognized agricultural, silvicultural, range, and wildlife management practices.
- Burning of leaves by individual homeowners except in cities with populations greater than 8,000.
- Disposal of household paper products, originating at dwellings of five (5) family units or less, which fires are maintained by an occupant of the dwelling at the dwelling, except in cities with populations greater than 8,000.
- Disposing of accidental spills leaks of crude oil, petroleum products or other organic materials, and the disposal of absorbent material used in their removal, where no other economically feasible means of disposal is available and practical and provided permission is obtained from the Cabinet prior to burning.
- Disposal of natural growth for land clearing, and trees and tree limbs felled by storms, provided that no extraneous material such as tires or heavy oil which tend to produce dense smoke are used to cause ignition or aid combustion and the burning is done on sunny days with mild winds. With respect to particulate matter, the emissions from such fires shall not be equal to or greater than 40% opacity.

The Division of Forestry advises that precautions be taken when open burning materials which can be burned. Burn only between 4:30pm and midnight, if you are within 150 feet of the woods during spring and fall fire hazard season (March 1 – May 15 & October 1 – December 15). During other months of the year, the Division for Air Quality however, advises to burn legal materials on sunny days with mild winds, in order to have conditions for good dispersion of the pollutants.

The environmental concerns relating to air quality include the toxic emissions from the combustion of asphaltic shingles, painted or treated wood, insulation on wiring, and synthetic materials such as carpeting, carpet pads, and upholstery; lead from lead based painted materials; and asbestos emissions from pipe lagging, transite siding shingles, or asbestos contained in asphaltic roofing shingles. Applicable air quality regulations include:

401 KAR 63:005	Open burning;
401 KAR 63:020	Potentially hazardous matter or toxic substances;
401 KAR 63:022	New or modified sources emitting toxic air pollutants;
401 KAR 57:011	Asbestos standards (NESHAP); and
401 KAR 63:042	Requirements for asbestos abatement entities.

Questions may be directed to the Division for Air Quality, Field Operations Branch, at 502-573-3382.

JAMES E. BICKFORD
SECRETARY



PAUL E. PATTON
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
FRANKFORT OFFICE PARK
14 REILLY RD
FRANKFORT KY 40601

July 25, 2002

Division of Waste Management

Comments for Project #SER02002-64

The Division of Waste Management would be concerned that during this type of project, old regulated and non-regulated underground storage tanks may be encountered, as well as other contamination. Should tanks or contamination be encountered they must be properly reported and remediated.

Sincerely, Linda Howard



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COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
FRANKFORT OFFICE PARK
14 REILLY RD
FRANKFORT KY 40601

MEMORANDUM

TO: Alex Barber
State Environmental Review Officer
Department for Environmental Protection

FROM: Timothy Kuryla *TK*
EIS Coordinator
Division of Water

DATE: September 26, 2002

SUBJECT: SN, KY30, US421, Tyner (Jackson County) to KY11 (Owsley County SERO 020703-064

IN GENERAL

The Division of Water has reviewed the Scoping Notice prepared by the Transportation Cabinet regarding construction of KY30, US421, Tyner (Jackson County) to KY11 (Owsley County).

The applicant needs to consult, before construction can begin, with the U.S. Army Corps of Engineers to ascertain if a 33 USC § 1341 ("401") water quality certification by the Division of Water, or a 33 USC § 1344 ("404") dredge or fill material permit, or both, are required. Any impact to 200 linear feet or more of any stream or stream bank (below ordinary highwater) (as shown on U.S. Geological Survey 7.5 minute topographical maps for the project area) or one acre or more of any wetland, will require a "401" water quality certification. This includes excavations and impoundments. Thus, impacts to streams and wetlands must be considered in the EA.

Stream crossings except for Outstanding State Resource Waters (OSRWs), Cold water Aquatic Habitats (CAHs), and Exceptional Waters (EWs) are covered by a general certification. OSRW, CAH, and EW stream crossings require an individual water quality certification (WQC) and mitigation.

The Division of Water will require mitigation for stream loss (if more than 250 acres are involved above the construction impact) and for wetland loss (if more than 1 acre).



If a floodplain outside the right of way is involved, prior approval must be obtained from the Division of Water before construction may begin. The EA needs to address the impacts on flooding of each stream crossing, all fills in floodplains, and any channel relocation or alteration.

The submitted data are general. With specific data as are found in the Transportation Cabinet Land and Water Ecology Section "404" checklist, plus Corps of Engineers or Coast Guard Public Notice, the Division of Water may find a problem relating to floodplain construction and water quality. Therefore, the Division requests an opportunity to review, at the Preliminary Design stage, the land and water ecology checklist for the proposed project should it be funded. (If a Public Notice is prepared for the proposed project, the Division will review it).

The Division of Water notes the relevant portions of the Transportation Cabinet's Standard Specifications for Road and Bridge Construction are Sections 212 and 213. Section 212 governs the protection and stabilization of those areas exposed to erosion as the result of construction practices. Section 213 protects water quality by governing construction practices that can result in nonpoint source pollution.

The Division of Water finds that these guidelines adequately address possible highway construction impacts on aquatic habitat and propose appropriate mitigation measures that insure minimal sediment and other damage to water quality. These sections need to be cited in the EA.

The Division of Water recommends that the Transportation Cabinet use the Groundwater Sensitivity Regions of Kentucky map published by the Kentucky Geological Survey (KGS) to determine sensitive groundwater areas. These areas must be considered in the EA.

If sinkholes are modified for drainage, the Division of Water notes U.S. Environmental Protection Agency (EPA) requires an Underground Injection Control Permit (40 CFR §§ 144.11, 144.25, 146.51). The activity is classified as a Class V well (40 CFR § 144.6).

The Division of Water has data and maps regarding wellhead protection areas located throughout the Commonwealth. The EA and highway design must take into account these areas.

Owners of onsite wastewater disposal systems must have Groundwater Protection Plans (GPP). Purchasing right of way lands on which these systems are located means assuming the obligations imposed by 401 KAR 5:037.

Deep road cuts can act as "French" drains. These cuts could drain aquifers that are used as domestic and public water supply sources. Highway design needs to take into account the location of these aquifers. The Division of Water maintains data on wells drilled since 1985 and of all wells it inspects. The EA needs to consider the effect on domestic and public water supplies.

THIS APPLICATION

The Division of Water observes the following special waters are affected by the KY30 construction. Individual WQCs are required for each crossing.

South Fork Rockcastle River (1.5 miles above the OSRW segment)

Lake Beulah (Headwater tributary)

Laurel Fork (Headwater)

Middle Fork Rockcastle River (Headwater)

South Fork Kentucky River (River Miles [RMs] 0.0 to 44.0 is on the Nationwide Rivers Inventory (NRI) as a candidate for designation as a wild, scenic, or recreational river under the federal Wild and Scenic Rivers Act [16 USC § 1271 et seq.]

Sturgeon Creek (Reference Reach stream)

Sturgeon Creek is the stream most affected by the proposed project because KY30 runs along Sturgeon Creek for most of the creek's length.

James E. Bickford
Secretary



Paul E. Patton
Governor

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR NATURAL RESOURCES
DIVISION OF CONSERVATION
663 TETON TRAIL
FRANKFORT, KENTUCKY 40601

MEMORANDUM

TO: Alex Barber
Department of Environmental Protection

FROM: Mark Davis MJD
Division of Conservation

DATE: August 1, 2002

SUBJECT: Environmental Review of Project #SERO2002-64

As requested, the Division of Conservation has reviewed the scoping study for the reconstruction of KY 30 from US 421 near Tyner to KY 11 in Booneville, Kentucky.

There are no agricultural districts established within or adjacent to the project area. Therefore, impacts to land enrolled in the Agricultural District Program will not have to be mitigated by the Department of Transportation.

We would, however, like to see the issue of loss of Prime Farmland and Farmland of Statewide Importance addressed in the planning study. There are two publications that could be utilized to identify these farmland designations: *The Soil Survey of Jackson and Owsley Counties* (NRCS 1989), and *Important Farmland Soils of Kentucky* (NRCS 1985). Both publications are available through this office.

One other concern we would like to comment on is that of controlling erosion and sedimentation during and after earth-disturbing activities once this project begins. We strongly recommend best management practices (BMPs) be utilized to prevent nonpoint source water pollution. The manual, *Best Management Practices for Construction Activities*, contains information on BMPs appropriate for this project and is available through the Jackson or Owsley County Conservation District, the Division of Water, or this office.

We appreciate the opportunity to comment on this project. If you have any questions please contact this office anytime.

MJD/ach



C-17 Geotech
Wilson

A-2

9

MEMORANDUM

P-01-2002 Addendum

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

FROM: William Broyles, P.E.
Geotechnical Engineering
Branch Manager
Division of Materials

BY: R.T. Wilson, P.G. *R.T. Wilson*
Geotechnical Branch

DATE: July 16, 2002

SUBJECT: Owsley - Jackson Counties
KY 30, from US 421 to KY 11 at Booneville
Planning Study
Item No. 10 - 279.5

At your request, personnel from the branch have completed an office review of the subject project. While there are several adjacent corridors shown on the latest request, comments made in the original report are applicable. Attached is a copy of the planning study completed in 1992 for the subject project. If there are questions please advise.

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TRANSPORTATION CABINET
DIVISION OF PLANNING
JUL 17 10 43 AM '02

M E M O R A N D U M

TO: Wayne Carroll, P.E.
Acting Director, Division of Planning

FROM: Henry Mathis, P.E.
Geotechnical Engineering
Branch Manager
Division of Materials

BY: R. T. Wilson, P.G.^{R.T.W}
Geotechnical Branch

DATE: July 22, 1992

SUBJECT: Laurel, Jackson and Owsley Counties
SSP 121 SW 91 011 D
East Bernstadt - Booneville Rd. (KY 30)
Preliminary Geotechnical Review
Item 10-279.0

At your request, a review of the geologic formations and geotechnical problems to be encountered on the subject project is completed. This project is on the Cumberland plateau and the drainage flows into the Kentucky River system.

Rock formations along the proposed route are part of the Quaternary and Pennsylvanian Systems.

Quaternary alluvium is detrital materials consisting of clays, silts, sands and gravels. A thickness of approximately 0 - 20 feet is estimated.

Pennsylvanian age rocks consists of the Breathitt and Lee Formations. The Breathitt Formation contains sandstone, shales and coals. Sandstones are generally characterized as brown to gray in color, fine to medium grain size and considered suitable for most roadway construction applications. Shales consist of Durable Shale or siltstone, and non-durable shale or clay shales. Coal seams to be encountered are Manchester, Gray Hawk, Blue Gem, and Jellico.

The Lee Formation contains sandstones, shales and coals. Sandstones are typically described as brown in color, coarse grained to conglomeratic. Friable sandstones in some lithologic sections are unsuitable for channel lining. Shales are generally non-durable.

Regional dip is from the northwest to the southeast at a rate of +/- 40' per mile. No faulting has been mapped on these alignments

Springlines can be anticipated at the base of the Corbin Sandstone, top of non-durable shale units, and coal beds.

Environmental Considerations ...

1. The Rockcastle River from KY 80 to the backwater of Lake Cumberland is part of the wild and scenic rivers system. Special construction techniques will be necessary to minimize the impact in the environmentally sensitive areas.

2. KY 30 crosses 20 blueline streams where disturbance will be required and attempts should be made to minimize the impacts by appropriate methods such as limited channel changing, erosion control and fish habitat improvement structures.

3. Friable sandstones are associated with the Corbin sandstone. Where exposed, erosion control methods such as silt fences, straw bales and settling ponds will be needed to prevent stream siltation.

4. Four coal seams are projected to be present on the route. The Jellico is anticipated to contain levels of acid producing materials which require treatment. The "hot coal" should be wasted outside of the project and buried or encased with soil and/or nondurable shale.

5. The alignments cross numerous abandon strip mines which are producing acid drainage. Embankments constructed from this material should be encased with 2' minimum of soil. Cut sections in acidic material should have drainage ditches lined with limestone.

6. Active and abandon underground storage tank sites are present on the alignment. It has not been determined the extend of contamination. The department should ascertain the environmental condition of property prior to the purchase of the ROW.

Geotechnical Considerations ...

1. Soil overburden depths may vary from 3' to 20'.

2. The average soil stripping depth is estimated to be 3" and a soil shrinkage factor of 2 percent is suggested in accordance with the Design Guidance Manual Section.

3. Rock Swell Factors for this project are estimated to be as follows: 0% to 10% for Non-Durable Shales; and 15% for Sandstone, Limestone and Durable Shales; and 0% for Friable Sandstone.

4. A CBR value of 3 is recommended if soil subgrade or nondurable shales are utilized. Therefore, chemical stabilization of the subgrade is likely. If sandstone or durable shales are available in sufficient quantities for subgrade a CBR of 11 and 9 respectfully is recommended.

5. The present road alignment is crossing both reclaimed and unreclaimed strip mines. Unreclaimed strip mines generally predate 1977 and foundation materials have consolidated making settlement problems less severe. Strip mines completed after 1977 are generally reclaimed and contained unconsolidated materials making settlement in the foundation of fills very likely. In order to minimize fill settlement removal of the top five feet of strip mine waste and recompaction in 1' lifts is recommended.

6. Embankment benches will be necessary in sidehill conditions. Sandstone rock (2 feet minimum) should be placed on the benches for drainage. However, sidehill conditions should be avoided where possible.

7. Cut slopes in strip mines wastes will generally be 3:1 extending to the disturbed limit .

8. Cut slopes in the durable shales, and sandstones should be stable on 1:20 - 1/2:1 presplit slopes with 18'-20' benches and a 15' overburden bench at the bottom of the rock disintegration zone. Cut slopes in nondurable shales should be 1:1 or flatter. Back slopes will depend on the joint angles and the lift heights are determined by lithology changes. The RDZ extends approximately 10'-15' below groundline in cut section.

9. Sandstone or durable shale should be placed in bottom of fills to the maximum high water elevation at all stream crossings.

10. Rock at flowline is present at the following locations: Hazel Patch Creek, Little Raccoon Creek, Walkins Branch, South Rockcastle River, Sugarcamp Branch, Moores Creek, Pond Creek, Pigeon Roost Branch, Dry Fork, Zekes Creek, Grassey Branch, Laurel Fork, Lost Lick, Herd Fork, Blackwater Creek, Sturgeon Creek, Little Sturgeon Creek, Spruce Fork, and Buck Creek.

11. Spring boxes and pipe underdrains will be necessary when springs, and water bearing coal seams are encountered in the embankment areas.

12. Durable Sandstone & Durable Shale are suitable for all roadway uses. Friable Sandstone is suitable for free draining fill & embankments, however it shall be constructed in 1' lifts, and shall placed on the outer slope of the embankment because of erosion problems.

13. Non-Durable Shales are suitable for embankment constructed but shall be compacted in accordance with the special provision for shale compaction.

14. This project is in a classified Seismic Risk Zone 1 which is defined as an area of minor damage due to earthquake activity.

15. Alternate A is preferred alignment for geotechnical considerations.

ROAD LOG

The following roadlog of existing detrimental conditions

ALTERNATE A

STATION	CONDITION	COMMENT
1000	Underground Storage Tank	Avoid
1010 - 1015	Stripmine	
1070 - 1095	Stripmine	
1100 - 1140	Stripmine	Acid Drainage
1140 - 1245	Alignment parallel Natural Gas Line (Somerset Gas Co.)	
1242	Underground Storage Tank	Avoid
1375	Underground Storage Tank	Avoid
1560	Underground Storage Tank	Avoid
1600 - 1625	Stripmine	
1910 - 1930	Substation and microwave relay tower	Avoid
2025	Natural Gas Pipeline Crossing	
2180 - 2225	Stripmines on several levels	Acid Drainage
2255 - 2272	Stripmine	Acid Drainage
2277 - 2285	Stripmine	
2295 - 2310	Stripmine	
2510	Natural Gas Pipeline	
2600 - 2640	Stripmine	

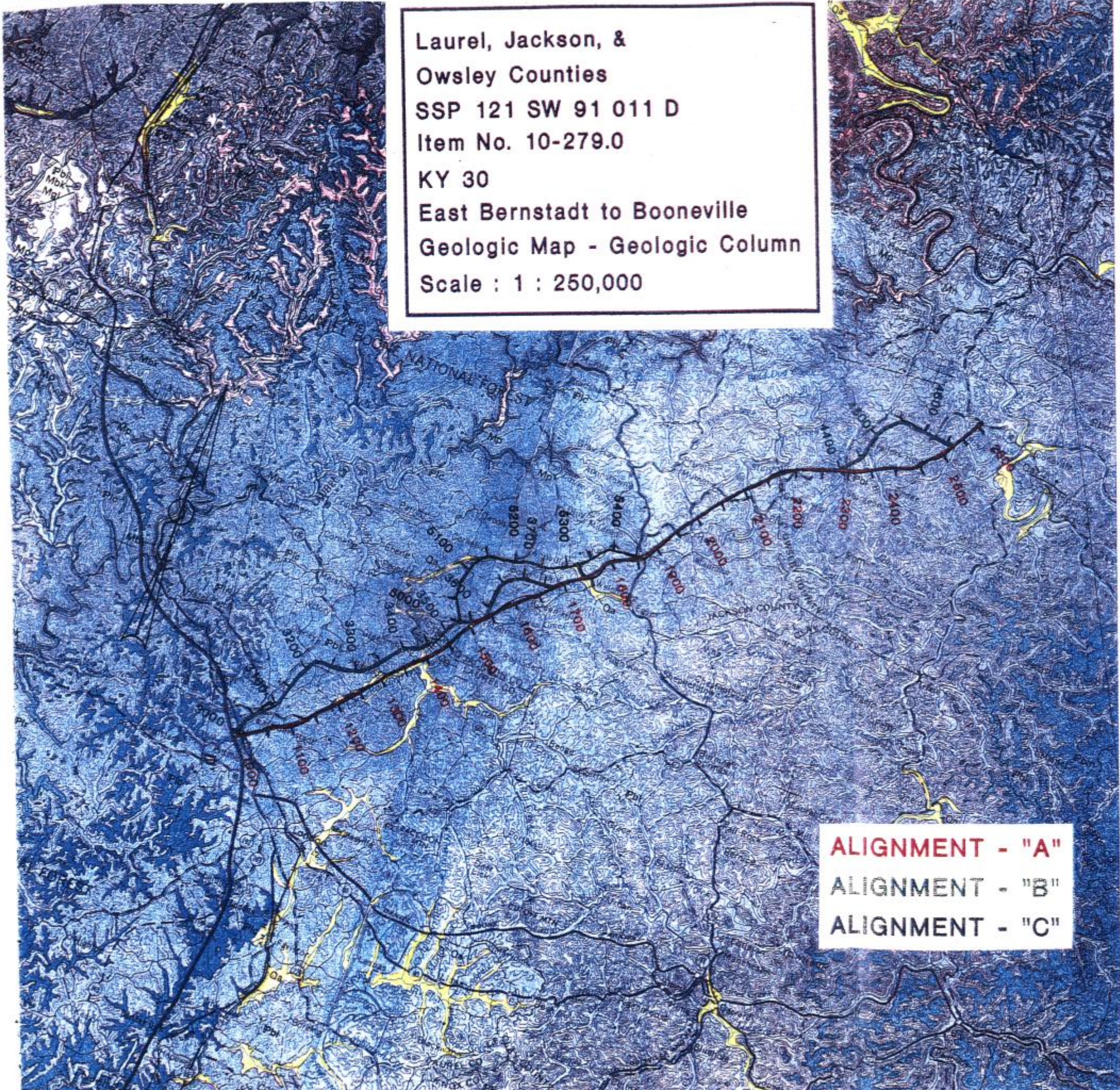
ALTERNATE B

STATION	CONDITION	COMMENT
3005	Underground Storage Tank	Avoid
3110 - 3140	Stripmine	Acid Drainage
3210 - 3275	Stripmine	
3300 - 3335	Stripmine	Acid Drainage
3395	Cemetery	Avoid
3480 - 3510	Potential Slide Areas	Avoid
4442	Embankment Failure	
4498 - 4502	Stripmine	
4510 - 4515	Stripmine	
4530 - 4547	Stripmine	
4575 - 4595	Stripmine	
4622	Natural Gas Pipeline	
4690 - 4705	Stripmine	

ALTERNATE C

STATION	CONDITION	COMMENT
5225	Underground Storage Tank	Avoid
5257	Underground Storage Tank	Avoid
5277	Underground Storage Tank	Avoid
5307	Trucking Company Repair Facility	
5310	Underground Storage Tank	Avoid
5333	Underground Storage Tank	Avoid
5375	Underground Storage Tank	Avoid
5427	Cemetery	Avoid

Laurel, Jackson, &
 Owsley Counties
 SSP 121 SW 91 011 D
 Item No. 10-279.0
 KY 30
 East Bernstadt to Booneville
 Geologic Map - Geologic Column
 Scale : 1 : 250,000



ALIGNMENT - "A"
 ALIGNMENT - "B"
 ALIGNMENT - "C"

SYSTEM	SERIES	GROUP, FORMATION, MEMBER, AND BED	LITHOLOGY	THICKNESS, IN FEET	THICKNESS, IN METERS	
QUATERNARY	Holocene	Alluvium		0-60	0-20	
	Pleistocene	Terrace deposits		0-60	0-20	
			High-level fluvial deposits	0-100	0-30	
TERTIARY(?) AND QUATERNARY	Pliocene(?) and Pleistocene	Upper part of Breathitt Formation	Knob (Richardson) coal zone	150+	45+	
		Middle part of Breathitt Formation	Broas coal zone Hindman coal bed Peach Orchard coal zone Big Wheel coal bed Hazard (Braden Mountain) coal bed Haddix coal zone Red Ash coal bed zone	250-600	75-180	
PENNSYLVANIAN	Middle Pennsylvanian	Lee and Breathitt Formations	Magoffin Member Sharp (Copland) coal bed Hamlin coal zone Fire Clay-Whitesburg coal zone	0-45	0-15	
		Lee Formation and lower part of Breathitt Formation	Amburgy coal zone	Lower Pioneer coal bed Jordan coal bed	500-800	150-240
			Upper Elkhorn No. 3 coal zone	Elk Gap coal bed Lick Fork coal bed		
				Jellico coal zone	2400+	700+
				Blue Gem coal bed Little Blue Gem coal bed		
				Lily (Manchester) coal bed		
				Corbin Sandstone Member of Lee Formation	0-180	0-55
				Grey Hawk coal bed Beattyville coal bed		
					250-400	75-120
		Lower Pennsylvanian		Livingston Conglomerate Member of Lee Formation		
		Pennington Formation	0-120	0-80		
				0-65	0-25	



RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING

JUL 22 10 20 AM '02

James C. Codell, III
Secretary of Transportation

Commonwealth of Kentucky
Transportation Cabinet

Frankfort, Kentucky 40622

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

MEMORANDUM

TO: Annette Coffey, Director
Division of Planning

FROM: Michael L. Hill, Director *RPS for*
Division of Multimodal Programs

DATE: July 19, 2002

SUBJECT: Item No. 10-279.50
KY 30 Reconstruction
Owsley and Jackson Counties

Thank you for the opportunity to comment on this project in Owsley and Jackson Counties. The comments listed below, also included in the earlier scoping study comments, continue to be relevant to the chosen alternates:

One of the issues to be considered during this scoping study is "a need to improve economic opportunities in Owsley and Jackson Counties". A 1999 economic study conducted in Maine estimated that direct spending by bicycle tourists totaled \$36.3 Million.

KY 30 from KY 399 (town of Vincent) to KY 11 in Booneville is a **nationally** designated bicycle route, the TransAmerica Trail. Every effort must be made during the reconstruction of KY 30 to provide an **unobstructed** paved shoulder width of at least 4 feet on this section of KY 30.

The TransAmerica Trail extends 600 miles across Kentucky from the Ohio River in Crittenden County to Pike County. In 2001, over 900 maps were sold for the portion of the TransAmerica Trail in Kentucky. This is a popular national trail. Please contact Paula Nye of this Division, at (502) 564-7686, for information or questions about bicycle and pedestrian concerns.

We look forward to working with your Division to facilitate your study efforts in our SUA and MPO areas, and by increasing awareness of bicycle and pedestrian issues.

MLH/LJS/PEN/AJT



11

Noe, Ted (KYTC)

From: Tharpe, Tim (KYTC)
Sent: Thursday, June 27, 2002 8:23 AM
To: Noe, Ted (KYTC)
Subject: KY 30 Reconstruction (Item Number 10-279.50)

Ted, as requested, the Division of Traffic would like to submit project comments concerning the reconstruction of KY 30 in Owsley and Jackson counties.

Our signal files indicate that a flashing beacon is currently located at the intersection of KY 30 @ KY 847 in Owsley County (MP 10.865). This beacon was installed in 1987 as a result of the unusual geometry of this location. Back in '87 it was suggested that the best overall solution to correcting the problems at this intersection was reconstruction, but due to the low volumes on KY 847 and the high cost involved with such a project, it was determined that flashing beacons were the best solution at that time. Obviously, any improvement that this reconstruction of KY 30 can provide through this location will be very beneficial.

If you have any further questions or comments, please let me know.

Thanks,

Tim Tharpe, P.E.

Division of Traffic
101 State Office Building
Frankfort, KY 40622
Phone: 502-564-3020
Cell: 502-330-6016
Fax: 502-564-3532
Tim.Tharpe@mail.state.ky.us



Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

MEMORANDUM

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

FROM: Edward Sue Perkins, P.E. *Sue*
Branch Manager
Permits Branch

DATE: June 24, 2002

RE: Owsley-Jackson County Planning Study - KY 30

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

1. We urge the Cabinet to classify this project and all new projects as partially controlled access facilities.
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.
3. 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.
4. We would like to see access control fence installed with the project.
5. Please notify this office if the proposed roadway is to be placed on the National Highway System. This information is needed to assist us in regulating the installation of any outdoor advertising device.
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.

ESP/jr



Barber, Alex (NREPC, DEP)

From: Palmer-Ball, Brainard (NREPC, KSNPC)
Sent: Wednesday, July 31, 2002 8:18 AM
To: Barber, Alex (NREPC, DEP)
Subject: KSNPC responses to KIRPs

TO: Alex Barber, NREPC-DEP, Intergovernmental Review Coordinator

FROM: Brainard Palmer-Ball, Jr., Ky State Nature Preserves Commission

RE: KSNPC responses to KIRPs

DATE: July 31, 2002

RE: Project No. SERO2002-64 (KY 30 Scoping Study from Tyner, Jackson Co. to Booneville, Owsley Co.)

KSNPC has reviewed the scoping summary and recommends that impacts (direct and indirect) to the Sturgeon Creek corridor be avoided. This stream and its associated corridor retain some significant natural quality and minimization of degradation to such value should be taken into consideration during project planning.



RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING

JUL 12 10 12 AM '02

COMMONWEALTH OF KENTUCKY
KENTUCKY STATE POLICE
919 VERSAILLES ROAD
FRANKFORT, KY. 40601

PATRICK N. SIMPSON
COMMISSIONER

PAUL E. PATTON
GOVERNOR

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

Dear Ms. Coffey:

This letter is in response to your agency's request for input and comments regarding the proposed reconstruction of KY 30 from US 421 near Tyner to KY 11 in Booneville, Kentucky.

As per our last correspondence, the primary concern of the Kentucky State Police remains poor response times for emergency vehicles (i.e.-police, ambulance, fire) in the communities and roadways directly affected by the poor geometrics of KY 30. As was discussed in the August 14 meeting, improving the geometrics of KY 30 would vastly improve the response times of these emergency vehicles to not only Owsley and Jackson Counties, but to Lee County as well, as is often the case that it is necessary for a Kentucky State Police Trooper to respond from Jackson County to Lee and Owsley Counties and vice versa.

Additional concerns include the following:

- During the construction phase, what road closures, if any, will take place and what impact will those have on access to rural parts of Owsley and Jackson Counties?
- What measures will be implemented to ensure the least possible disturbance of the many family cemeteries in the rural parts of the counties?
- What measures will be implemented at rural construction sites to deter theft and criminal mischief at the sites?

For additional information or comments, please contact me at Kentucky State Police Post 7 in Richmond at (859) 623-2404 or at steve.owen@mail.state.ky.us.

Sincerely,

Sergeant Steven R. Owen
Kentucky State Police Post 7

*Reviewed
07 09 2002
Capt. A. Edgish*



Noe, Ted (KYTC)

From: James, William L LRN [William.L.James@lrm02.usace.army.mil]
Sent: Friday, July 19, 2002 5:43 PM
To: 'Ted.Noel@mail.state.ky.us'
Cc: Devine, Lee Anne LRL02
Subject: Item No. 10-279.50 - Planning Study Owsley and Jackson County - Request for Comments

Ted,

We just received your June 19 letter requesting comments on this proposal.

Nearly the entire length of the proposed highway is in the Louisville District (LRL) watershed. In this regard, we previously discussed the project with LRL personnel to respond to your December 2001 request for comments. It appears there would only be one or two very minor stream crossings within the Nashville District watershed - we have no comments on those crossings. Louisville District will provide comments on that portion of the project within its watershed.

Thanks for the opportunity to comment.

William L. James
Chief, Eastern Section
Regulatory Branch
Nashville District
Corps of Engineers
(615) 369-7508
fax (615) 369-7501



RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING

JUL 18 10 30 AM '02

Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

June 19, 2002

Mr. Roger Wiebusch
Bridge Administrator
United States Coast Guard
Bridge Branch
1222 Spruce Street
St. Louis, Missouri 63103



Dear Mr. Wiebusch

SUBJECT: Planning Study
Owsley and Jackson Counties
KY 30 Reconstruction from US 421
in Tyner to KY 11 near Booneville
Item No. 10-279.50

Pursuant to the Coast Guard Authorization Act of 1982, it has been determined this is not a waterway over which the Coast Guard exercises jurisdiction for bridge administration purposes. A Coast Guard bridge permit is not required.

Roger K. Wiebusch 7/2/02

ROGER K WIEBUSCH (Date)
Bridge Administrator
Eighth Coast Guard District (obr)

The Kentucky Transportation Cabinet is again requesting your agency's input and comments on alternatives that are being considered for a proposed highway project along the KY 30 corridor from US 421 in Jackson County to KY 11 near Booneville in Owsley County.

In December, 2001, we requested your assistance in the early identification of issues and concerns associated with the subject project. Using that information, in addition to information received from local officials, local agencies, and the public, we have identified alternatives for the proposed improvement.

The early identification of issues or concerns associated with these alternatives can help us select the best alternative to avoid or minimize impacts before the project begins final design. The Federal Highway Administration is partnering with us in these efforts. We are asking for you to notify us of specific issues or concerns of your agency relative to the alternatives being considered to help us more accurately assess the merits of each alternative.

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

- Study Purpose, Issues and Project Goals
- Project Location Map



Mr. Roger Wiebusch

Page 2

June 19, 2002

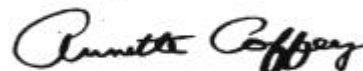
- Year 2001 Traffic and Level of Service (Table)
- Year 2025 Traffic and Level of Service (Table)
- Accident Information by Accident Severity (Table)
- KY 30 Estimated 1999 ADT and 2025 ADT using Statewide Traffic Model (Map)
- Topographic Environmental Footprint Map with Alternate Corridors
- Alternate Corridor Comparison Table
- Questionnaire Summaries from First Public Meetings

Please note that this letter does not serve as a notice of intent to prepare an environmental document in accordance with the National Environmental Policy Act (NEPA). However, we hope to identify issues now that could affect and streamline future phases of the project. We understand that you may not be able to provide extensive detail at this time within the time requested, but we would like to receive enough information to identify the general nature and relative magnitude of each issue or concern. More detailed information will be gathered in the next phase of project implementation when we begin the NEPA process.

Specifically, we wish to know how this project affects your organization and/or its areas of interest. We also would like to know if your organization is aware of any issues or problems that would be associated with any or all of the alternates. Any input and/or insight you can provide concerning this proposed improvement would be welcomed. We respectfully ask that you provide us with your project comments by July 20, 2002, to ensure timely progress in this planning effort.

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Ted Noe of the Division of Planning at 502/564-7183 or at Ted.No@mail.state.ky.us. Please address all written correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 125 Holmes Street, Frankfort, KY 40622.

Sincerely,



Annette Coffey, P.E.
Director
Division of Planning

AC:TN:RC

Enclosures

c:

Jose Sepulveda (w/a)
Glenn Jilek (w/a)
Paul E. Hall
John L. Bruner
Marc Williams - WSA
Don Breeding
Andy Buell
Charles Allen

Danny Jewell
Bill Madden
David Jones
George Best
David Waldner
Jeff Allen
Dean Croft



U. S. Department of Housing and Urban Development
Kentucky Office
Field Office Director
601 West Broadway Room 110
Louisville, KY 40202
502-582-5251 Fax 502-582-6074
KY TDD Relay Service 800-648-6056
www.hud.gov

July 17, 2002

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

Dear Ms. Coffey:

This letter is in reply to your request of June 19, 2002, for comment on a study of the potential consequences resulting from the reconstruction of KY 30 between Jackson and Owsley Counties. The Kentucky HUD Office is pleased to have the opportunity to respond.

Based on the materials and information you provided, the proposed project may have an impact on HUD projects in Jackson or Owsley County. Ms Donna Harris of the Kentucky Mountain Housing responded to this request for comment. Kentucky Mountain Housing Corporation is a non-profit housing organization that receives HUD funding through the state housing agency, Kentucky Housing Corporation. According to their records they have constructed two houses in the proposed project area in the past year or so. Depending on the alternative chosen for the reconstruction of KY 30 these projects may be effected. For additional information regarding these projects that may be effected please contact Ms Harris, Executive Director, Kentucky Mountain Housing, at 606-287-3497.

Thank you for allowing us to review your project in its preliminary stages. If you have further questions, please contact me at 502-582-5251 or Ms. Penick of our staff at 502-582-6163, ext. 215.

Sincerely,

A handwritten signature in black ink that reads "Ben A. Cook".

Ben A. Cook
Field Office Director

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING
JUL 23 10 31 AM '02



United States Department of the Interior

FISH AND WILDLIFE SERVICE

446 Neal Street
Cookeville, TN 38501

July 24, 2002

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING
JUL 26 9 53 AM '02

Ms. Annette Coffey
Director, Division of Planning
Kentucky Transportation Cabinet
125 Holmes Avenue
Frankfort, Kentucky 40622

Re: FWS #02-2123

Dear Ms. Coffey:

Thank you for your letter and enclosures of June 19, 2002, requesting review and comments for the proposed KY 30 construction project from U.S. 421 to KY 11 in Jackson and Owsley counties, Kentucky. Fish and Wildlife Service biologists have reviewed the information submitted and we offer the following comments.

On February 1, 2002, we provided comments on your December 18, 2001, correspondence. Our letter indicated that the proposed project, depending on which alternative is selected, could have significant impacts on stream and wetland resources. We recommended avoidance of impacts to these important resources to the maximum extent possible, and implementation of Best Management Practices to control sedimentation of streams and maintain water quality.

Our previous letter also indicated that one federally listed species, the Indiana bat (*Myotis sodalis*), and two species of Federal concern, Rafinesque's big-eared bat (*Plecotus rafinesquii*) and Kentucky lady-slipper (*Cypripedium kentuckiense*), may occur in the project impact area. You should assess impacts to the Indiana bat and determine if the alternatives under consideration may affect the species. A copy of your assessment and determination should be submitted to this office for review and concurrence. The two species of concern are not legally protected at this time, however, they are being considered for possible listing in the future. We would appreciate any measures that you might take to avoid impacting them.

Thank you for the opportunity to comment. If you have any questions, please contact Jim Widlak of my staff at 931/528-6481, ext. 202.

Sincerely,

Lee A. Barclay, Ph.D.
Field Supervisor



United States
Department of
Agriculture

Forest
Service

Daniel Boone
National Forest

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

File Code: 1950-5

Date: JUN 28 2002

JUL 1 11 11 AM '02

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING

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

Dear Ms. Coffey:

I am writing in regards to your letter of June 19, 2002, in which you asked for our input on a proposed highway project along the KY 30 corridor from US 421 in Jackson County to KY 11 near Booneville in Owsley County.

You asked us to notify you of specific issues or concerns that we may have relative to the alternative corridors described in the information enclosed with the letter. You also asked how this project affects our agency and our area of interest, and whether we are aware of any issues or problems that would be associated with the alternatives.

As I noted in a comment letter to you dated December 28, 2001, the project area, including all of the alternative corridors, is outside the proclamation boundary for the Daniel Boone National Forest, between our London and Redbird Ranger Districts. Our primary concern with the proposed reconstruction project would still be with the potential, if any, for either short-term (during construction) or long-term degradation of the water quality of any watercourses that flow from the project area onto or across National Forest System lands. The information provided at this time is too general for us to determine what watercourses, if any, might be of particular concern to us.

One procedural observation I will offer concerns the KY 30 Scoping Study that was provided with your correspondence. One of the stated objectives of the study is to "...better meet Federal requirements regarding consideration of environmental issues, as defined in the National Environmental Policy Act (NEPA)."

The bulleted list of items subtitled "Issues" appear to describe factors that lead to a need for the project. The next bulleted list of items subtitled "Project Goals" appear to describe the purpose of the proposed project. I think it would facilitate a clearer nexus between the Scoping Study and the NEPA process if the Study referred to the project purpose and need as just that, and reserved the term "issue" to refer to those environmental issues that warrant consideration as part of the environmental analysis to be conducted under NEPA. This might help avoid some future confusion with both the public and cooperating agencies.



Thank you for providing this information and giving us the opportunity to comment on your proposed project.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin W. Lawrence". The signature is fluid and cursive, with a large initial "K" and "L".

KEVIN W LAWRENCE
Planning Staff Officer

Cc:

District Ranger, London

District Ranger, Redbird

Staff Officer, Recreation/Engineering

United States Department of Agriculture



Natural Resources Conservation Service
771 Corporate Dr., Suite 110
Lexington, KY 40503-5479

July 19, 2002

Commonwealth of Kentucky
Transportation Department
Annette Coffey, P.E.
Director
125 Holmes St.
Frankfort, KY 40622

RE: Planning Study, Owsley and Jackson Counties
KY 30 from Tyner to Booneville
Item No. 10-279.50

Dear Ms. Coffey:

I relayed your request for the identification of concerns related to this project to our field personnel in Owsley and Jackson counties.

The only concern identified were minor reduction in prime farmland and erosion and sedimentation during construction.

Attached are items of correspondence from Owsley and Jackson county district conservationists.

If the USDA Natural Resources Conservation Service can be of further assistance, please let me know.

Sincerely,

DAVID G. SAWYER
State Conservationist

Attachments

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING
JUL 29 11 06 AM '02

From - Wed Jul 17 15:15:44 2002
Return-path: <don.crabtree@ky.usda.gov>
Received: from ky.usda.gov (kc-dialinII-a71.usda.gov [199.159.244.71])
by kystate.ky.nrcs.usda.gov (8.9.3/8.9.3/USDA-ITC \$Revision: 1.5 \$) with
ESMTP id PAA09187
for <lison@ky.usda.gov>; Wed, 17 Jul 2002 15:01:28 -0400 (EDT)
Message-ID: <3D35C169.5B6E9FD5@ky.usda.gov>
Date: Wed, 17 Jul 2002 15:11:37 -0400
From: Don Crabtree <don.crabtree@ky.usda.gov>
Organization: NRCS
X-Mailer: Mozilla 4.7 [en] (WinNT; U)
X-Accept-Language: en,pdf
Mime-Version: 1.0
To: lison <lison@ky.usda.gov>
Subject: [Fwd: KY Highway 30]
Content-Type: multipart/mixed;
boundary="-----DACEC48003038EA4EB72DC33"
X-Mozilla-Status: 8001
X-Mozilla-Status2: 00000000
X-UIDL: b23c83f167f7a0856c4567a6de30ec5b

This is a multi-part message in MIME format.

-----DACEC48003038EA4EB72DC33
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

-----DACEC48003038EA4EB72DC33
Content-Type: message/rfc822
Content-Transfer-Encoding: 7bit
Content-Disposition: inline

Return-path: <dedwards@ky.usda.gov>
Received: from ky424f.kybeattyvi.fsc.usda.gov (ky424f.kybeattyvi.fsc.usda.gov
[199.149.65.191])
by kystate.ky.nrcs.usda.gov (8.9.3/8.9.3/USDA-ITC \$Revision: 1.5 \$) with
ESMTP id PAA26883
for <dcrabtre@ky.usda.gov>; Mon, 15 Jul 2002 15:06:38 -0400 (EDT)
Received: from ky.usda.gov (kybeattyvid300 [199.149.65.254])
by ky424f.kybeattyvi.fsc.usda.gov (8.9.3/8.9.3/USDA-ITC \$Revision: 1.5 \$)
with ESMTP id PAA21315
for <dcrabtre@ky.usda.gov>; Mon, 15 Jul 2002 15:10:52 -0400 (EDT)
Message-ID: <3D331B23.D224C5BE@ky.usda.gov>
Date: Mon, 15 Jul 2002 14:57:39 -0400
From: Dave Edwards <dedwards@ky.usda.gov>
Organization: NRCS
X-Mailer: Mozilla 4.7 [en] (WinNT; U)
X-Accept-Language: en
Mime-Version: 1.0
To: dcrabtre@ky.usda.gov
Subject: KY Highway 30
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit
X-Mozilla-Status2: 00000000

Don,

At your request, I have reviewed the proposed alternative routes for the new KY Hwy 30 in Owsley County. I have considered potential issues and or concerns relative to NRCS in these areas.

These alternative routes are all located within the Sturgeon Creek watershed. And as you know, Sturgeon Creek has been identified as a EQIP priority area. We are nearing the completion of all contracts in this project and I can see no affect either route will have on an existing contract.

There is a somewhat significant amount of prime farmland in each corridor but especially in corridors I and J. Corridor F also has a significant amount of prime farmland but appears to be confined to the Travellers Rest community and is primarily residential.

This office works closely with East KY PRIDE in the cleanup of illegal dumps in Owsley County. There are several sites within each corridor that illegal dumps have been removed, but none at this point that are targeted for cleanup.

In conclusion it appears that there are minimal concerns to the agency regarding this project. If you have questions or require more information let me know.

Dave Edwards, DC

-----DACEC48003038EA4EB72DC33--

United States Department of Agriculture



PO Box 172
McKee, Ky 40447-0172
606-287-8311

July 16, 2002

Don Crabtree, Area Conservationist
Natural Resources Conservation Service
103 Bruce Professional Park, Suite A
Mt. Sterling, Kentucky 40353-9772

Re: KY 30 Planning Study – Jackson County

Don,

In response to your request from our meeting in Booneville on July 3rd regarding the project referenced above, my research on how the project would impact the resource base of Jackson County is as follows.

The negative impact on the acres of prime farmland is of concern. Jackson County has very few acres of prime farmland. This project will further reduce the number of acres of prime farmland available for cultivation.

The second issue of concern relating to this project is the volume of soil erosion and sedimentation that will occur during construction. It is understood that a project of this magnitude will cause a vast amount of erosion and generate a massive amount of sedimentation, regardless of the best management practices employed during implementation. However, the Department of Transportation should be strongly encouraged to require the contractors to stabilize and re-vegetate the site at the earliest opportunity. Timely re-vegetation and temporary vegetation should help to minimize the negative impacts to water quality caused by sedimentation.

All of the proposed corridors pass through the Sturgeon Creek EQIP priority area. All of the priority area EQIP contracts in Jackson County will be completed in 2002. The Hwy 30 project will have little to no impact on the EQIP practices.

Respectfully,

Chuck Gibson,
District Conservationist

Enclosure