



TRANSPORTATION CABINET

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

Steven L. Beshear
Governor

Joseph W. Prather
Secretary

December 8, 2008

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

Subject: Planning Study
Rowan and Elliott Counties
KY 32 from KY 504 in Elliottville to KY 7 near Sandy Hook
Item No. 9-192.00

Dear «Letter_Title» «Last_Name»:

We are requesting your agency's input and comments on a planning study to determine the need and potential impacts for a proposed highway project. The Kentucky Transportation Cabinet has assembled a study team to evaluate proposed improvements to KY 32 beginning at the KY 504 intersection in Elliottville in Rowan County and extending east to KY 7 near Sandy Hook in Elliott County. The primary goals of this project are to improve highway access and safety from Sandy Hook, Elliott County, and southeastern Kentucky to businesses, medical facilities, post-secondary education facilities, other services and attractions, and I-64 at Morehead. Several improvement alternatives have been developed for KY 32 as part of this study.

We recently asked that you identify specific issues or concerns of your agency that could affect the development of the project as bulleted below:

- Comments on the project goals or purpose and need for the project
- Significant issues or concerns in the project area that may need to be addressed so that the project can be adequately scoped
- Any conservation or development plans your agency or organization has ongoing or is aware of in the project area



An Equal Opportunity Employer M/F/D

December 8, 2008

- Locations of any known areas, issues, or resources within the project area that should be considered when developing alternatives so that impacts can be avoided, minimized, or mitigated early in the process
- Any mitigation strategies that should be considered in the development of the project

This planning study includes a scoping process for the early identification of potential alternatives, environmental issues, and impacts related to the proposed project. Early identification of these issues and concerns helped us develop preliminary project alternatives, as shown in the enclosed documents. Now to continue the scoping process, we are requesting that you provide comments on the proposed improvement alternatives and/or specific comments concerning the bulleted items above as they relate to the proposed improvement alternatives.

We respectfully ask that you provide us with your comments by January 31, 2008, to ensure timely progress in this planning effort.

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

Other Transportation Cabinet offices or consultants working on behalf of the Transportation Cabinet may also contact you seeking more detailed data or information to assist them in completing their environmental studies for this phase of the project.

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

- Study Overview including Project Description, Preliminary Project Goals, and Roadway Facts
- Corridor Alternatives Maps
- Spot Improvements Map

«Mailing_Title» «First_Name» «Last_Name»«Suffix»

Page 3

December 8, 2008

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

Sincerely,



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

KRD/TWW/KB

Enclosures

c: Jose Sepulveda, FHWA (w/e)
Greg Rawlings, FHWA (w/e)
Russ Brannon, FIVCO ADD
Joy Mullins, Gateway ADD
Carl Dixon, WSA
Bart Bryant
Darrin Eldridge
Phil Mauney
Karen Mynhier
David Waldner
Jim Simpson



The Kentucky Transportation Cabinet (KYTC) is undertaking a planning study to develop and evaluate alternatives for the improvement of KY 32 between KY 504 near Elliottville in Rowan County and KY 7 near Newfoundland in Elliott County. The planning study will (1) analyze existing conditions (including transportation, environmental, geotechnical, and socioeconomic issues), (2) estimate future travel conditions, and (3) identify and evaluate alternatives for the proposed project. Throughout the planning study, comments, concerns, suggestions, and insight from the public and local officials will be documented and considered.

PRELIMINARY PROJECT GOALS

A purpose and need statement provides the foundation for successful decision making. This statement is based on the project goals, which evolve throughout the study process. Analysis of existing and future conditions and input from elected officials, project stakeholders, the public, and resource agencies provide information to better understand and describe the goals and issues for this project.

The primary purpose of the proposed KY 32 project is to **improve highway access and safety from Sandy Hook, Elliott County, and southeastern Kentucky to businesses, medical facilities, post-secondary education facilities, other services and attractions, and I-64 at Morehead.** As this occurs, other project goals can be also addressed, including...

- **Support, preserve, or enhance economic opportunities.** Improved access will be provided for Little Sandy Correctional Complex, existing businesses and commercial or professional services, locally-based city, county, state, and federal government services or other public services, and potential new businesses, services, or attractions.
- **Support, preserve, or enhance tourism.** Improved access to Laurel Gorge and Grayson Lake, as well as for agritourism, ecotourism, local arts and crafts, scenic tours, and motorcycle tours and rallies.
- **Incorporate context sensitive design features** as appropriate to preserve and/or complement the existing character and context of the KY 32 study area.

One round of meetings with local officials, local stakeholders, and the public and a coordination effort with public resource agencies was conducted at the beginning of the study in June and July of 2008 to provide information and solicit input. A second round of outreach is underway to present study findings and proposed alternatives. The KYTC needs the help of local officials, local stakeholders, the public, and resource agencies again to develop recommendations for the proposed KY 32 improvement project.

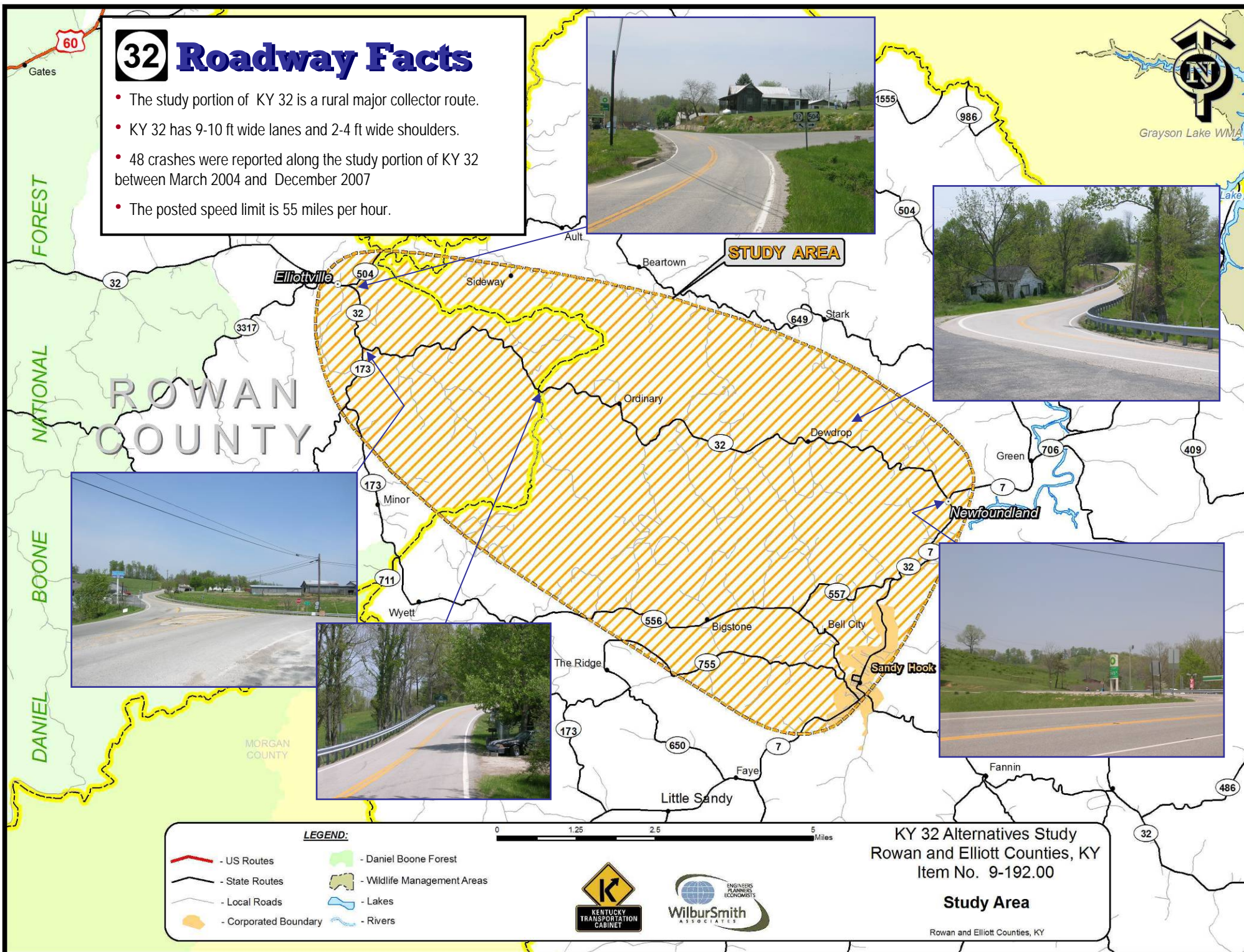


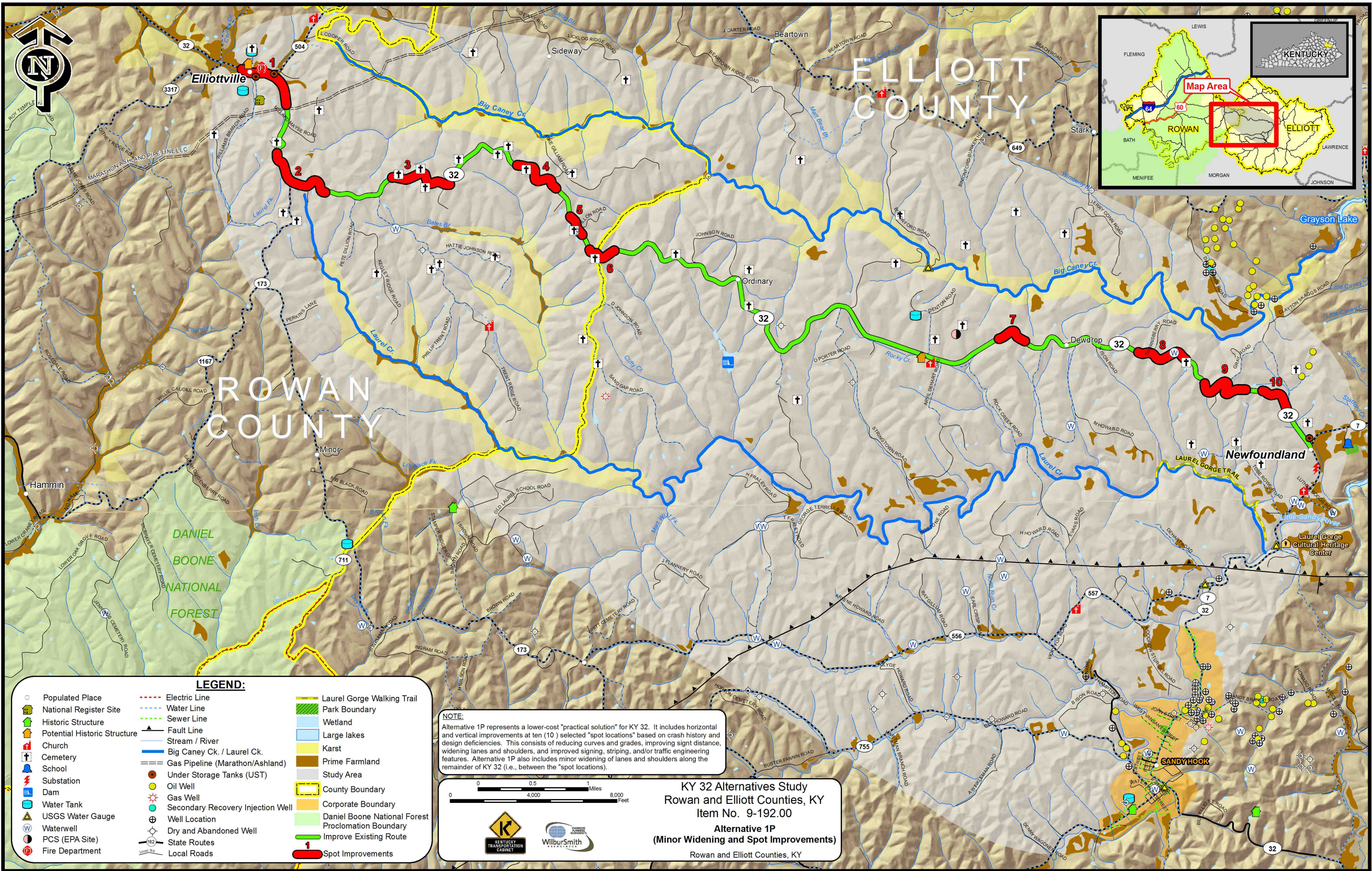
Your
Input Is
Important!

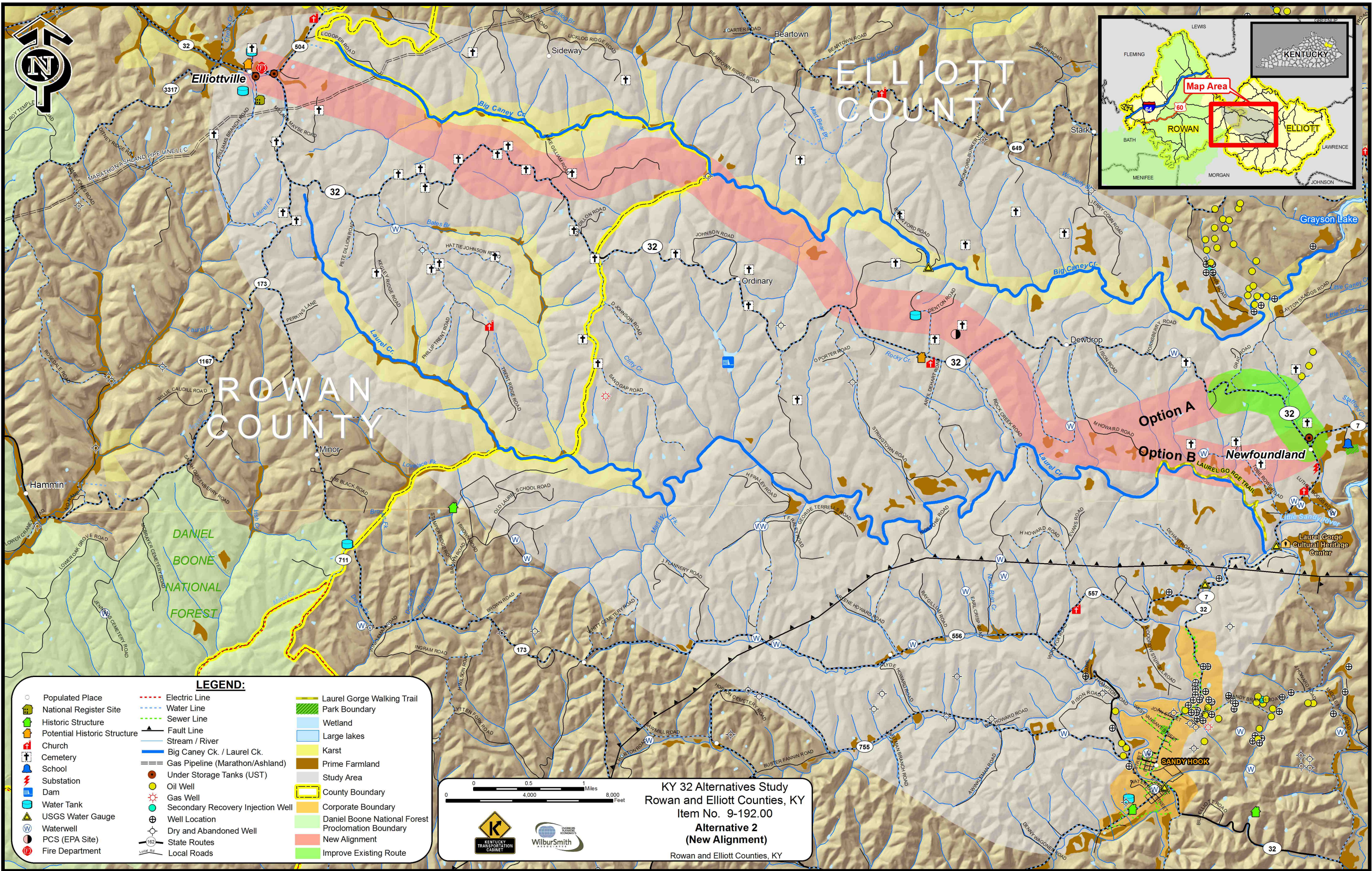


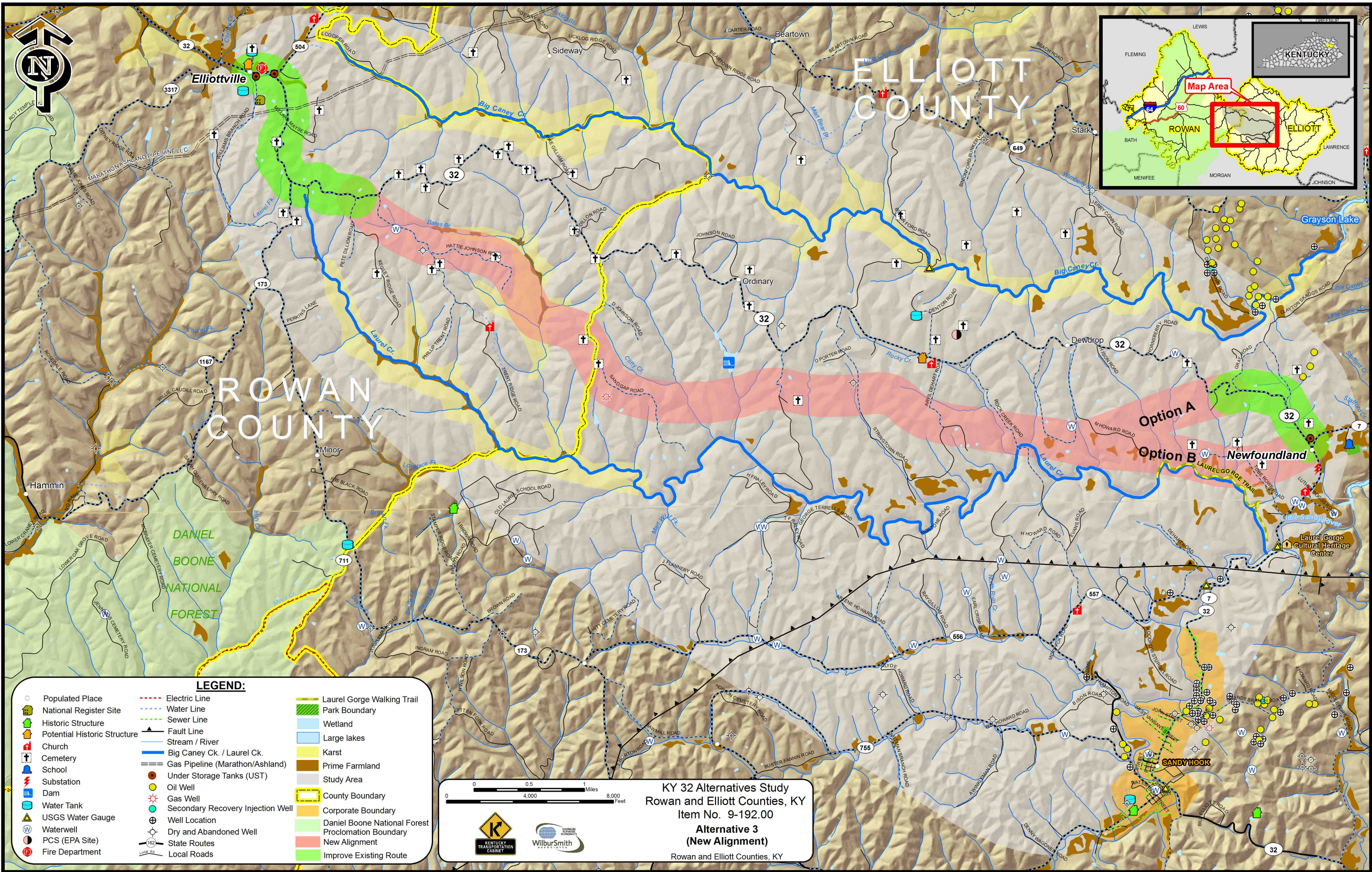
32 Roadway Facts

- The study portion of KY 32 is a rural major collector route.
- KY 32 has 9-10 ft wide lanes and 2-4 ft wide shoulders.
- 48 crashes were reported along the study portion of KY 32 between March 2004 and December 2007
- The posted speed limit is 55 miles per hour.











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JAN 20 2009

ENERGY AND ENVIRONMENT CABINET
DEPARTMENT FOR NATURAL RESOURCES

Steven L. Beshear
Governor

Division of Mine Permits
2 Hudson Hollow
Frankfort, Kentucky 40601
Phone (502) 564-2320
Fax (502) 564-6764
www.minepermits.ky.gov

Leonard K. Peters
Secretary

Carl E. Campbell
Commissioner

January 13, 2009

Mr. Keith R. Damron, Director
Kentucky Transportation Cabinet
Department of Highways
Division of Planning
200 Mero Street Mail Code W5-05-01
Frankfort, KY 40622

Dear Mr. Damron:

The following is in response to your letter dated December 8, 2008, requesting comments on proposed highway improvements to KY 32 in Rowan and Elliott Counties.

The presence of underground mine works could, under certain circumstances, constitute a subsidence hazard. A review of our database indicates that there are no surface or underground coal mines in Rowan County, and that all coal mines in Elliot County are located east of the proposed project. No mined-out coal seams or pre-law mines are known to exist in the project area. Therefore, we do not anticipate subsidence issues related to coal mines.

Transport of coal is a significant factor for some roads in the Kentucky coal fields. Part of Highway 32 constitutes a portion of the 2008 Kentucky Coal Haul Highway; however, that portion is not within the area proposed for improvements.

In conclusion, we did not identify any mine-related issues that would be expected to impact the project. If you have any questions, please contact Danita LaSage of my staff, at 564-2320.

Sincerely,

Ronald P. Mills, Director
Division of Mine Permits



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JAN 09 2009

ENERGY AND ENVIRONMENT CABINET
DEPARTMENT FOR NATURAL RESOURCES

Steven L. Beshear
Governor

2 Hudson Hollow
Frankfort, Kentucky 40601
Phone (502) 564-6940
Fax (502) 564-5698
www.dnr.ky.gov
www.kentucky.gov

Leonard K. Peters
Secretary

Carl E. Campbell
Commissioner

December 22, 2008

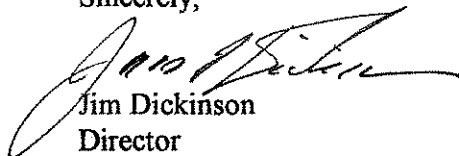
Keith Damron, P.E.
Director- Division of Planning
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, Ky. 40601

RE: Planning Study
Rowan & Elliott Counties
Item No. 9-192.00
KY 32 from KY 504 to KY 7 near Sandy Hook

Comments about Proposed Study Plan:

- Mining operations occurred southeast of this project in the early 1900's, the attached map shows symbols of areas affected by coal mining outside the study area.
- The closest inactive mines are around the town of Sandy Hook, southeast of the project area.
- No Acid Mine Drainage occurs within the proposed alternate due to past mining operations.
- Wetland Areas and endangered species may be an environmental concern for construction in the study area.
- Stream Mitigation was not performed on any of the mined areas southeast of the project.
- Several oil and gas wells exist within the study area as shown on the attached map.
- No conservation or development plans are proposed within the project area.

Sincerely,


Jim Dickinson
Director

Cc: Prestonsburg, JKH, File



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FEB 03 2009

Steven L. Beshear
Governor

Energy and Environment Cabinet
Department for Environmental Protection

Leonard K. Peters
Secretary

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

January 30, 2009

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

Dear Mr. Damron:

The Division has reviewed the planning study for evaluating proposed highway improvements for KY 32 from KY 504 in Elliottville to KY 7 near Sandy Hook in Rowan and Elliott Counties, Item Number 09-192.00. The following Kentucky Administrative Regulations apply to this proposed project:

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

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. Open burning may be utilized for the expressed purposes listed on the Open Burning Fact Sheet located at http://www.air.ky.gov/homepage_repository/e-Clearinghouse.htm. Although, vegetative matter accumulated by land clearing is included as a permissible method of disposal, the Division encourages the use of chipping and grinding in order to avoid excessive particulate emissions in the immediate vicinity of the project.

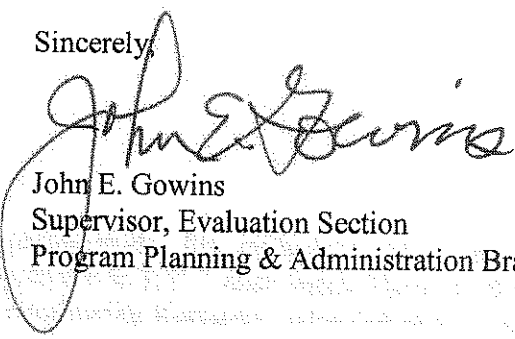
Mr. Keith Damron
Page 2
January 30, 2009

Finally, the projects listed in this document must meet the conformity requirements of the Clean Air Act as amended and the transportation planning provisions of Title 23 and Title 49 of United States Code.

Every effort should be made to maintain compliance with the preceding regulations and requirements. The Division also suggests an investigation into compliance with applicable regulations in the local governments.

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

Sincerely,


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

JEG/jmf



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FEB 05 2009

ENERGY AND ENVIRONMENT CABINET

Steven L. Beshear
Governor

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

Leonard K. Peters
Secretary

January 30, 2009

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

Re: Planning Study. Rowan and Elliott Counties. KY 32 from KY 504 to KY 7. Item No. 9-192.00 (SERO 2008-27)

Dear Mr. Damron,

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

We received your letter dated December 8, 2008 that requested our review of the Planning Study. We appreciate the opportunity to provide comments on the study. Two Kentucky state agencies provided comments on the study and are attached for your information. The Division of Water and the Kentucky Heritage Council provided comments. If you have any questions, please contact me at (502)564-2150.

Sincerely,

Larry C. Taylor
State Environmental Review Officer

**COMMONWEALTH OF KENTUCKY
STATE ENVIRONMENTAL REVIEW PROCESS**

Project Number: SERO 2008 -27

Initial Coordination Effort

Project Title:

Planning Study. Rowan and Elliott Counties. KY 32 from KY 504 to KY 7. Item
No. 9-192.00

The following Commonwealth of Kentucky agencies make up the State Environmental Review Process. Their response is listed below. Agencies that did not receive the document for review or did not respond are also noted.

REVIEWING AGENCIES:

RESPONSE:

Division of Water.....	COMMENTS ATTACHED
Division of Waste Management.....	Not Sent for Review
Division for Air Quality.....	Not Sent for Review
Department for Public Health.....	Not Sent for Review
Cabinet for Economic Development.....	Not Sent for Review
Division of Forestry.....	Not Sent for Review
Department of Parks.....	Not Sent for Review
Department of Agriculture.....	Not Sent for Review
Nature Preserves Commission.....	No Response Received
Kentucky Heritage Council.....	COMMENTS ATTACHED
Division of Conservation.....	Not Sent for Review
Department for Natural Resources.....	Not Sent for Review
Department of Fish and Wildlife Resources....	No Response Received
Transportation Cabinet.....	Not Sent for Review
Department for Military Affairs.....	Not Sent for Review

Division of Water Comments

**Planning Study for Improvements to KY 32 from KY 504 in
Elliottville to KY 7 near Sandy Hook**

Endorsement:

A request for review of the Planning Study for improvements to KY 32 from KY 504 in Elliottville to KY 7 near Sandy Hook in Elliott & Rowan Counties, Kentucky was received on December 31, 2008. The Division of Water (DOW) completed this review and has provided the following comments.

Compliance & Technical Assistance Branch:

The planning study for the improvement of KY32 from KY504 to KY7 was reviewed for direct and indirect impacts to the waters of the Commonwealth. Big Caney Creek and Laurel Creek are both listed as Cold Water Habitat by 401 KAR 10:026 and Exceptional Waters by 401 KAR 10:030. Therefore special considerations should be given to the impacts upon these streams. Presently KY32 runs along the ridgeline that divides Big Caney Creek and Laurel Creek. There are no direct impacts to the creeks except through headwater tributaries. Several of the alternatives will place the new road in close proximity to Big Caney and Laurel which would result in direct impacts and the need for mitigation.

The DOW MRO would support Alternative 1 (Improvement on existing KY 32) or Alternative 1P (Minor Widening and Spot Improvements). Either option would keep the primary construction at the furthest distance possible away from Big Caney and Laurel Creeks. Maintaining KY32 on the ridgeline would eliminate the need for mitigation and stream channel alternations. Erosion and sediment controls could be implemented on a smaller scale to keep sediment out of the headwater tributaries of Big Caney and Laurel Creeks.

Alternative 2 and 3 were also reviewed. They both represent negative impacts to either Big Caney or Laurel Creek. These alternatives would also move the road to the valleys along the creeks which would increase the need for erosion and sediment control and possibly mitigation. Tributaries at these lower elevations would also be negatively impacted by sediment and channel changes from the construction.

One of the goals in the project was to support, preserve or enhance tourism through ecotourism, scenic tours and motorcycle tours. All of these tourism options would be enhanced by maintaining the road along the ridgeline and preserving the current pristine environment surrounding Big Caney and Laurel Creeks.

Water Quality Branch:

In response to Item No. 9-192.00 KY 32 improvements, the WQB has reservations concerning major road improvements of KY 32 because it is located in two Reference Reach watersheds, Laurel Creek and Big Caney Creek. Of the three alternatives listed in this scoping notice, the WQB would choose Alternatives 1 and 1P. Alternatives 2 and 3 would potentially impact Laurel Creek, Big Caney Creek, or both. We would like to discourage KTC from choosing either of these two alternatives.

M E M O R A N D U M

PA-001-2009

TO: Keith Damron, PE
Director
Division of Planning

FROM: William Broyles, PE
Geotechnical Branch
Branch Manager
Division of Structural Design

BY: Christian Wallover, PG
Sean House
Geotechnical Branch

DATE: January 28, 2009

SUBJECT: Rowan and Elliot Counties
KY 32 from KY 504 in Elliotville to
KY 7 near Sandy Hook
FD04 103 0032 016-022
Item # 9-192.00
Mars # 8054301P

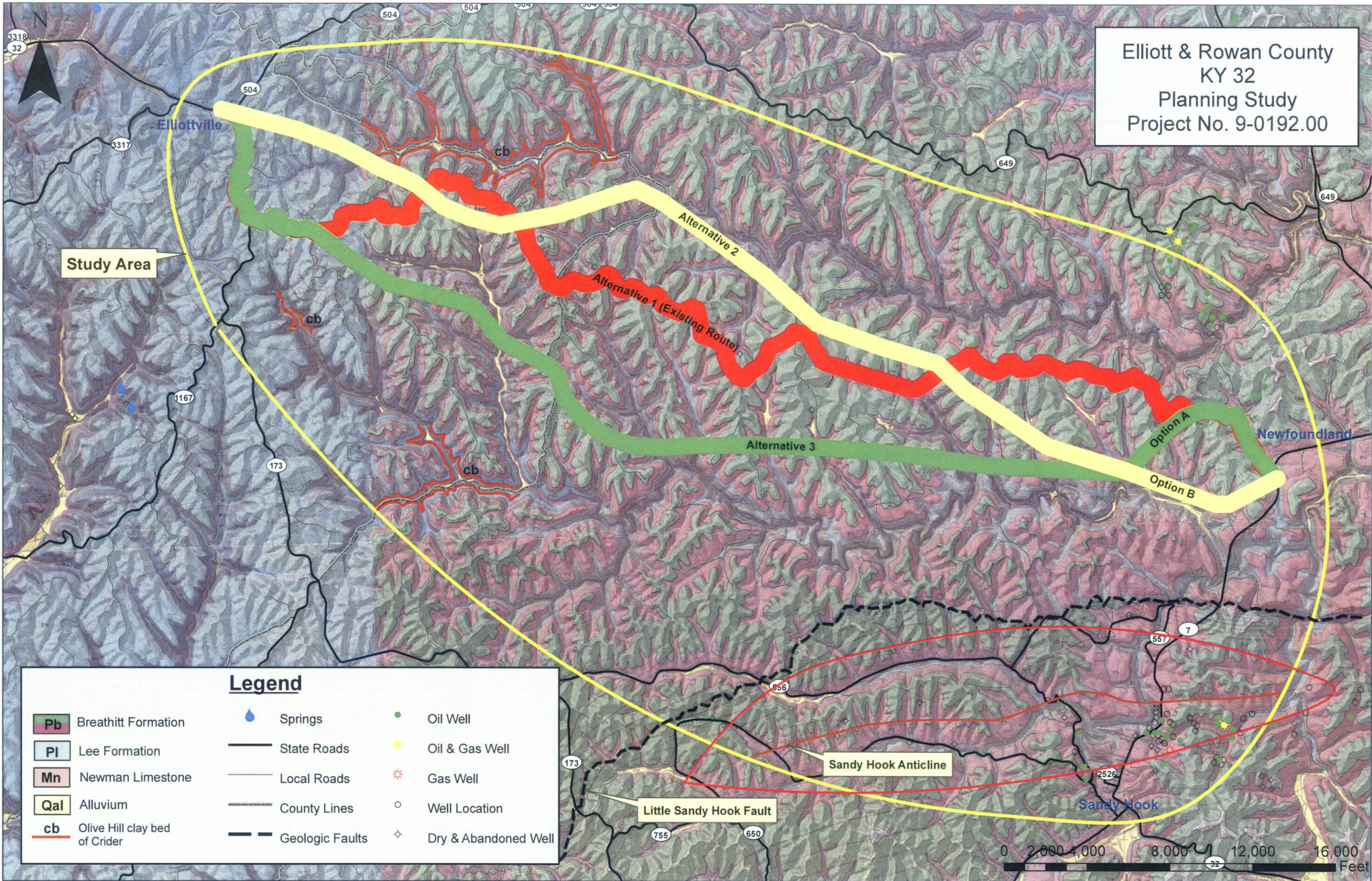
At your request, the Geotechnical Branch has completed a review of the proposed alternates and outlined issues that may affect them. A previous report was completed for the project on July 31, 2008, report # P-005-2008.

The primary concern is with Alternative 2 in the northwest portion of the study area. The proposed line could encounter the Olive Hill Clay Bed of Crider (CB) as shown on the attached map. This is semiflint clay and flint clay that has been extensively stripped and underground mined along the Big Caney Creek. It is recommended that areas directly on top of and around this bed should be avoided.

If there are any questions, please advise.

cc. Thomas Witt

Elliott & Rowan County
 KY 32
 Planning Study
 Project No. 9-0192.00



Study Area

Legend

- | | | |
|---|-----------------|----------------------|
| Pb Breathitt Formation | Springs | Oil Well |
| PI Lee Formation | State Roads | Oil & Gas Well |
| Mn Newman Limestone | Local Roads | Gas Well |
| Qal Alluvium | County Lines | Well Location |
| cb Olive Hill clay bed of Crider | Geologic Faults | Dry & Abandoned Well |

Sandy Hook Anticline

Little Sandy Hook Fault

Sandy Hook

Newfoundland

Elliottville



U.S. Department
of Transportation
**Federal Aviation
Administration**

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DEC 31 2008

Memphis Airports District Office
2862 Business Park Dr, Bldg G
Memphis, TN 38118-1555
Phone: 901-322-8180

December 24, 2008

Mr. Keith R. Damron, P.E.
Transportation Engineer Branch Manager, Division of Planning
Kentucky Department of Transportation
200 Mero Street
Frankfort, KY 40622

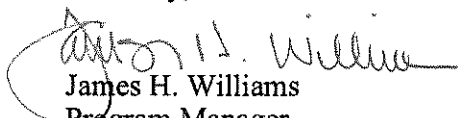
Re: Planning Study, Rowan and Elliott Counties
KY 32 from KY 504 in Elliottville to KY 7 near Sandy Hook
Item No. 9-192.00

Dear Mr. Damron:

We have reviewed the proposed study and found no issue or concerns that could affect the nearest airport (Morehead-Rowan County Airport) in that area. We feel, from your proposal, that this project will have no environmental impact for future airport development. We would like to be notified if any changes should occur from the original studies.

Thank you for considering our opinion in your study and if you have any question feel free to call our office.

Sincerely,


James H. Williams
Program Manager

Rowan Chapter of the
KENTUCKIANS FOR THE COMMONWEALTH
P. O. Box 177, Elliottville, Kentucky 40317

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JAN 20 2009

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

KY 32 Alternatives Study, Item No. 9-192.00

Dear Mr. Damron,

Thank you for the opportunity to offer comments on this project. We believe that Alternatives 2 and 3 would do irreparable harm to Big Caney Creek and Laurel Creek. Both streams are Reference Reach, Outstanding State Resource Waters and rare cold water aquatic habitats. The development of either alternates 2 or 3 would irreparably damage most if not all the headwater streams on nearly one half of the watersheds feeding these streams. We do not believe the kinds of damage these two alternatives would do can be mitigated. Headwater streams have unique functions that are essential to the health of the streams they feed. The much closer proximity of the new highways in alternates 2 and 3 to either of these streams would increase road salt and toxic automotive fluids in runoff. Alternates 2 and 3 would predictably lead to new residences, business, subdivisions, driveways, roads, parking lots and deforestation all much closer to these streams all contributing to large increases in pollution to the streams. Because of the increased pollution loading from all these sources it is our opinion that both alternative 2 and 3 would inevitable lead to the end of Reference Reach and Outstanding State Resource Waters status for these two streams within a short period of time.

We believe that Alternative 1P is far superior to all the other alternatives. Not only would the environmental impacts be far less, but this alignment would best serve local residents while meeting the goals of more convenient and safer travel between Sandy Hook and Morehead. We request that the Transportation Cabinet's Karst Policy and Context Sensitive Design principles be strictly followed. We also request that in order to protect taxpayers that if any other alternative than 1P is selected as the preferred alternative that a Benefits/Cost Analysis Justification Study be required (because of the small daily use and the large estimated costs).

At the Thursday December 11th meeting in Laurel Gorge Center Chief District Engineer Darrin Eldridge said that he would be happy to work with us towards achieving Kentucky Scenic Byway status for this project. WE have been in communication with Dr. Brian Lee at U K's School of Landscape Design Architecture Design and he has agreed to do the design work that would limit impacts and enhance the historical and cultural dimension of this project.

We look forward to working with you to make this project a model for the future.

Ted Withrow

Ted Withrow
Chair, Rowan County Chapter
Kentuckians for the Commonwealth

cc: Jose Sepulveda, FHWA

Spencer, Amanda R.

From: Witt, Thomas (KYTC) [Thomas.Witt@ky.gov]
Sent: Monday, January 12, 2009 9:04 AM
To: Dixon, Carl Douglas; Martin, David (KYTC); Mauney, Phil (KYTC-D09); Spencer, Amanda R.; Wells, Brent (KYTC-D09); Wright, Samantha J
Subject: FW: KSNPC Comment on KY 32 Planning Study, Rowan and Elliott cos

Please see the comments below from KSNPC regarding the KY 32 project.

Thomas Witt, P.E.

Transportation Cabinet
Division of Planning

From: Ross, Steve (KYTC)
Sent: Friday, January 09, 2009 11:41 AM
To: Witt, Thomas (KYTC)
Cc: Martin, David (KYTC)
Subject: FW: KSNPC Comment on KY 32 Planning Study, Rowan and Elliott cos

From: Damron, Keith (KYTC)
Sent: Friday, January 09, 2009 9:52 AM
To: Ross, Steve (KYTC)
Subject: FW: KSNPC Comment on KY 32 Planning Study, Rowan and Elliott cos

For your documentation.

Thank You

Keith R. Damron, P.E.

Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, Kentucky 40622
Phone: 502-564-7183
Fax: 502-564-2865

From: Palmer-Ball, Brainard (EEC)
Sent: Friday, January 09, 2009 9:50 AM
To: Damron, Keith (KYTC)
Subject: KSNPC Comment on KY 32 Planning Study, Rowan and Elliott cos

TO: Keith Damron, KTC

FROM: Brainard Palmer-Ball, Jr., KSNPC

DATE: December 31, 2008

RE: KY 32 Planning Study

1/13/2009

I have recently retired, but am tying up some loose ends and am submitting the following comments for the Ky State Nature Preserves Commission on the above-referenced Planning Study

KSNPC has reviewed the project summary and notes the presence of several rare aquatic and plant species that occur within the drainage of Laurel Fork, which parallels the project area on the south. This forested ravine (as well as others within the project area) may harbor additional populations of rare species. KSNPC recommends that planning for this project include suitable measures to protect the integrity of the watersheds within the project area, including proper erosion and sediment control structures that will help maintain water quality in project area streams.

Kentucky Heritage Council Comments



STEVEN L. BESHEAR
GOVERNOR

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

MARCHETA SPARROW
SECRETARY

THE STATE HISTORIC PRESERVATION OFFICE
300 WASHINGTON STREET
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-7005
FAX (502) 564-5820
www.heritage.ky.gov

MARK DENNEN
ACTING EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

July 31, 2008

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

**Re: Planning Study
Rowan and Elliot Counties, KY 32 from KY 504 in Elliottville to KY 7 near Sandy Hook
(Item No 9-192.00)**

Dear Mr. Damron:

The State Historic Preservation Office has received a request for further comments regarding the above-referenced planning study. We received a similar request last July to which we responded with a letter dated July 31, 2008. In that letter, we recommended the following:

- There are many archaeological resources identified within the study area, including surveyed sites, such as an Early Archaic and historic farm site (15RO145) and two prehistoric rock shelters (15EL14 & 15EL15), as well as several cemeteries and other archaeological resources that have yet to be evaluated by a professional archaeologist.
- Additionally, there are a number of historic building sites within the study area, but it appears as if this region has not been surveyed by a professional architectural historian.
- A full survey of both architectural and archaeological resources should be conducted based on the project alternatives. The study reports must be submitted to this office for review, via the KYTC Central Office, Division of Environmental Analysis.

We understand that the project is still in its early planning stages, and we look forward to continued participation in the review process. If you have any questions, please contact Danae Peckler of my staff at (502) 564-7005, extension 127.

Sincerely,

Mark Dennen
Acting Executive Director and
State Historic Preservation Officer

cc: Timothy Witt, KYTC, Division of Planning
Larry Taylor, Department for Environmental Protection
DAP:dap

Richie Farmer, Commissioner
32 Fountain Place
Frankfort, KY 40601



Phone: (502) 564-5126
Fax: (502) 564-5016
E-mail: richie.farmer@ky.gov

Kentucky
Department of
Agriculture

A Consumer Protection and Service Agency

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DEC 12 2008

December 11, 2008

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

RE: Rowan and Elliott Counties Item No. 9-192.00

Dear Mr. Damron:

The Kentucky Department of Agriculture recognizes receipt of information relating to the above noted Item No. At this time, the Department has no comment on the proposed project.

We appreciate the opportunity to provide input.

Yours truly,


Richie Farmer, Commissioner



www.kyagr.com



JAN 20 2009

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EDUCATION CABINET
DEPARTMENT OF EDUCATION

Steven L. Beshear
Governor

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

Jon E. Draud, Ed.D.
Commissioner of Education

January 15, 2009

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

**RE: Kentucky Transportation Cabinet Planning Study: Rowan and Elliott Counties
KY 32 from KY 504 in Elliottville to KY 7 near Sandy Hook**

Dear Mr. Damron:

I am in receipt of your letter of December 8, 2008 (attached) regarding the Planning Study for Rowan and Elliott Counties and advise you that this project will not affect the Kentucky Department of Education's responsibilities and programs. The Division of Facilities Management contacted district offices for Rowan County and Elliott County Schools and in their opinion, there are no negative environmental impacts from this project.

Sincerely,

Mark W. Ryles, Director
Division of Facilities Management

HM/MWR/efh

c: Helen W. Mountjoy, Secretary, Education Cabinet
Marvin Moore, Superintendent Rowan County Schools
Ted Trent, Rowan County Schools
John Williams, Superintendent Elliott County Schools
Mark W. Ryles

Spencer, Amanda R.

From: Witt, Thomas (KYTC) [Thomas.Witt@ky.gov]
Sent: Monday, December 22, 2008 2:40 PM
To: Dixon, Carl Douglas; Martin, David (KYTC); Mauney, Phil (KYTC-D09); Spencer, Amanda R.; Wells, Brent (KYTC-D09); Wright, Samantha J
Subject: KY 32 Response from 2nd Agency Coordination

From: Harman, Charles L (Education Cabinet)
Sent: Thursday, December 18, 2008 2:39 PM
To: Witt, Thomas (KYTC)
Subject: Item No. 9-192.00 Planning Study

Mr. Witt,

I am responding on behalf of Education and Workforce Development Cabinet Secretary Helen W. Mountjoy. At the present time, the Education and Workforce Development Cabinet has no comments on the subject study.

I am forwarding the notification to the Kentucky Department of Education for their review.

Charlie Harman

*Charlie Harman, Executive Director
Office of Budget and Administration
Education and Workforce Development Cabinet
500 Mero Street
Capital Plaza Tower Suite 301
Frankfort Ky 40601
E-MAIL: CharlesL.Harman@ky.gov
Phone: (502)564-9681*

Captain Depp,

I have read this packet of information pertaining to the planning of an improved Ky. Hwy. 32 from Elliottville in Rowan county to Newfoundland in Elliott County. I am not sure if you are aware of this, but when I first became a Trooper I was assigned to Elliott and Morgan counties. I lived just off of Ky. 7 about 3 miles or so from Newfoundland in Elliott County. For the two years that I lived there, I traveled this portion of roadway almost daily. This is a very hilly and curvy stretch of highway and for the most part, the 55 mph speed limit is way too fast as it is basically a series of sharp curves and steep grades, much of which is not protected by guardrails. As I traveled the roadway from Elliott County to Post over these two years I wished for just this type of road improvement. According to the statistics in the packet there were 48 accidents on this portion of Ky. 32 from Mar. 2004 to December 2007. I know from experience that this section of highway is very dangerous especially during inclement weather. I also know from experience that most of the residents of Elliott county would rather drive to Grayson or even Ashland before making the trip across Ky. 32 to Morehead to conduct business, shop or use medical facilities.

During the time that I worked this area (1996-1998), Elliott County was one of the leading counties in the state for unemployment, Since that time the Little Sandy Correctional Complex has been built. And with that I know that the flow of traffic has increased greatly and I am sure that the amount of traffic on Ky. 32 has increased as well. I wonder if there are any statistics that would show the number of accidents on Ky. 32 before the prison was built and the number of accidents since its development.

I have looked and thought about the listed bullets included in the packet, some of which I do not feel that we as an agency can answer. Below are the bullets and my thoughts:

- Comments on the project goals or purpose and need for the project; In my opinion, there is a need for a new or improved roadway. Without a doubt it would improve access to Morehead State University, St. Claire Med Center, I-64 and all the business in the Morehead area.

- Specific issues or concerns that need to be addressed; With a better roadway, there will without a doubt be much more traffic on this portion of highway, as I believe that Elliott county residents will begin to utilize the resources in the Morehead area rather than make a longer trip to Grayson or Ashland. With that being said, I also believe that a new or improved roadway will likely increase the flow of traffic into Elliott County especially to the Laurel Gorge and Grayson Lake areas.

- I do not feel that the remainder of the listed bullets apply to our agency for comment.

Elliott County, like Menifee County is unique in our eleven county post district in that neither of these counties are remotely close to a major roadway. The northern counties in our district have the AA highway, the southern counties have the Mtn. Parkway, and the central counties have I-64. A better roadway from our post to Elliott County would certainly make it easier, safer, and quicker for our Troopers as well as other emergency response agencies (i.e. fire dept. ambulance service etc), to respond to calls for service in this area.

Sergeant Jim Bowling

Spencer, Amanda R.

From: Ross, Steve (KYTC) [Steve.Ross@ky.gov]
Sent: Wednesday, February 11, 2009 8:13 AM
To: Witt, Thomas (KYTC)
Subject: FW: KY 32 Study 12-192

From: Damron, Keith (KYTC)
Sent: Wednesday, February 11, 2009 7:53 AM
To: Ross, Steve (KYTC)
Subject: KY 32 Study 12-192

I received a call from Representative Rocky Adkins on January 16, 2009 concerning the subject study. He had four comments to offer for consideration during this phase of this project:

1. Improve Safety
2. Keep Scenic Aspects of this roadway in order to not loose the beauty of the scenic features as well as to not change the characteristics or personality of this roadway.
3. He was in favor of doing something similar to what was done on KY 7 in Elliot County.
4. He was not in favor of Spot Improvements but preferred complete reconstruction of this route even if it follows the existing alignment for the most part.

Thank You

Keith R. Damron, P.E.

Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, Kentucky 40622
Phone: 502-564-7183
Fax: 502-564-2865

2/11/2009

Spencer, Amanda R.

From: Witt, Thomas (KYTC) [Thomas.Witt@ky.gov]
Sent: Friday, February 06, 2009 2:10 PM
To: Dixon, Carl Douglas; Gillum, Brian (KYTC-D09); Martin, David (KYTC); Mauney, Phil (KYTC-D09); Spencer, Amanda R.; Wells, Brent (KYTC-D09); Wright, Samantha J
Subject: Agency Coordination Response
Importance: Low

Please see the response below from the Kentucky Airport Zoning Commission.

Thomas Witt, P.E.

Transportation Cabinet

Division of Planning

From: Ross, Steve (KYTC)
Sent: Friday, February 06, 2009 1:30 PM
To: Witt, Thomas (KYTC)
Cc: Martin, David (KYTC)
Subject: FW: Planning Study Item No. 9-192
Importance: Low

From: Damron, Keith (KYTC)
Sent: Thursday, February 05, 2009 4:43 PM
To: Ross, Steve (KYTC)
Subject: FW: Planning Study Item No. 9-192
Importance: Low

For you to process.

Thank You

Keith R. Damron, P.E.

Director

Division of Planning

Kentucky Transportation Cabinet

200 Mero Street, 5th Floor

Frankfort, Kentucky 40622

Phone: 502-564-7183

Fax: 502-564-2865

2/9/2009

From: Houlihan, John (KYTC)
Sent: Tuesday, January 13, 2009 4:16 PM
To: Damron, Keith (KYTC)
Subject: Planning Study Item No. 9-192
Importance: Low

Mr. Damron,

I have reviewed the proposed study and found this will have no negative impact on air navigation. However, if construction equipment (ex. cranes) exceed 200 feet above ground level this will require a permit from the Kentucky Airport Zoning Commission. If you have any questions, let me know.

Thank you.

Kentucky Airport Zoning Commission

John Houlihan, Administrator

90 Airport Road, Building 400

Frankfort, KY 40601

Desk 502.564.0310

Cell 502.330.3955

<http://transportation.ky.gov/aviation/kyzoning.htm>

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FEB 03 2009

Justice and Public Safety Cabinet
LITTLE SANDY CORRECTIONAL COMPLEX

Route 5 Box 1000

LaDonna H. Thompson
COMMISSIONER

Sandy Hook, KY 41171
(606) 738-6133

Joseph P. Meko
WARDEN

January 21, 2009

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

Dear Mr. Damron,

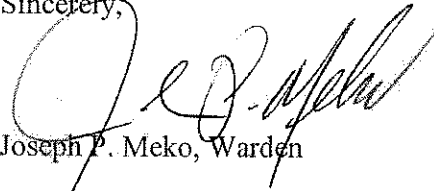
Little Sandy Correctional Complex is an adult male, medium custody state correctional facility that houses 1022 inmates and employs 228 staff. A facility this size is much like a small community in itself. It requires a very large amount of supplies, goods, and services in order to operate and function on a daily basis.

Supplies and services are many times delivered and made available by way of KY 32, a major access route. Many suppliers and staff also utilize KY 32 to access the facility. Highway 32 also serves as a major route for court trips, medical trips, institutional transfers and inmate visitors. This highway improvement project would make KY 32 much safer, especially during inclement weather when staff has to miss work due to road conditions.

The services Little Sandy Correctional complex provides are critical to the safety of the local communities. Road improvements on KY 32 would possibly save lives; as the St. Claire Regional Medical Center is the primary health care center for the facility and its inmate population during emergency medical transports.

Deputy Warden Paul Holbrook attended your initial planning meeting last year and was very impressed with the fact your study is not limited to only improving the current KY 32 but the possibility of relocation or realignment. Little Sandy Correctional Complex welcomes this road improvement project. I appreciate the opportunity to provide this input on behalf of Little Sandy Correctional Complex.

Sincerely,



Joseph P. Meko, Warden

cc: Warden's File

JM/tmc

RECEIVED

DEC 24 2008



OFFICE OF THE PRESIDENT

December 18, 2008

202 HOWELL-MCDOWELL AD. BLDG.
MOREHEAD, KENTUCKY 40351-1689
TELEPHONE: 606-783-2022
FAX: 606-783-2216

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

Dear Mr. Damron:

I am pleased to respond to your request for written comments on the planning study currently underway by the Transportation Cabinet for improvements to KY 32 from KY 504 in Rowan County to KY 7 near Sandy Hook in Elliott County.

This section of highway is a major access road for hundreds of employees, students, parents and other visitors to Morehead State University on a daily basis. In fact, the highway's alignment often is a major reason for late arrivals and/or absenteeism by our employees and students during icy and foggy weather conditions.

Those involved in the University's efforts to promote cultural heritage tourism in this area have reported to me that tour buses coming through Morehead are reluctant to use that road for access to Laurel Gorge and Grayson Lake because of the frequency of passenger motion sickness resulting from the switchback curves. We also are concerned that emergency response vehicles are at greater risk when traveling that section of highway with medical patients headed to St. Claire Regional Medical Center here in Morehead.

Whenever I drive that highway I worry about the absence of shoulders wide enough for a vehicle to get out of the traffic flow if you became stalled or broken down. I often follow the lead of others by taking two longer but more desirable alternate routes to get from Sandy Hook to Morehead rather than use KY 32.

We in the leadership of Morehead State University urge the Cabinet to develop plans to improve this section of highway as soon as possible. We realize that this will be a relatively expensive project to undertake but the safety and convenience of the motoring public should be a priority. Also, reducing the travel time between these two communities can result in expanded economic



opportunities, especially agritourism, ecotourism and cultural heritage tourism on both ends of this section of KY 32. An ideal solution would be to create a modern, safe highway that could serve as a scenic byway to take advantage of the natural beauty of that area.

We also feel strongly that improving KY 32 will encourage more students from Elliott and Carter counties to commute to our Morehead campus to complete four-year college degrees, a statewide educational goal for the Commonwealth.

In closing, it is clear to me after four years of living in Kentucky that the inadequacies of this highway and others like it are limiting economic progress in rural communities of East Kentucky.

Please know that we sincerely appreciate the opportunity to comment on this important work of the Transportation Cabinet.

Sincerely,

A handwritten signature in dark ink, appearing to read "Wayne D. Andrews", with a long, sweeping horizontal stroke extending to the right.

Wayne D. Andrews
President

Spencer, Amanda R.

From: Witt, Thomas (KYTC) [Thomas.Witt@ky.gov]
Sent: Monday, February 23, 2009 9:23 AM
To: Dixon, Carl Douglas; Gillum, Brian (KYTC-D09); Martin, David (KYTC); Mauney, Phil (KYTC-D09); Spencer, Amanda R.; Wells, Brent (KYTC-D09); Wright, Samantha J
Subject: KY 32 Planning Study - Comments from Corps of Engineers

I got a call Friday from Allison Rogers with the Corps of Engineers. She's been working to provide comments on the KY 32 planning study but doesn't expect them to be completed until this week. I'll forward those comments to you once I receive them. She did mention that there are some potential watershed issues with Alternatives 2 & 3, including possible impacts to the Laurel Gorge area.

Thomas Witt, P.E.

Transportation Cabinet
Division of Planning

2/23/2009

Seligman, Nancy S.

From: Witt, Thomas (KYTC) [Thomas.Witt@ky.gov]
Sent: Friday, March 06, 2009 1:06 PM
To: Dixon, Carl Douglas; Gillum, Brian (KYTC-D09); Martin, David (KYTC); Mauney, Phil (KYTC-D09); Spencer, Amanda R.; Wells, Brent (KYTC-D09); Wright, Samantha J
Subject: FW: Agency Coordination Reponse from Corps of Engineers
Attachments: Final KYTC SR32 Scoping Response Ltr 6Mar2009.pdf



Final KYTC SR32
Scoping Respon...

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

From: Rogers, Alison M LRH [mailto:Alison.M.Rogers@usace.army.mil]
Sent: Friday, March 06, 2009 11:20 AM
To: Witt, Thomas (KYTC)
Cc: Ayaay, Jonathan J LRH; Scragg, John D LRH
Subject:

Hello Thomas,
As we discussed over the telephone, our comments to your scoping letter for the proposed KY 32 improvements is attached. The official copy of the letter is in the mail, and should be received in your office early next week.

As stated in the attached letter, the District is concerned about the proposed project's potential impact to the Laurel Gorge Trail area located at Grayson Lake, and we request that the KYTC continue to coordinate with the District, as the project develops.

We also plan to attend the public workshop scheduled for March 24th to gain more information about the proposed project. If you could forward any information regarding the workshop to me, that would be great!

Thank you very much for the opportunity to comment on the project, and for accepting our comments after the comment period deadline.

Sincerely,

Alison Rogers
Planning Branch, Huntington District
US Army Corps of Engineers
502 Eighth Street
Huntington, WV 25701
304-399-5722 office
304-399-5136 fax



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
HUNTINGTON DISTRICT, CORPS OF ENGINEERS
502 EIGHTH STREET
HUNTINGTON, WEST VIRGINIA 25701-2070

Planning, Programs and Project Management
Planning Branch, Environmental Analysis Section

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

Dear Mr. Damron:

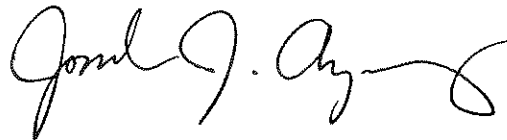
The Huntington District appreciates the opportunity to comment on the Planning Study for KY 32 in Rowan and Elliott Counties. As you are aware, the proposed project to upgrade KY 32 from KY 504 in Elliottville to KY 7 in Sandy Hook is located within the Caney Creek Area of the Grayson Lake project, specifically within the Big Caney Creek and Laurel Creek watersheds. The Huntington District property within each of these watersheds is leased to the Kentucky Tourism Cabinet, Department of Fish and Wildlife (KDFWR) for wildlife management. Permanent flowage easements (PFEs) extend beyond the federally owned property in both watersheds, and these easements are generally restricted to the flood control storage elevation. The seasonal pool elevation of Grayson Lake is 645 feet above mean sea level (msl), and the flood control storage elevation for the lake is 681 feet above msl.

We have reviewed the maps depicting the project's proposed alternatives, and we have the following comments.

1. Due to the location of Alternatives 1 and 1P on or close to the existing KY 32 alignment and footprint, we do not anticipate direct impacts to property owned by the Huntington District. However, the karst geology of the Big Caney Creek watershed could result in potential long term impacts associated with an expanded highway, and the potential to induce development along the corridors for proposed Alternatives 1, 1P, and 2. The Huntington District requests that the Kentucky Transportation Cabinet (KYTC) consider these impacts as part of the indirect and cumulative impact analysis for the project, specifically with respect to highway runoff and sedimentation.
2. Option B of Alternatives 2 and 3 has the potential to directly impact Huntington District property within the Laurel Creek watershed. As shown on your maps, the Laurel Gorge Trail is located within this area, and the trail is leased to the Elliott County Fiscal Court. Research into our files indicates the Laurel Gorge Trail Area offers unique and valuable recreational opportunities within the boundaries of the Grayson Lake project. The Laurel Gorge Trail area also contains cultural resources that are eligible for listing on the National Register of Historic Places, and supports several rare plant and animal species. The Huntington District requests that the KYTC avoid alternatives that could potentially impact this unique area of the Grayson Lake project.

We are confident that these comments will benefit the subject project. If you need additional information on specific federal property boundaries within the Big Caney Creek and Laurel Creek watersheds, please contact Alison Rogers of my staff at 304-399-5722. We encourage the KYTC to continue to consult the Huntington District as this project develops.

Sincerely,

A handwritten signature in black ink, appearing to read "Jonathan J. Aya-ay", with a stylized flourish at the end.

Jonathan J. Aya-ay
Chief, Environmental Analysis Section

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2378
Fax: (314)269-2737
Email:

16591.1/KY Corridor
January 15, 2009

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

Subj: KY 32/KY 504/KY 7 CORRIDOR IMPROVEMENT PROJECT, ROWAN AND ELLIOT
COUNTIES

Dear Mr. Damron:

Please refer to your correspondence of December 8, 2008. We have determined that pursuant to the Coast Guard Authorization Act of 1982, the subject project does not involve bridges over navigable waters of the United States. Therefore, a Coast Guard bridge permit is not required for this project.

We appreciate the opportunity to comment on the project.

Sincerely,

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

ROGER K. WIEBUSCH

Bridge Administrator

By direction of the District Commander

JAN 20 2009

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UNIVERSITY OF KENTUCKY

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FEB 02 2009

January 27, 2009

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

Kentucky Geological Survey
Research
228 Mining & Mineral Resources Bldg.
Lexington, KY 40506-0107
Phone: (859) 257-5500
Fax: (859) 257-1147
www.uky.edu/kgs

Subject: Planning Study
Rowan and Elliott Counties
KY 32 from KY 504 in Elliottsville to KY 7 near Sandy Hook
Item No. 9-192.00

Dear Mr. Damron:

This letter is in response to your request for comments concerning the proposed improvement alternatives for KY-32 from KY-504 in Elliottsville to KY-7 near Sandy Hook. Field investigations were conducted on two different occasions to determine which geologic features occur in the study area, and how these features may affect improvements along KY-32.

KY-32 follows mostly along ridgetops that consist of interbedded sandstone, shale, coal, and underclay (Pikeville and Hyden Formations). In a couple of places KY-32 follows along creeks where thick-bedded sandstone (Corbin Sandstone) is exposed. Most of the shale exposures along KY-32 are weathered.

Fracture orientations were measured during field investigations in order to determine if there is a pervasive set of fractures that might affect road construction or maintenance. Fractures in the study area reveal orientations that are consistent with other fracture patterns in eastern Kentucky. While these fracture patterns show predominant orientations, they do not appear to be pervasive through the rock mass. This fracture orientation data can be provided to the Geotechnical Division in the future.

Issues or concerns that may affect the improvements along parts of KY-715 include slope stability of the weathered shales. None of the geologic features observed in the field area would preclude improvements on or alternative routes along KY-715.

Sincerely,

Steven L. Martin
Geologist

