

APPENDIX I.
ROUND II RESOURCE AGENCY LETTERS

APPENDIX I

Resource Agency Coordination Letters – Round II

1. Agency Coordination Letter (12/30/04) with Mailing List
2. Carter County Board of Education
3. City of Grayson, Office of the Mayor
4. City of Olive Hill, Office of the Mayor
5. Elliott County Medical Clinic
6. Kentucky Airport Zoning Commission
7. Kentucky Cabinet for Health and Family Services
8. Kentucky Department of Agriculture
9. Kentucky Department of Fish and Wildlife Resources
10. Kentucky Department of Highways, Division of Construction
11. Kentucky Department of Military Affairs
12. Kentucky Department for Natural Resources
13. Kentucky Department for Natural Resources
14. Kentucky Department of Parks
15. Kentucky Department of Travel
16. Kentucky Department of Vehicle Enforcement
17. Kentucky Division of Air Quality
18. Kentucky Division of Conservation
19. Kentucky Division of Materials, Geotechnical Branch
20. Kentucky Division of Water
21. Kentucky Education Cabinet
22. Kentucky Heritage Council
23. Kentucky House of Representatives
24. Kentucky State Nature Preserves Commission
25. Morehead Utility Plant Board
26. Our Lady of Bellefonte Hospital
27. St. Claire Regional Medical Center
28. Three Rivers Medical Center
29. United States Army Corps of Engineers, Huntington District
30. United States Army Corps of Engineers, Louisville District
31. United States Department of Health and Human Services
32. United States Environmental Protection Agency – Region 4
33. United States Forest Service, Daniel Boone National Forest
34. United States Natural Resources Conservation Service



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

ERNIE FLETCHER
GOVERNOR

MAXWELL C. BAILEY
SECRETARY

December 30, 2004

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

Dear «Letter_Title» «Last_Name»:

Subject: Planning Study
Carter, Elliott, Lawrence and Rowan Counties
KY 645, Extension of KY 645 from Ulysses to a location along I-64
between Morehead and the Industrial Parkway
Item No. 12-115.00

We are requesting your agency's input and comments on a planning study to determine the need and potential impacts for a proposed highway project. The Kentucky Transportation Cabinet has assembled a study team to evaluate the proposed extension of KY 645 from Ulysses in Lawrence County to a location along I-64 between Morehead in Rowan County and the Industrial Parkway (KY 67) in Carter County. The study is currently in the corridor selection stage.

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

We respectfully ask that you provide us with your comments by January 31, 2005, 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.

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

Page 2

December 30, 2004

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:

- A draft statement of Project Goals
- Environmental Footprint
- Location of Trout Streams
- Corridors Map
- Level 1 and Level 2 Screening Matrices

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@ky.gov. Please address all written correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 200 Mero Street, Station W5-05-01, Frankfort, KY 40622.

Sincerely,



Annette Coffey, P.E.
Director
Division of Planning

ACTN:NH

Enclosures

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Glenn Jilek (w/a)
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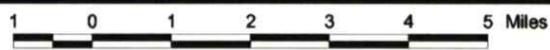
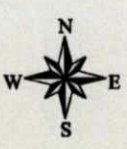
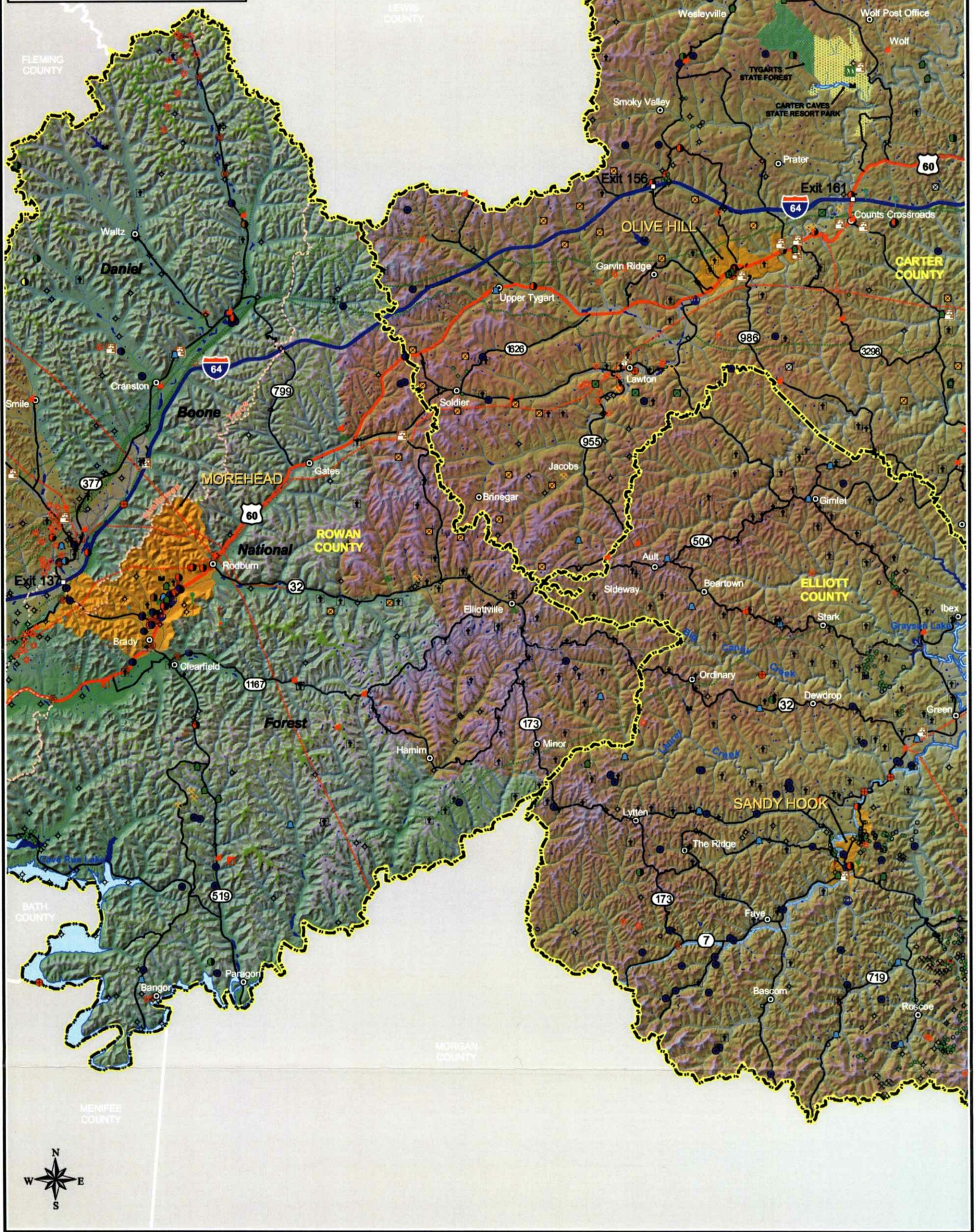
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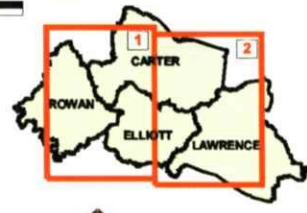
PROJECT GOALS

KY 645 Regional Corridor Study

- 1) Develop a new or improved highway that provides an improved connection to I-64, while also addressing the following transportation service objectives:
 - Enhances regional accessibility and mobility
 - Improves access to isolated communities and populations
 - Serves as an interstate connector from the I-73/74 corridor near Kermit, West Virginia to I-64
- 2) Develop a highway corridor that will serve the most traffic, while also meeting the following traffic-related objectives:
 - Diverts traffic from US 23 to reduce congestion on that route
 - Optimizes and/or addresses future traffic flow on regional highways
 - Provides travel time savings in the region, including the improvement of emergency response times
- 3) Develop a corridor that considers all study area interests, including socioeconomic, education, tourism, and the environment, while giving consideration to the following objectives:
 - Assists in promoting economic growth and development in areas that have low-income populations
 - Increases employment opportunities and gives special consideration to areas with high unemployment
 - Provides access to existing employment centers, including area industrial parks
 - Expands access to social services such as education and health care
 - Provides improved access to key tourist destinations (examples include Grayson Lake, Yatesville Lake and the new golf course in Carter County)
 - Avoids or minimizes impacts to environmentally sensitive areas (examples include the Daniel Boone National Forest, Laurel Creek, and Caney Creek)
 - Fits the natural surroundings and considers context-sensitive design



- | | | | |
|--|--|---|--|
| <ul style="list-style-type: none">Grave SiteCemeteriesHistoric StructuresNational Register HouseChurchSchoolDamsAntenna StructuresCell TowersPaging TowersSewer Treatment PlantsSubstations | <ul style="list-style-type: none">Underground Storage TanksWater GaugesWaterwellsOil wellCombined oil and gas wellGas wellDry and abandoned wellSecondary recovery input (injection) wellWell locationMiscellaneous wellStratigraphic (core) testAbandoned Mine LandsCoal Exploration SitesQuarries | <ul style="list-style-type: none">Clay MineCoal MineLimestone MinePublic Water SourceLandfillsLookout TowerIntermodalAirportPopulated PlacesCorporate BoundaryState ParksState ForestsLakesWildlife Management AreaWetlands | <ul style="list-style-type: none">Sheltowee TraceStreamsRiversRailroadsFaultsGas PipelinesElectric Lines <p>EPA Monitored Sites</p> <ul style="list-style-type: none">ERNS (Oil and Hazardous Waste Discharge)FNDS (Facility Identification System)PCS (Pollutant Discharge)RCRIS (Hazardous Waste Management)CERCL (Superfund Site - Hazardous Waste Clean Up)TRIS (Toxic Chemicals)AFS (Airborne Pollution) |
|--|--|---|--|



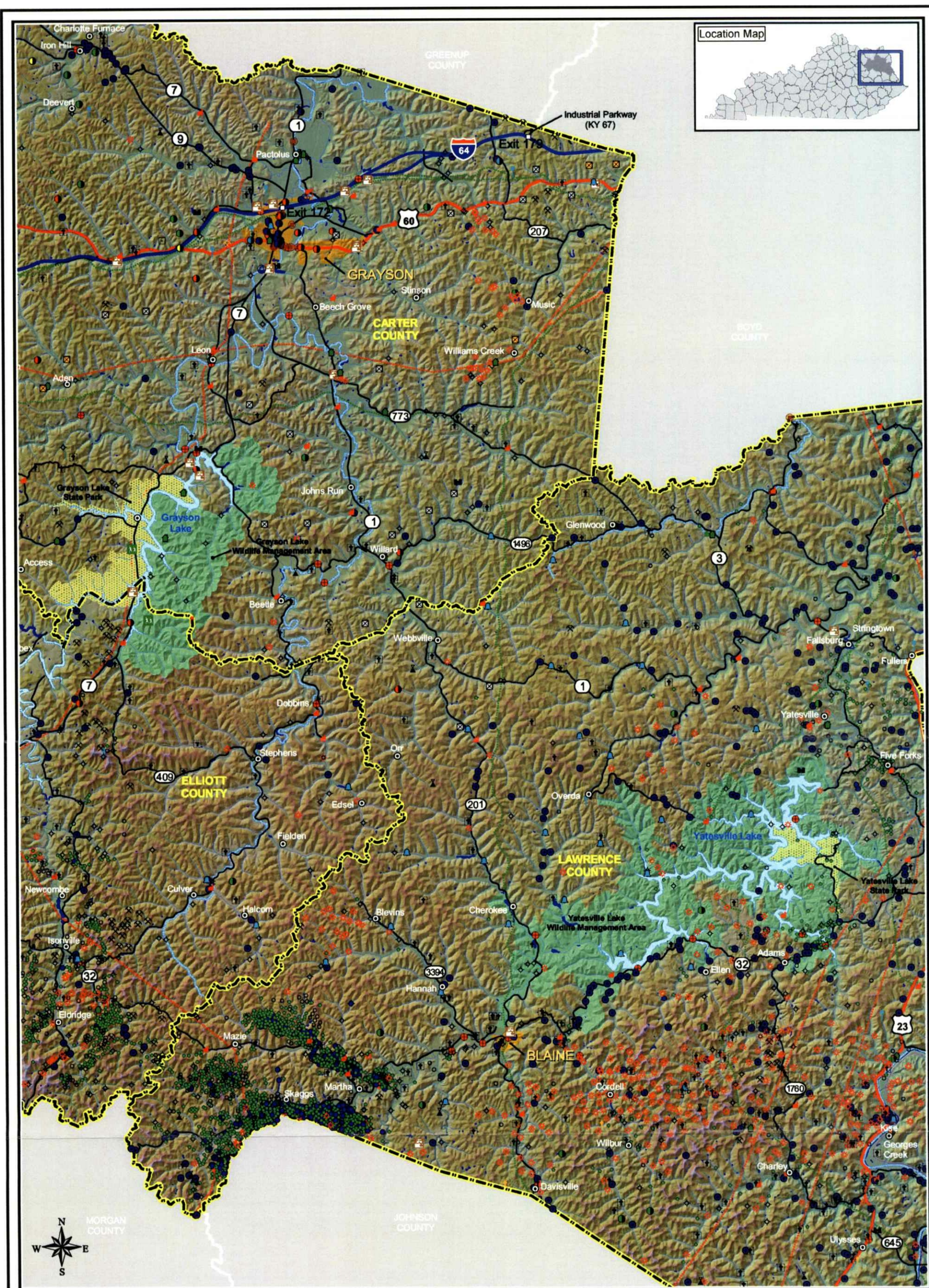
Environmental Footprint

KY 645 Regional Corridor Study

Lawrence, Elliott, Rowan, and Carter Counties

Item No. 12-115.00

Note: Archaeological sites not shown due to the sensitive nature of the data



1 0 1 2 3 4 5 Miles

<ul style="list-style-type: none">Grave SiteCemeteriesHistoric StructuresNational Register HouseChurchSchoolDamsAntenna StructuresCell TowersPaging TowersParksSewer Treatment PlantsSubstations	<ul style="list-style-type: none">Underground Storage TanksWater GaugesWaterwellsOil wellCombined oil and gas wellGas wellDry and abandoned wellSecondary recovery input (injection) wellWell locationMiscellaneous wellStratigraphic (core) testAbandoned Mine LandsCoal Exploration SitesQuarries	<ul style="list-style-type: none">Clay MineCoal MineLimestone MinePublic Water SourceLandfillsLookout TowerIntermodalAirportPopulated PlacesCorporate BoundaryState ParksState ForestsLakesWildlife Management AreaWetlands	<ul style="list-style-type: none">StreamsRiversRailroadsFaultsGas PipelinesElectric Lines <p>EPA Monitored Sites</p> <ul style="list-style-type: none">ERNS (Oil and Hazardous Waste Discharge)FINDS (Facility Identification System)PCS (Pollutant Discharge)RCRIS (Hazardous Waste Management)CERCL (Superfund Site - Hazardous Waste Clean Up)TRIS (Toxic Chemicals)AFS (Airborne Pollution)
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EDUCATION PAYS

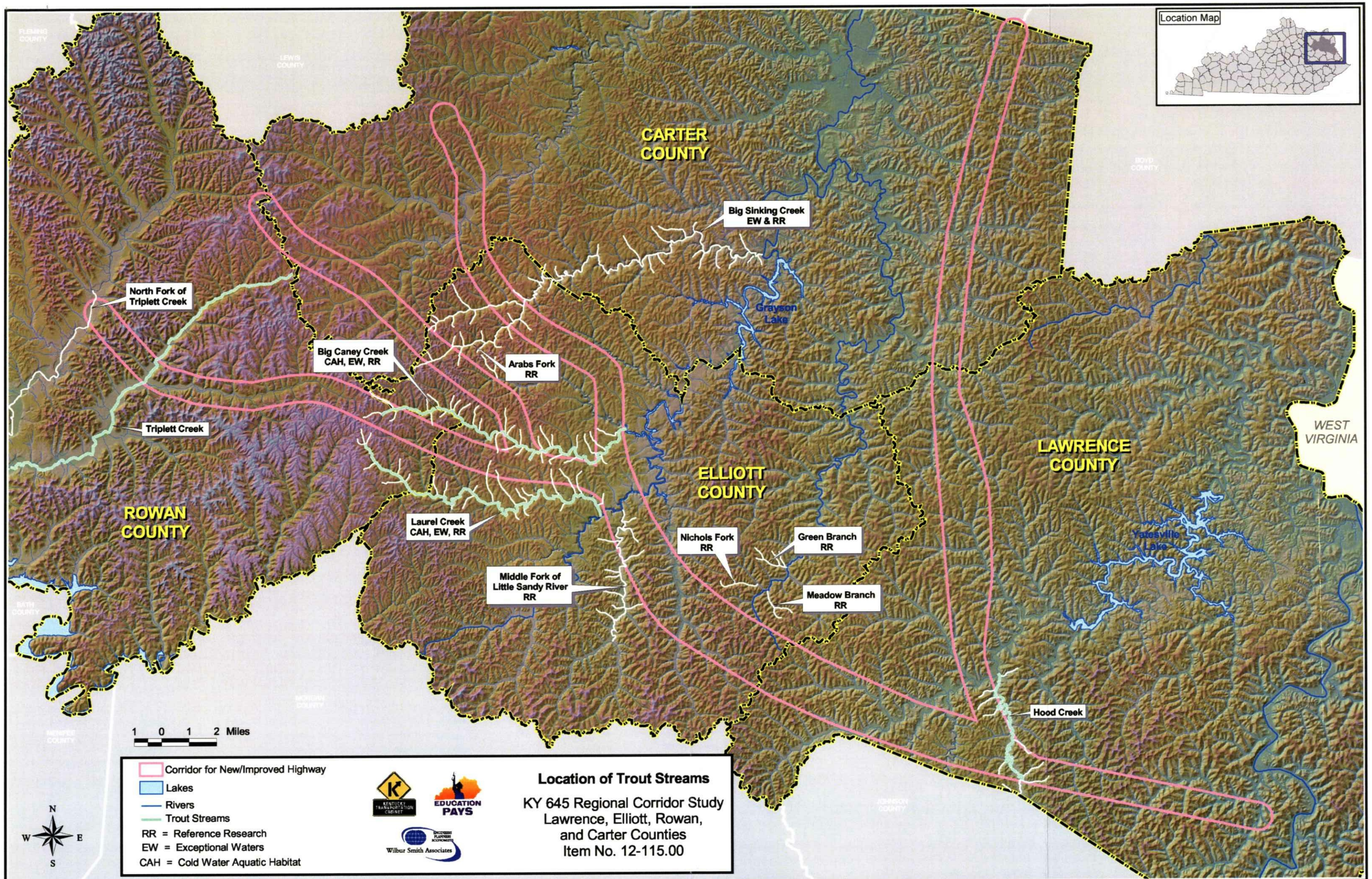
Wilbur Smith Associates

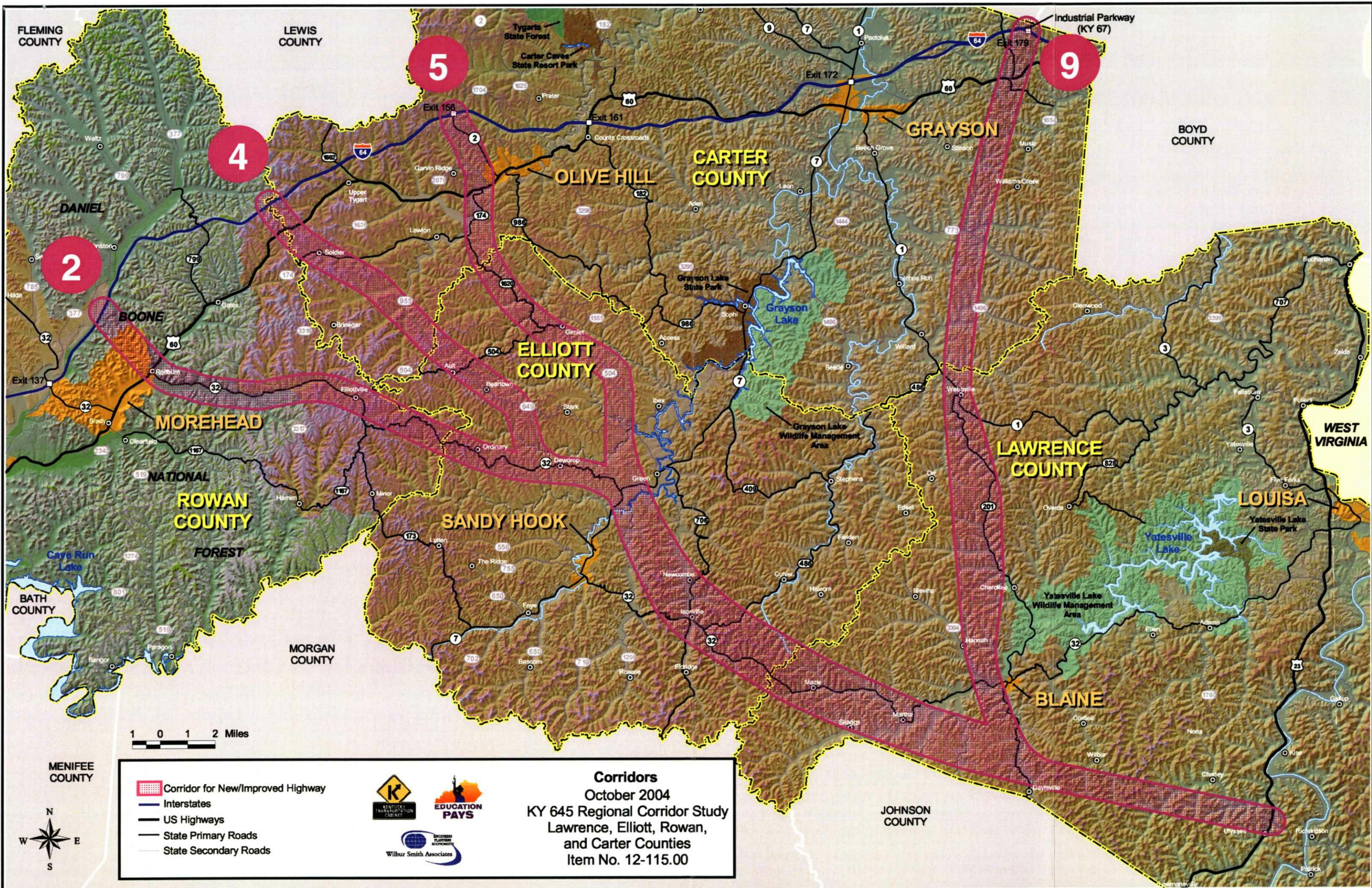
Environmental Footprint (cont.)

KY 645 Regional Corridor Study

Lawrence, Elliott, Rowan, and Carter Counties

Item No. 12-115.00





Corridor for New/Improved Highway
Interstates
US Highways
State Primary Roads
State Secondary Roads

KENTUCKY TRANSPORTATION CABINET
EDUCATION PAYS
WILBUR SMITH ASSOCIATES

Corridors
October 2004
KY 645 Regional Corridor Study
Lawrence, Elliott, Rowan,
and Carter Counties
Item No. 12-115.00

Screening of Identified Alternates

KY 645 Regional Corridor Study

Screening Summary (Level 1 and Level 2)	Alternate				
Summary of Issues	No-Build	2	4	5	9
Cost and Constructability					
Traffic and Travel Savings					
Environmental Issues					
Geotechnical Issues					
Public Opinion					
Project Goals and Objectives					
Most favorable alternate in addressing the given criterion					
Least favorable alternate in addressing the given criterion					

LEVEL 2 SCREENING

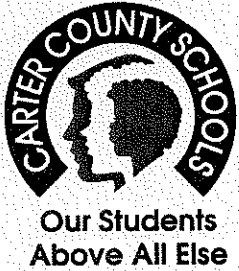
Alternate				
No-Build	2	4	5	9

Cost Estimates					
Total Cost (millions)	0	\$413.1	\$384.3	\$363.5	\$309.5
Per Mile Cost (millions)	0	\$8.6	\$8.5	\$8.3	\$8.5
Travel Savings					
Vehicle Hours of Travel (VHT) Savings per Year (thousands)	0	276.6	142.7	38.7	318.6
Vehicle Miles of Travel (VMT) Savings per Year (millions)	0	19.7	15.3	10.7	-2.3
Cultural/Historic (occurences within 2000' centerline)					
Historic/Archaeological Sites	0	5	4	9	2
National Register Sites	0	0	0	0	0
Environmental (occurences within corridor boundaries)					
Water Resources					
Number of Blue-line Streams	0	16	14	18	22
Cold Water Aquatic Habitats	0	1	1	1	0
Reference Research Waters	0	2	3	4	0
Exceptional Waters	0	1	1	2	0
Trout Streams	0	3	2	1	1
Wild Rivers	0	0	0	0	0
Watersheds	0	3	3	3	3
Wellhead Protection Areas	0	1	1	1	0
Natural or Forested Areas					
Big Trees	0	0	0	0	1
Large Forest Blocks	0	yes	yes	yes	no
Daniel Boone National Forest	0	yes	no	no	no
Wetland Areas					
Lacustrine Wetlands	0	1	0	1	0
Forested Wetlands	0	4	0	0	0
Scrub-shrub Wetlands	0	7	2	2	2
Emergent Wetlands	0	7	9	6	15
Ponds	0	175	115	114	114
Floodplains					
100-year Flood Areas	0	8	7	6	11
100-year to 500-year Flood Areas	0	0	1	1	0
500-year Flood Areas	0	4	3	3	3
Sensitive Habitats					
Endangered Species within 1 mile	0	1	1	1	0
Endangered Species within 5 miles	0	1	1	1	0
Special Concern Species within 1 mile	0	1	1	1	0
Special Concern Species within 5 miles	0	1	1	1	1
Monitored Sites					
Underground Storage Tanks	0	34	81	95	57
EPA Monitored Sites	0	3	4	3	2
Soil Types					
Hydric Soils	0	yes	yes	yes	no
Potentially Hydric Soils	0	no	yes	yes	yes
Highly Erodible Soils	0	yes	yes	yes	yes
Other					
Underground Clay Mines	0	2	5	3	6
Cemeteries	0	49	39	45	21
Dams	0	2	1	1	2
Geotechnical (occurences within corridor boundaries)					
Ranking by Sub-Consultant		2	3	1	4
Faults (miles)	0	2.2	2.2	2.2	0.6
Excavations					
Quarries	0	1	1	1	0
Coal Exploration Sites	0	12	12	12	1
Known Coal Mine Areas (acres)	0	108	108	108	220
Wells					
Dry & Abandoned	0	58	53	61	20
Gas	0	54	54	54	42
Oil	0	558	562	581	8
Secondary Recovery Input (Injection Well)	0	177	177	179	0
Stratigraphic Core Test	0	2	2	2	0
Undetermined Wells	0	198	198	207	13

LEVEL 1 SCREENING

	Alternate				
	No-Build	2	4	5	9
Constructability					
Corridor Length (miles)	0	48.2	45	43.8	36.5
Number of Major Intersections	0	7	9	8	6-7
Constructable in Independent Sections	0	6	8	8	5-6
Traffic Considerations					
2030 Volume at Southern Terminus (vpd)*	0	14000	8800	8600	8600
2030 Volume at Northern Terminus (vpd)*	0	10320	3060	1800	16680
2030 Average Volume along Corridor (vpd)	0	10826	3530	2600	8000
Diverts traffic from US 23 (vpd)	0	0	0	0	2360
Potential Benefits/Impacts					
Provides improved access to key tourist destinations, including:					
Yatesville Lake State Park/Yatesville Lake/WMA	0	1	1	1	3
Grayson Lake State Park/Grayson Lake/WMA	0	1	1	1	1
Carter Caves State Resort Park/Tygarts State Forest	0	0	0	2	0
Daniel Boone National Forest	0	3	2	1	0
Eagle Trace Golf Course, Morehead	0	3	2	1	0
Carter Caves State Resort Park Golf Course (Carter County)	0	0	0	2	0
SUM	0	8	6	8	4
Provides access to existing employment centers, including:					
Carter County Employment (All Industries)	0	0	2	3	2
Elliot County Employment (All Industries)	0	3	3	3	0
Lawrence County Employment (All Industries)	0	2	2	2	3
Rowan County Employment (All Industries)	0	3	2	1	0
Martin County Employment (All Industries)	0	1	1	1	1
SUM	0	9	10	10	6
Gives consideraton to areas with high unemployment	0	3	2	2	2
Gives consideraton to areas with low-income populations	0	3	2	2	2
Expands access to social services such as education and health care, including:					
Morehead State University	0	3	2	1	0
Rowan Technical College (KCTCS)	0	3	2	1	0
Ashland Community/Technical College (Grayson)	0	1	1	1	3
Kentucky Christian College (Grayson)	0	1	1	1	3
Carter County Vocational School (Olive Hill)	0	1	1	3	0
Martin County ATC (Inez)	0	1	1	1	1
St. Claire Medical Center, Morehead	0	3	2	1	0
Carter Nursing Home and Rehab Center (Grayson)	0	0	0	0	3
Elliott Nursing and Rehab Center (Sandy Hook)	0	3	3	3	0
JJ Jordan Geriatric Center (Louisa)	0	1	1	1	1
Life Care Center of Morehead (Morehead)	0	3	2	1	0
Martin County Health Care Facility (Inez)	0	1	1	1	1
SUM	0	21	17	15	12
Improves access to isolated communities and populations	0	7	8	8	8
Avoids or minimizes impacts to environmentally sensitive areas, including:					
Yatesville Lake Wildlife Management Area	0	0	0	0	1
Yatesville Lake	0	0	0	0	0
Grayson Lake Wildlife Management Area	0	0	0	0	0
Grayson Lake	0	0	0	0	0
Laurel Creek	0	1	1	1	0
Big Caney Creek	0	1	3	3	0
Daniel Boone National Forest	0	3	1	0	0
Little Sandy River/Little Fork	0	3	3	3	0
SUM	0	8	8	7	1
Public Opinion					
Public Opinion	5% said it would not be helpful to the region	42%	8%	28%	4%
Citizen's Advisory Team Input	0%	30%	15%	19%	0%
How well does the Corridor meet the Project Goals and Objectives?					
Develop a new or improved highway that provides an improved connection to I-64	0	2	2	2	2
Develop a highway corridor that will serve the most traffic	0	1	3	3	1
Develop a corridor that considers all study area interests, including socioeconomic, education, tourism, and the environment	0	1	2	2	3

* Volumes shown in original Screening 1 were directional and have been doubled to represent bidirectional traffic.



CARTER COUNTY SCHOOLS

228 South Carol Malone Blvd.
Grayson, Kentucky 41143-1354
Telephone 606-474-6696
Facsimile 606-474-6125
www.carter.k12.ky.us

DIV OF PLANNING

2005 JAN 12 A 11:07

January 11, 2005

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

Dear Ms. Coffey

I represent the Carter County Board of Education as Superintendent and have the support of our Board in this capacity.

I am in receipt of your letter dated December 30, 2004 seeking our input regarding the extension of KY 645 from Ulysses to a location along I-64. We unanimously support the drop off at Smoky Valley exit 156 of I-64.

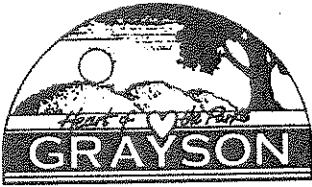
We also do not see any reason that any of the proposed routes will adversely affect our operation. We are asking the cabinet to consider not putting any more traffic on Carol Malone Blvd. in Grayson as you plan this project.

We welcome the development that will occur along the Smoky Valley route. This will be a positive impact, one long needed.

Sincerely,

Larry Prichard, Superintendent
Carter County Schools

LP:db



City Of Grayson, Kentucky

302 East Main Street
Grayson, Kentucky 41143

Office (606) 474-6651
Fax (606) 474-6653

LEDA L. DEAN
Mayor

January 27, 2005

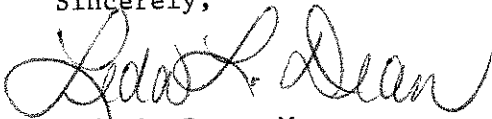
Annette Coffey, P.E.
Director, Division of Planning
KY Transportation Cabinet
200 Metro Street
Station W5-05-01
Frankfort, KY 40622

Subject: Planning Study

Dear Ms. Coffey,

In response to your letter dated 12/30/04 concerning the proposed extension of KY 645 I feel the corridor would benefit Carter County. As you know Grayson has one (1) exit from I-64. I feel if there could be an exit from the corridor on the West side of Grayson it would certainly help with traffic control on Carol Malone Boulevard. This has been a major concern to the leaders of Grayson. This would also help with economic growth and development in our area and development in our area and aide with tourism.

Sincerely,


Leda L. Dean, Mayor

DIV OF PLANNING
2005 JAN 28 A 10:44

Noe, Ted (KYTC)

From: Danny Sparks [cityofolivehill@yahoo.com]
Sent: Tuesday, February 01, 2005 1:00 PM
To: ted.noe@ky.gov
Subject: 645 ext.

Ted just wanted to follow up on this project and the importance it has to our area.

First and for most it would have to help the Tourism for Carter Caves State Park where they have over 1 million visitors a year.

Next we have a major food processing plant that we just have broken ground for and are looking at moving dirt within the next month or so. This factory will employee 100 people right off the bat and will expand to 350- 500 with in-the next 5 years. They will have as many as 65 large tractor & trailers going in and out every day. This road would make it very useful for the territory they will be covering.

Also we expect in June to have another company to announce that they are coming to Olive Hill to produce heat pellets and will employee around 50 workers.

We need this road to open Olive Hill up for tourism and industry and this will no dought be the only chance to grow like all the other towns around us.

As a Shriner I can tell you that we have one of the largest Horse Show Events in Eastern Kentucky along with a large Bluegrass Festival that draws alot of people, but we could draw more if we could have this road ext. come to Olive Hill.

Please do whatever you can to help this little struggling town out, I really do want to see Olive Hill grow and again I think this will be our only chance to do so. Please let me know.

Do you Yahoo!?

Yahoo! Search presents - [Jib Jab's 'Second Term'](#)

Noe, Ted (KYTC)

From: Fannin, Edna R. [ERFannin@st-claire.org]
Sent: Thursday, January 27, 2005 9:41 AM
To: 'ted.noe@ky.gov'
Cc: Russell, Roger D.; Bausch, Gregory J.; Walker, Charlotte B.

Dear Mr. Noe,

As a representative of the Elliott County Medical Clinic I would like to voice our opinion that alternative number 2 of the KY 645 Regional Corridor Study would best benefit our patient population. We are a Primary Care and Rural Health Clinic with 2 full time physicians, 1 part time physician, and one full time Nurse Practitioner. We also participate in the UK Rural Health Residency Program and are a designated continuity site for a second year resident who gets the bulk of his outpatient experience here. We average 15,000 to 17,000 patient encounters per year and are owned by St Claire Regional in Morehead. Our clinic physicians have admitting privileges and hospital responsibilities there, because of this, they are required to live in Morehead. All our patients who need hospital admissions are admitted to St Claire Regional from our clinic and a new highway would greatly shorten travel time to Morehead.

Please take this into consideration when making the final decision concerning this issue. Thank you for allowing us to add our input to this important endeavor.

Edna Fannin RN
Clinic Coordinator
Elliott County Medical Clinic
St Claire Regional Medical Center
222 Medical Circle
Morehead, KY 40351

Noe, Ted (KYTC)

From: Houlihan, John (KYTC)
Sent: Wednesday, January 05, 2005 3:05 PM
To: Noe, Ted (KYTC)
Subject: Planning Study Item No. 12-115.00

Mr. Noe,

I have reviewed the proposed corridors and found that they pose no adverse effect to air navigation. I have attach a copy outlining the jurisdiction of the Kentucky Airport Zoning Commission. Please keep in mind that construction equipment can fall in jurisdiction if they exceed any of the 602 KAR 50:030. If you have any questions, let me know.



602 KAR 50030.doc

John Houlihan, Administrator

***It's official; mark your calendar:
Kentucky Aviation Conference
September 21-23, 2005
Frankfort Holiday Inn***

602 KAR 50:030. Jurisdiction of the Kentucky Airport Zoning Commission.

RELATES TO: KRS 183.861, 183.865, 183.867, 183.870

STATUTORY AUTHORITY: KRS 183.861

NECESSITY, FUNCTION, AND CONFORMITY: KRS 183.867 specifies that the commission has jurisdiction over zoning for ~~all public use and military airports~~ Public use, military airports and state licensed private airports with paved runways in excess of 2,900 feet. This administrative regulation defines the areas over which the Kentucky Airport Zoning Commission has jurisdiction for the purpose of zoning in accordance with KRS Chapter 183 and specifics when the owner or person who has control over a structure which encroaches on the jurisdiction of the Kentucky Airport Zoning Commission shall apply for a permit.

Section 1. The commission has zoning jurisdiction over that airspace over and around the public use and military airports within the Commonwealth which lies above the imaginary surface that extends outward and upward at one (1) of the following slopes:

(1) 100 to one (1) for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each public, private use and military airport with at least one (1) runway 3,200 feet or more in length; or

(2) Fifty (50) to one (1) for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each public, private use and military airport with its longest runway less than 3,200 feet in actual length.

Section 2. The commission has zoning jurisdiction over the use of land and structures within public use airports within the state.

Section 3. The commission has jurisdiction from the ground upward within the limits of the primary and approach surfaces of each public use and military airport as depicted on Airport Zoning Maps approved by the Kentucky Airport Zoning Commission.

Section 4. The commission has jurisdiction over the airspace of the Commonwealth that exceeds 200 feet in height above ground level.

Section 5. The owner or person who has control over a structure which penetrates or will penetrate the airspace over which the commission has jurisdiction shall apply for a permit from the commission in accordance with 602 KAR 50:090. (KAV-9-1; 1 Ky.R. 807; eff. 5-14-75; Am. 2 Ky.R. 306; eff. 3-10-76; 5 Ky.R. 599; eff. 3-7-79; 10 Ky.R. 445; eff. 1-4-84; 14 Ky.R. 267; eff. 9-10-87; 19 Ky.R. 800; eff. 11-4-92; 27 Ky.R. 2228; 2774; eff. 4-9-2001.)



ERNIE FLETCHER
GOVERNOR

CABINET FOR HEALTH AND FAMILY SERVICES
OFFICE OF FISCAL SERVICES
275 EAST MAIN STREET, 4E-E
FRANKFORT, KENTUCKY 40621-0001
(502) 564-7530 (502) 564-6163 FAX

JAMES W. HOLSINGER, JR., M.D.
SECRETARY

January 13, 2005

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

SUBJECT: Planning Study
Carter, Elliott, Lawrence and Rowan Counties
Item No.12-115.00

Dear Ms. Coffee:

We have reviewed the planning study regarding the proposed extension of KY 645, from Ulysses in Lawrence County to a location along I-64 between Morehead in Rowan County and the Industrial Parkway (KY 67) in Carter County. We do not anticipate any significant impact on our offices or daily operations due to this proposal.

If you have further questions, please call me at 564-6631.

Sincerely,

Lisa Detherage, Director
Division of Facilities Management

LD/rph

cc: James W. Holsinger, Jr., M.D., Secretary
Cabinet for Health and Family Services

DIV OF PLANNING
2005 JAN 14 P 1:24

RICHEL FARMER
COMMISSIONER



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

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF AGRICULTURE
OFFICE OF THE COMMISSIONER
CAPITOL ANNEX, SUITE 188
FRANKFORT, KY 40601

January 10, 2005

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

RE: Planning Study
Carter, Elliott, Lawrence and Rowan Counties
KY 645, Extension of KY 645 from Ulysses to a location along I-64
Between Morehead and the Industrial Parkway
Item No. 12-115.00

Dear Ms. Coffey:

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

Yours truly,

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

Ann Stewart
Staff Assistant



ERNIE FLETCHER
GOVERNOR

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

W. JAMES HOST
SECRETARY, COMMERCE CABINET

C. TOM BENNETT
COMMISSIONER

February 9, 2005

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

RE: Threatened/endangered species, critical habitat review, and potential environmental impacts associated with the proposed extension of KY 645 from Ulysses to a location along I-64 between Morehead and the Industrial Parkway.
Item No. 12-115.00

Dear Ms. Coffey:

The Kentucky Department of Fish and Wildlife Resources (KDFWR) has received your request for the above-referenced information. The Kentucky Fish and Wildlife Information System (KFWIS) indicates that federal and state threatened and endangered species are known to occur within the regional corridor study area (see attached lists). Please be aware that our database system is a dynamic one that only represents our current knowledge of the various species distributions.

Based on this information, KDFWR makes the following recommendations:

- In areas in which Indiana bats are known to occur, any wooded areas, fencerows, or livestock pastures that may be impacted by the proposed project should be examined for the presence of Indiana bat habitat. Indiana bats form maternity colonies and roost under the bark of trees in both riparian and upland areas. Therefore, disturbance of trees with exfoliating bark, dead limbs, or cavities should be avoided during the time of year when Indiana bats are active.
- The project area should be surveyed for caves or mine portals that could be used by Indiana bats as wintering habitat.
- In areas where gray bats and Virginia big-eared bats are known to occur, caves that exist within the project area should be surveyed for potential use by both bat species. Because gray bats and Virginia big-eared bats are cave residents year-round and maternity colonies are generally found in close proximity to rivers, streams, and lakes, any caves within the project area could offer potentially valuable habitat. Impacts to caves should be avoided.
- Several federal and state listed mussel records occur within the project study area. Surveys may need to be conducted to determine presence/absence of any listed mussels. Erosion control measures should be developed and utilized to insure that siltation is kept to a minimum during construction.
- To minimize impacts to mussels and bat foraging areas strict erosion control measures should be developed and implemented prior to construction to minimize siltation into waterways located within the project area. Such erosion control measures may include, but are not limited to silt

fences, staked straw bales, brush barriers, sediment basins, and diversion ditches. Erosion control measures will need to be installed prior to construction and should be inspected and repaired regularly as needed.

For more information on how to proceed with the threatened/endangered species surveys please contact the US Fish and Wildlife Service Kentucky Field Office at (502) 695-0468 or this office at (502) 564-7109 Extension 366.

Six designated trout streams are located within the study area, they include: North Fork of Triplett Creek, Triplett Creek, Slabcamp Creek, and Minor Creek in Rowan County and Big Caney Creek and Laurel Creek in Elliot County. The proposed highway should be designed to avoid direct impacts to these streams. Indirect impacts to the designated trout streams and their tributaries of can be minimized through the use of strict erosion control measures.


It appears that the proposed project has the potential to impact wetland habitats. KDFWR recommends that you look at the appropriate US Department of Interior National Wetland Inventory Map (NWI) and the appropriate county soil surveys to determine where the proposed project may impact wetlands. Additionally, field verification may be needed to determine the extent and quality of wetland habitats within the project area. Any planning should include measures designed to eliminate and/or reduce impacts to wetland habitats. If impacts cannot be avoided, mitigation should be properly designed and proposed to offset the losses. KDFWR will recommend, at a minimum, a 2:1 mitigation ratio for any permanent loss or degradation of wetland habitats.

KDFWR recommends that you contact the appropriate US Army Corps of Engineers office and the Kentucky Division of Water prior to any work within the waterways or wetland habitats of Kentucky. Additionally, KDFWR recommends the following for the portions of the project that crosses intermittent or perennial streams:

- Channel changes located within the project area should incorporate natural stream channel design.
- Development/excavation during low flow period to minimize disturbances.
- Proper placement of erosion control structures below highly disturbed areas to minimize entry of silt to the stream.
- 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.
- Return all disturbed instream habitat to its original condition upon completion of construction in the area.
- Preservation of any tree canopy overhanging the stream.
- Return all right-of-ways to original elevation.

I hope this information proves helpful to you. If you have any questions or require additional information, please call me at (502) 564-7109 Extension 366.

Sincerely,


Doug Dawson
Wildlife Biologist III

Attachments

Cc: Environmental Section File

Federal T & E Species that may be impacted by the proposed project.

<u>Scientific Name</u>	<u>Common Name</u>	<u>Federal Status</u>
<i>Haliaeetus leucocephalus</i>	BALD EAGLE	PS:LT,PDL
<i>Cyprogenia stegaria</i>	FANSHELL	LE
<i>Myotis grisescens</i>	GRAY MYOTIS	LE
<i>Myotis sodalis</i>	INDIANA BAT	LE
<i>Lampsilis abrupta</i>	PINK MUCKET	LE
<i>Obovaria retusa</i>	RING PINK	LE
<i>Pleurobema plenum</i>	ROUGH PIGTOE	LE
<i>Corynorhinus townsendii virginianus</i>	VIRGINIA BIG-EARED BAT	LE

State T & E Species that may be impacted by the proposed project.

<u>Scientific Name</u>	<u>Common Name</u>	<u>KSNPC Status</u>
<i>Botaurus lentiginosus</i>	AMERICAN BITTERN	H
<i>Ursus americanus</i>	AMERICAN BLACK BEAR	S
<i>Lampetra appendix</i>	AMERICAN BROOK LAMPREY	T
<i>Haliaeetus leucocephalus</i>	BALD EAGLE	E
<i>Riparia riparia</i>	BANK SWALLOW	S
<i>Tyto alba</i>	BARN OWL	S
<i>Thryomanes bewickii</i>	BEWICK'S WREN	S
<i>Ictiobus niger</i>	BLACK BUFFALO	S
<i>Nycticorax nycticorax</i>	BLACK-CROWNED NIGHT-HERON	T
<i>Thoburnia atripinnis</i>	BLACKFIN SUCKER	S
<i>Anas discors</i>	BLUE-WINGED TEAL	E
<i>Certhia americana</i>	BROWN CREEPER	E
<i>Esox niger</i>	CHAIN PICKEREL	S
<i>Elaphe guttata guttata</i>	CORN SNAKE	S
<i>Lasmigona compressa</i>	CREEK HEELSPLITTER	E
<i>Junco hyemalis</i>	DARK-EYED JUNCO	S
<i>Phalacrocorax auritus</i>	DOUBLE-CRESTED CORMORANT	H
<i>Cryptobranchus alleganiensis alleganiensis</i>	EASTERN HELLBENDER	S
<i>Myotis leibii</i>	EASTERN SMALL-FOOTED MYOTIS	T
<i>Alasmidonta marginata</i>	ELKTOE	T
<i>Lasmigona subviridis</i>	GREEN FLOATER	E
<i>Cyprogenia stegaria</i>	FANSHELL	E
<i>Vermivora chrysoptera</i>	GOLDEN-WINGED WARBLER	T
<i>Erimystax x-punctatus</i>	GRAVEL CHUB	X
<i>Nycticeius humeralis</i>	EVENING BAT	T
<i>Myotis grisescens</i>	GRAY MYOTIS	E
<i>Hyla versicolor</i>	GRAY TREEFROG	S
<i>Ardea herodias</i>	GREAT BLUE HERON	S
<i>Ardea alba</i>	GREAT EGRET	E
<i>Ammodramus henslowii</i>	HENSLOW'S SPARROW	S
<i>Lophodytes cucullatus</i>	HOODED MERGANSER	T
<i>Myotis sodalis</i>	INDIANA BAT	E
<i>Acipenser fulvescens</i>	LAKE STURGEON	E
<i>Mustela nivalis</i>	LEAST WEASEL	S
<i>Egretta caerulea</i>	LITTLE BLUE HERON	E
<i>Villosa lienosa</i>	LITTLE SPECTACLECASE	S
<i>Percina macrocephala</i>	LONGHEAD DARTER	T
<i>Fusconaia subrotunda subrotunda</i>	LONGSOLID	S
<i>Ichthyomyzon fossor</i>	NORTHERN BROOK LAMPREY	T
<i>Circus cyaneus</i>	NORTHERN HARRIER	T
<i>Rana pipiens</i>	NORTHERN LEOPARD FROG	S
<i>Noturus stigmosus</i>	NORTHERN MADTOM	S
<i>Anas clypeata</i>	NORTHERN SHOVELER	E
<i>Pandion haliaetus</i>	OSPREY	T
<i>Podilymbus podiceps</i>	PIED-BILLED GREBE	E
<i>Lampsilis abrupta</i>	PINK MUCKET	E
<i>Pleurobema rubrum</i>	PYRAMID PIGTOE	E
<i>Corynorhinus rafinesquii</i>	RAFINESQUE'S BIG-EARED BAT	S
<i>Sitta canadensis</i>	RED-BREASTED NUTHATCH	E
<i>Obovaria retusa</i>	RING PINK	E

Pheucticus ludovicianus
Pleurobema plenum
Simpsonaias ambigua
Lampropeltis triangulum elapsoides
Cistothorus platensis
Accipiter striatus
Plethobasus cyphus
Epioblasma triquetra
Actitis macularia
Percopsis omiscomaycus
Poecetes gramineus
Corynorhinus townsendii virginianus

ROSE-BREASTED GROSBEAK
ROUGH PIGTOE
SALAMANDER MUSSEL
SCARLET KINGSLAKE
SEDGE WREN
SHARP-SHINNED HAWK
SHEEPNOSE
SNUFFBOX
SPOTTED SANDPIPER
TROUT-PERCH
VESPER SPARROW
VIRGINIA BIG-EARED BAT

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WS-05-01



DIV OF PLANNING

2005 JAN 14 A 8:18

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

ERNIE FLETCHER
GOVERNOR

MAXWELL C. BAILEY
SECRETARY

MEMORANDUM

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

ATTN: Ted Noe, P.E.
Division of Planning

FROM: S. R. Halloran, P.E. *SRH*
Trans. Engr. Spec. - Construction

DATE: January 12, 2005

SUBJECT: Planning Study
Carter, Elliott, Lawrence and Rowan Counties
KY 645, Extension of KY 645 from Ulysses to a location
Along I-64 between Morehead and the Industrial Parkway
Item No. 12-115.00

This office has reviewed the information packet sent from your office concerning the above subject planning study for an extension of KY 645.

This office does not have any comments at this time except that traveling in this area is very slow and dangerous. A new road would open this area to development and reduce traffic on US 23 while also making it safer for local rural traffic. Should this office have further comments or suggestions, we will forward this information to your office.

If you have questions or require assistance please contact this office.

Attachment



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF MILITARY AFFAIRS
OFFICE OF THE ADJUTANT GENERAL
FRANKFORT 40601



January 25, 2005

Office of the Adjutant General

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

Dear Ms. Coffey:

In response to your agency's request for input and comments on the planning study for the KY 645 Extension, my Department submits the following:

1. There are no negative impacts foreseen to the missions of the Kentucky Army National Guard and Kentucky Division of Emergency Management.
2. The proposed road network would greatly increase the ability for Military Affairs to respond to emergency missions in Eastern Kentucky by reducing the travel time from armories along the I-64 corridor and points further west than Morehead.
3. The increased ease of travel to and from Eastern Kentucky would be beneficial to the recruiting goals of the Kentucky Army National Guard by opening up markets that are currently difficult to reach. This would provide increased economic options for the men and women of military recruiting age that reside in the region.

I appreciate your effort to provide increased mobility and accessibility into the Eastern Kentucky regions. If you need any further assistance don't hesitate to contact me.

Sincerely,

Donald C. Storm
Major General, Kentucky National Guard
The Adjutant General

DIV OF PLANNING

2005 FEB -3 P 3:51

ERNIE FLETCHER
GOVERNOR



LAJUANA S. WILCHER
SECRETARY

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

January 26, 2005

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

DIV OF PLANNING
2005 JAN 28 A 10:45

RE: Planning Study
Carter, Elliott, Lawrence, and Rowan Counties
KY 645, Extension of KY 645 from Ulysses to a location along I-64 between
Morehead and the Industrial Parkway.
Item No. 12-115.00

Dear Ms. Coffey:

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

Personnel from our department's field office have conducted a review of the information provided and have identified three Non-Coal permits in the area of the proposed corridor. All three are located near Exit 156 on I-64 in Carter County.

Two of these sites are permitted by Valley Stone, LLC (Permit No. 022-9401 and 022-9404). The other site is permitted by Messer Clay Company (Permit No. 022-9509).

These operations have the potential to produce a substantial amount of traffic in the area.

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

Sincerely,

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

Susan Bush, Commissioner
Department for Natural Resources

SB/JM/aw



ERNIE FLETCHER
GOVERNOR

ENVIRONMENTAL AND PUBLIC PROTECTION CABINET

DEPARTMENT FOR NATURAL RESOURCES
663 TETON TRAIL
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-2184 FAX (502) 564-6193
www.naturalresources.ky.gov
www.kentucky.gov

LAJUANA S. WILCHER
SECRETARY

SUSAN C. BUSH
COMMISSIONER

January 28, 2005

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

RE: Planning Study for Carter, Elliott, Lawrence and Rowan Counties
KY 645 Extension
Item No. 12-115.00

Dear Ms. Coffey:

The Department for Natural Resources has examined the documentation for the above Planning Study and offers the following comments.

The Kentucky Heritage Land Conservation has a joint project with the City of Olive Hill, the Olive Hill Preservation Project. The 220-acre area, approximately two miles northwest of Olive Hill in Carter County near the Olive Hill Reservoir, provides a vegetated buffer that enhances the water quality for the Olive Hill Reservoir. Option 5 could potentially impact this property. A KHLC project map is enclosed for additional information. The City of Olive Hill may wish to comment on the planning study as well. The property was categorized by Braun (1950) as mixed mesophytic forest and considered by him to be the most complex, luxuriant and the oldest forest association in eastern North America. It is also considered to be a descendent of the ancient Tertiary forests, which spawned all other deciduous forest climaxes in eastern North America. Important characteristics of the property for consideration:

- Rafinesque's big-eared bat, the Indiana bat and the gray bat may use this area for foraging and roosting during the summer.
- It provides a suitable habitat for black bear.
- It provides a suitable habitat for 8 endangered/threatened plants: small yellow lady's slipper, French's shooting star, yellow trout lily, Maryland glyph. Not seen on survey.

Annette Coffey
Page Two
January 28, 2005

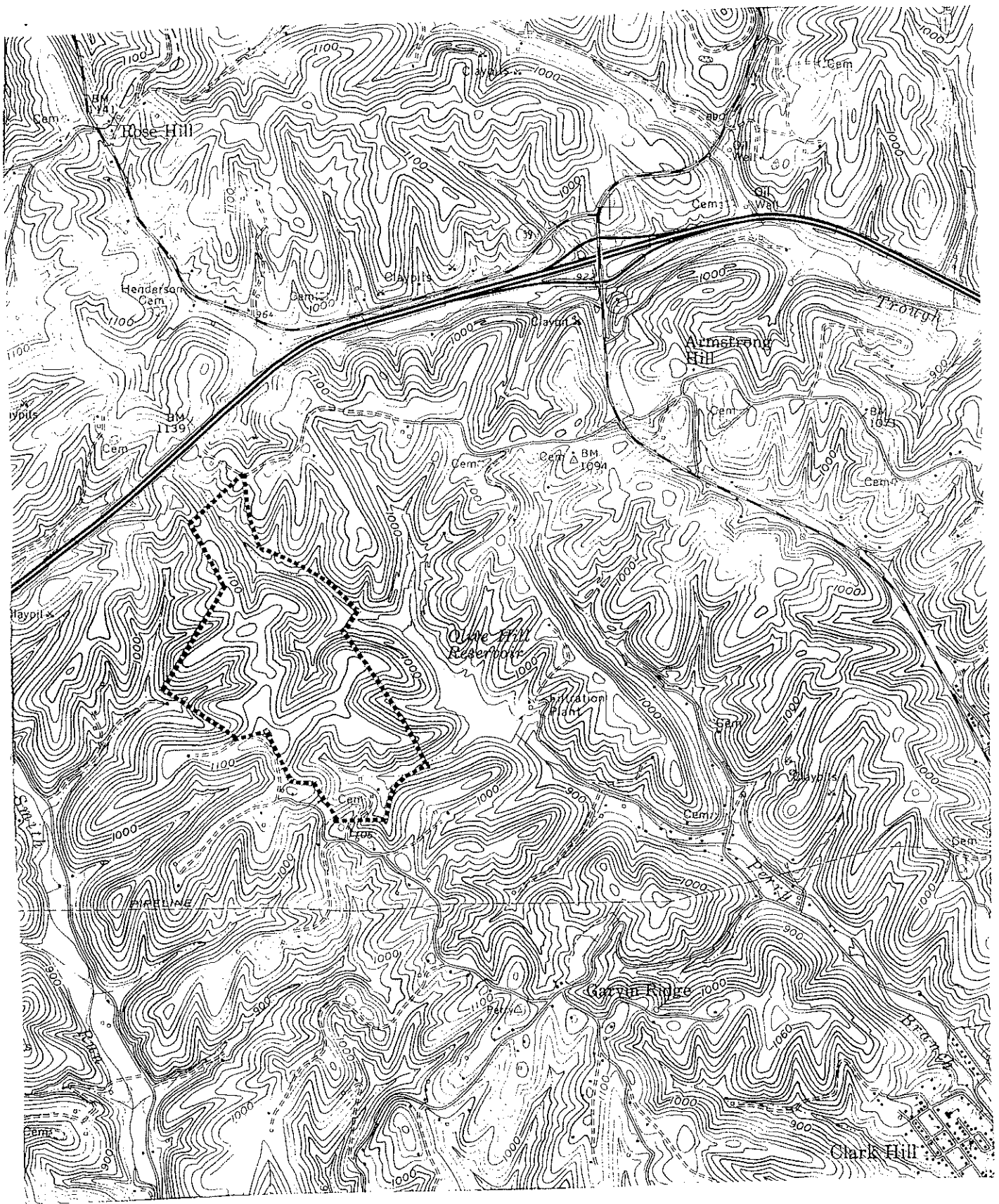
In addition, the Division of Oil and Gas Conservation states that the proposed project is located in an area of known oil and gas exploration activity. Oil and gas wells may be encountered in this area and the oil and gas operators may need to be contacted in order to work out any possible impact. The Kentucky Geological Survey can provide map overlays with the wells plotted.

Please contact Linda Potter in the Commissioner's Office at (502) 564-2184 if you need any additional information.

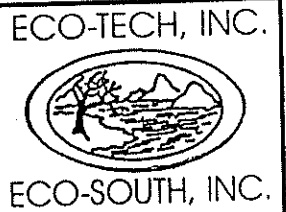
Sincerely,

A handwritten signature in cursive script that reads "Susan C. Bush". The signature is written in dark ink and is positioned above the printed name and title.

Susan C. Bush, P.G.
Commissioner



LOCATION MAP
 BIOLOGICAL SURVEY FOR AN APPROXIMATELY 220 ACRE AREA
 NEAR THE OLIVE HILL RESERVOIR, CARTER COUNTY, KENTUCKY
 U.S.G.S. Olive Hill, Kentucky Topographic Quadrangle
 SCALE = 1:24000





ERNIE FLETCHER
GOVERNOR

DEPARTMENT OF PARKS

COMMERCE CABINET
CAPITAL PLAZA TOWER
500 MERO STREET, 11TH FLOOR
FRANKFORT, KENTUCKY 40601-1974
PHONE (502) 564-2172 FAX (502) 564-9015
parks.ky.gov

W. JAMES HOST
SECRETARY
COMMERCE CABINET

GEORGE WARD
COMMISSIONER
DEPARTMENT OF PARKS

January 11, 2005

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

Re: Planning Study
Carter, Elliot, Lawrence & Rowan
KY 645
Item No. 12-115.00

Dear Ms. Coffey:

The Department of Parks has reviewed your correspondence to me regarding the subject. Although the study is near several parks (Carter Caves State Resort Park, Grayson Lake State Park & Yatesville Lake State Park), it will not directly impact any of our facilities. I would like to state in general that our Agency's mission is protecting the environment associated with our facilities and we are certainly concerned about environmental impacts for the entire Commonwealth.

I appreciate you seeking our Agency's comments on this project.

Sincerely:

A handwritten signature in cursive script, appearing to read "G. Ward".

Mr. George Ward, Commissioner
Kentucky Department of Parks

C: John Drake



ERNIE FLETCHER
GOVERNOR

KENTUCKY DEPARTMENT OF TRAVEL
COMMERCE CABINET
CAPITAL PLAZA TOWER
500 MERO STREET, 22ND FLOOR
FRANKFORT, KENTUCKY 40601-1968
PHONE (502) 564-4930 FAX (502) 564-5695
travel.ky.gov

W. JAMES HOST
SECRETARY
COMMERCE CABINET

RANDALL L. FIVEASH
COMMISSIONER
DEPARTMENT OF TRAVEL

January 12, 2005

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

Subject: Planning Study: Carter, Elliott, Lawrence and Rowan Counties
KY 645, Extension of KY 645 from Ulysses to a location along I-64
between Morehead and Industrial Parkway
Item Number: 12-115.00

Dear Ms. Coffee,

I have received and reviewed the information your office has provided in relation to the above referenced road improvement proposals.

Based upon this information it does not appear that any of the alternatives being considered will have a significant negative impact upon areas or structures deemed sensitive to the Kentucky Commerce Cabinet or the Kentucky Department of Tourism. Areas of concern would include cultural sites, historical sites, and wildlife areas. Safety and traffic volume is of particular interest as well. Two alternatives, four and five, appear to have the most positive impact upon two state parks in the area.

After reviewing the screening information and the maps of the alternatives it appears Alternative Four would be most beneficial. This is due to the alternative's costs remaining within the median range of the alternatives presented and the annual time and miles traveled savings being beneficial to the traveler. This alternative also appears to have the second lowest impact upon historic and archaeological sites. The same holds true for its impact upon wildlife and forested areas.

This alternative appears to have the ability to ease travel from the west to Grayson Lake State Park and Yatesville Lake State Park. It does not divert north and southbound traffic from US 23, which is a corridor currently providing access to Yatesville Lake State Park. Maintaining existing traffic flow while growing future traffic flow to these areas is of significant importance to the Commerce Cabinet, Kentucky Department of Tourism, and the Kentucky Department of Parks.

In conclusion, considering the information provided, it appears Alternative Four would be most favorable to this cabinet and its agencies. I appreciate the opportunity to participate in the evaluation process and look forward to working with you in the future.

Sincerely,

A handwritten signature in black ink, appearing to read 'Randall L. Fiveash', with a stylized, sweeping flourish at the end.

Randall L. Fiveash
Commissioner



DIV OF PLANNING

ERNIE FLETCHER
GOVERNOR

COMMONWEALTH OF KENTUCKY
JUSTICE AND PUBLIC SAFETY CABINET
KENTUCKY VEHICLE ENFORCEMENT
FRANKFORT, KY 40601

2005 JAN 11 P 1:45

LT. GOV. STEPHEN B. PENCE
SECRETARY

GREG HOWARD
COMMISSIONER

January 10, 2005

Ms. Annette Coffey, P.E.
Division of Planning
200 Mero Street
Frankfort, KY 40622

Subject: Planning Study
Carter, Elliott, Lawrence & Rowan Counties
KY 645, Extension of KY 645 from Ulysses to a location along I-64
Between Morehead and the Industrial Parkway
Item No. 12-115.00

Dear Ms. Coffey:

Per your request, Kentucky Vehicle Enforcement has reviewed the above mentioned plans for KY 645.

There is one impact that we feel needs to be considered that would affect the new roadway and that is the transportation of coal from eastern Kentucky. According to the materials provided, this new road would connect Ulysses to I-64 and would be a relief from US 23 that the trucking industry in and around the area would utilize tremendously. There will be a great impact on the amount of truck traffic, especially if it is a better roadway, than what is currently available to the coal trucks in the area. We feel the truck traffic will increase dramatically on this new roadway.

If you have any questions, please do not hesitate to call us.

Sincerely,

A handwritten signature in black ink, appearing to read "Greg Howard".

Greg Howard
Commissioner
Department of Kentucky Vehicle Enforcement

ERNIE FLETCHER
GOVERNOR



LAJUANA S. WILCHER
SECRETARY

DIV OF PLANNING

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

2005 JAN 14 A 8:18

January 11, 2005

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

Dear Ms. Coffey,

The Division has reviewed the Planning Study for evaluating the proposed highway project of KY 645 from Ulysses in Lawrence County to a location along I-64 between Morehead in Rowan County and the Industrial Parkway (KY 67) in Carter County, Item Number 12-115.00. The following Kentucky Administrative Regulations apply to this proposed project:

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

Kentucky Division for Air Quality Regulation **401 KAR 63:005** states that open burning is prohibited. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney. However, open burning may be utilized for the expressed purposes listed on the Open Burning Fact Sheet incorporated by reference in 401 KAR 63:005 Section 3, Prohibition of Open Burning. The Fact Sheet is located at http://www.air.ky.gov/e_clearinghouse.html.

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.

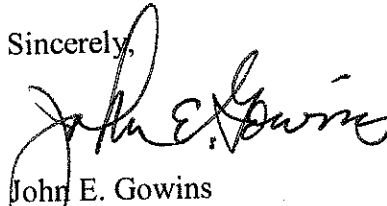


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Ms. Annette Coffey Letter
January 11, 2005
Page 2

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

Sincerely,

A handwritten signature in black ink, appearing to read "John E. Gowins". The signature is fluid and cursive, with a large initial "J" and "G".

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

JEG/jmf



ERNIE FLETCHER
GOVERNOR

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

LAJUANA S. WILCHER
SECRETARY

STEPHEN A. COLEMAN
DIRECTOR

February 4, 2005

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

DIV OF PLANNING
2005 FEB -7 A 10:51

Subject: Planning Study for extension of KY 645

Dear Ms. Coffey:

As requested, the Division of Conservation has reviewed the proposed extension of KY 645 from Ulysses in Lawrence County to a location along I-64 between Morehead in Rowan County and the Industrial Parkway in Carter County. We would like to provide the following comments and express concerns that may help in planning study.

There are no agricultural districts established in the study area, therefore land enrolled in the Agricultural District Program will not have to be mitigated by the Department of Transportation.

We would like to see the issue of the loss of farmland addressed. Both prime farmland and farmland of statewide importance could be impacted by this project. Every year pressure imposed by utility right-of-ways, urban expansion, and new roads reduce the land available for agricultural use in the Commonwealth. There are four documents that could be utilized to identify these farmland designations: the *Soil Survey of Carter County* (NRCS 1983), the *Soil Survey of Elliot County* (NRCS 1965), the *Soil Survey of Menifee, Rowan, and Northwestern Morgan Counties* (NRCS 1974), and *Important Farmland Soils of Kentucky* (NRCS 1981). The *Soil Survey of Lawrence County* is awaiting publication. This information is available through our office or the offices of Carter, Elliot, Rowan or Lawrence County Conservation Districts. Soil survey information for Carter and Lawrence Counties can also be downloaded at the following web site: <http://soildatamart.nrcs.usda.gov/>

One other concern we would like to comment on is the control of erosion and sedimentation during and after earth-disturbing activities once this project begins. We recommend best management practices, (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.

Ms. Annette Coffey, P.E.

February 4, 2005

Page Two

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 Cater, Elliot, Rowan, or Lawrence County Conservation District. Also an electronic version of the *Kentucky Erosion Prevention and Sediment Control Field Guide* is available online at <http://www.water.ky.gov/sw/nps/Publications.htm>

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

Sincerely,

A handwritten signature in cursive script that reads "Stephen A. Coleman".

Stephen A. Coleman, Director
Kentucky Division of Conservation

SAC/ah

Enclosure

Noe, Ted (KYTC)

From: Blevins, Mike L (KYTC-WSC)
Sent: Monday, January 10, 2005 10:43 AM
To: Ted Noe
Subject: Carter, Elliott, Lawrence and Rowan Counties KY 645 Extension 12-115.00

Ted,

The Branch has no further comments on the project.

Thanks,



COMMONWEALTH OF KENTUCKY
ENVIRONMENTAL AND PUBLIC PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
MOREHEAD REGIONAL OFFICE
200 CHRISTY CREEK RD STE 2
MOREHEAD, KY 40351-1346

Special use waters in the Commonwealth are truly rare and exquisite places, worthy of the highest environmental protections that we as a people can provide them. These special waters represent only 0.2 percent of the stream miles in the Commonwealth. Caney Creek and Laurel Creek represent two of twenty streams, in eleven river basins are identified in the Commonwealth, as Cold Water Habitats (CAH), Exceptional Waters (EXCW) and Reference Reach Streams (R_RCH). Of the eleven River Basins within the state, only six river basins have streams that meet all the above criteria. Laurel and Caney represent the only two streams of this caliber in the eastern section of the state

Proposed corridors two and four should not be considered due to the devastating impact (ie.initial disturbance due to road construction, road run-off, truck wrecks with hazardous materials etc.) they would have on these most pristine of streams, that the Commonwealth has to offer. The environmental impact of these corridors would be irreparable. One of the project goals in the corridor study states: Avoids or minimizes impacts to environmentally sensitive areas. These streams are so sensitive to environmental impacts that they should be avoided.

Ted Withrow
Basin Coordinator Big & Little Sandy/Tygarts Basins
Kentucky Division of Water
Morehead Regional Office
200 Christy Creek Rd. Suite #2
Morehead, KY 40351
(606) 784-6634
e-mail Ted.Withrow@ky.gov
Web www.kywatersheds.org



Special Use Waters in the Little Sandy River Basin

WATERBODY NAME*	BASIN	COUNTY	ZONE	UMP	DMP	Length	Acres	CAH	ONRW	EXCW	R_RCH	OSRW	SWR	F_WII
Arabs Fork	Little Sandy	Carter	Clay Fork to headwaters	4.7	0	4.7	0			Y	Y			
Big Caney Creek	Little Sandy	Elliott, Rowan	Source to Grayson Lake	14.9	0	14.9	0	Y		Y	Y			
Big Sinking Creek	Little Sandy	Carter, Elliott	SR 986 to Clay Fork and Arab Fork	15.2	10.7	4.5	0			Y	Y			
Laurel Creek	Little Sandy	Elliott, Rowan	Carter School Road Bridge to Headwaters	14.4	7.6	6.8	0	Y		Y	Y			
Laurel Creek	Little Sandy	Elliott, Rowan	River Mile 7.6 (Carter School Road Bridge) to Little Sandy River	7.6	0	7.6	0	Y						
Greenbo Lake	Little Sandy	Greenup	Entire Reservoir	0	0	0	181	Y						
Meadow Branch	Little Sandy	Elliott	Mouth to Headwaters	1.4	0	1.4	0			Y	Y			
Middle Fork Little Sandy River	Little Sandy	Elliott	Mouth to Sheepskin Branch	3.6	0	3.6	0			Y	Y			
Nichols Fork	Little Sandy	Elliott	Green Branch to Headwaters	1.9	0	1.9	0			Y	Y			

*HEADER		
ABBREVIATIONS	UMP	UPSTREAM MILEPOINT
	DMP	DOWNSTREAM MILEPOINT
	CAH	COLD WATER HABITAT
	ONRW	OUTSTANDING NATIONAL RESOURCE WATER
	EXCW	EXCEPTIONAL WATERS
	R_RCH	REFERENCE REACH STREAM
	OSRW	OUTSTANDING STATE RESOURCE WATER
	SWR	STATE WILD RIVER
	F_WILD	FEDERALLY DESIGNATED AS A WILD RIVER
	F_SCENIC	FEDERALLY DESIGNATED AS A SCENIC RIVER
	FET_SP	FEDERALLY ENDANGERED AND THREATENED SPECIES

- [Back to Special Use Waters Search Form](#)
- [Back to server home page](#)

Special Use Waters

Special use waters are rivers, streams and lakes listed in Kentucky Administrative Regulations that are worthy of additional protection. Find the Special Use Waters in your area.

DEFINITIONS OF SPECIAL USE WATERS

Special use waters are rivers, streams and lakes listed in Kentucky Administrative Regulations or the Federal Register as Cold Water Aquatic Habitat, Exceptional Waters, Reference Reach Waters, Outstanding State Resource Waters, Outstanding National Resource Waters, State Wild Rivers and Federal Wild and Scenic Rivers. Not included as special use waters are waterbodies designated by default as Warm Water Aquatic Habitat, Primary Contact Recreation and Secondary Contact Recreation.

"Cold water aquatic habitat" (CAH) means surface waters and associated substrate that will support indigenous aquatic life or self-sustaining or reproducing trout populations on a year-round basis. (401 KAR 5:031, Section 4).

"Outstanding state resource waters" (OSRW) means surface waters designated by the cabinet pursuant to 401 KAR 5:031, Section 7, and includes certain unique waters of the Commonwealth.

"Exceptional waters" (EXCW) means waterbodies whose quality exceeds that necessary to support propagation of fish, shellfish, and wildlife and recreation in and on the water. (401 KAR 5:030, Section 3).

"Federal wild river areas" (F-WILD) is a classification of the Wild and Scenic Rivers Act (PL 90-542) and means those rivers or sections of rivers that are free of impoundments and generally inaccessible except by trail, with watersheds or shorelines essentially primitive and waters unpolluted. These represent vestiges of primitive America.

"Federal scenic river areas" (F-SCENIC) is a classification of the Wild and Scenic Rivers Act (PL 90-542) and means those rivers or sections of rivers that are free of impoundments, with shorelines or watersheds still largely primitive and shorelines largely undeveloped, but accessible in places by roads.

"Outstanding National Resource Waters" (ONRW) are waters that meet the requirements for an outstanding state resource water classification and are of national ecological or recreational significance. They are listed in 401 KAR 5:030, Section 3.

"Reference Reach Waters" (R-RCH) are streams representative of a large number of similar streams within a definable geographic area. Reference reach waters are the least impacted within an ecoregion and provide an estimate of attainable conditions for similar streams within the same ecoregion and watershed. These streams are included in the list of exceptional waters in 401 KAR 5:030, Section 3(2).

For More Information Contact:

Cliff Schneider

14 Reilly Road

Frankfort, KY 40601

Phone: (502) 564-3410

Fax: (502) 564-0111

E-mail: cliff.schneider@ky.gov

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Noe, Ted (KYTC)

From: Harman, Charles L (WFD-FK)
Sent: Wednesday, January 05, 2005 3:15 PM
To: Coffey, Annette (KYTC)
Cc: Noe, Ted (KYTC)
Subject: Planning Study - Item No. 12-115.00

Annette,

The Education Cabinet has reviewed the subject study and has no comments at this time.

Thanks.

ch

Charlie Harman
Office of Budget and Administrative Services
Education Cabinet
502.564.2276 x127

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ERNIE FLETCHER
GOVERNOR

COMMERCE CABINET

KENTUCKY HERITAGE COUNCIL
THE STATE HISTORIC PRESERVATION OFFICE
300 WASHINGTON STREET
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(502) 564-7005 (502) 564-5820 FAX
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W. JAMES HOST
SECRETARY

DAVID L. MORGAN
EXECUTIVE DIRECTOR AND
STATE HISTORIC PRESERVATION OFFICER

January 27, 2005

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

DIV OF PLANNING
2005 FEB - 3 P 3: 57

Dear Ms. Coffey:

Thank you for your letter of December 30, 2004 (received January 5, 2005) concerning the planning study for the extension of KY 645 from Ulysses in Lawrence County to a location along I-64 between Morehead in Rowan County and the Industrial Parkway (KY 67) in Carter County. You requested our input on issues or concerns that our agency had about the project. This project has the potential to impact historic structures and archaeological sites listed in or eligible for listing in the National Register of Historic Places. Once the corridors are better defined, the Transportation Cabinet should have both cultural and archaeological surveys conducted to identify significant buildings and archaeological sites that will be affected by the project. We look forward to reviewing these reports.

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

Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES
Frankfort, Kentucky 40601



HUBERT COLLINS
State Representative
97th District
Johnson, Martin, Floyd
and Pike Counties

COMMITTEES
Transportation, Chairman
Transportation Budget Review
Natural Resources and Environment
Education

January 30, 2005

Annette Coffee, P.E.
Director of Planning
Kentucky Transportation Cabinet
Frankfort, Kentucky 40622

TO WHOM IT MAY CONCERN:

I am very much in favor of alternative #2 (from Ulysses to Morehead)
and here are some reasons---

1. We have a large number of students attending Morehead State University and they drive it often. The parents drive to Morehead many times during the year also.
2. The areas through which this route follows is economically deprived and I believe this will enhance their ability to develop this section of our state.
3. This route will serve all of Eastern Kentucky well, this is long over due.

Thanks for your consideration.

Sincerely,

Hubert Collins
State Representative

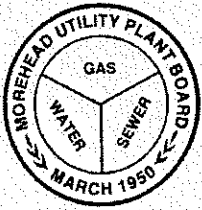
Noe, Ted (KYTC)

From: Palmer-Ball, Brainard (EPPC OOS KNPC)
Sent: Monday, January 10, 2005 5:33 PM
To: Noe, Ted (KYTC)
Subject: KY 645 scoping

Mr Noe:

KSNPC provided database info for rare species and unique natural areas to Palmer Engineering for this project in May 2004. They should have all the relevant data to see that rare species occurrences and unique natural areas are considered in planning for this project. We recommend that a corridor is chosen that minimizes impacts to the natural resources of this region; this would include consideration of simply improving the existing roads in the area.

Brainard Palmer-Ball, Jr.
Environmental Review Coordinator



MOREHEAD UTILITY PLANT BOARD

Serving You Over 50 Years

January 24, 2005

Annette Coffey, P.E., Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street Station W5-05-1
Frankfort Kentucky 40622

Dear Ms. Coffey:

We have reviewed your project goals report for KY 645 as well as the maps and plans. The only plan that would have an effect on Morehead Utility Plant Board is plan #2. This plan could affect the water, sewer and gas lines in the Rodburn area East of Morehead. These lines may need to be relocated.

If you need additional information, please call Operations Manager Billy Winkleman at 606 784-4085 or me at the number listed below.

Sincerely,

A handwritten signature in cursive script, appearing to read 'R. Mike Nickell'.

R. Mike Nickell
General Manager

cc: Billy Winkleman

DIV OF PLANNING

2005 FEB -4 A 9:53

OUR LADY OF BELLEFONTE HOSPITAL
Bon Secours Health System



January 28, 2005

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

Dear Ms. Coffey:

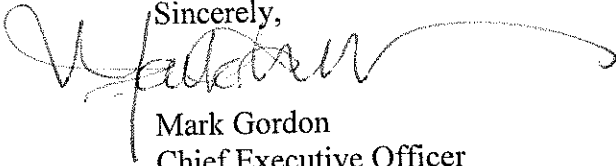
Our Lady of Bellefonte Hospital (OLBH) appreciates the opportunity to express our thoughts about the proposed KY 645 extension from Ulysses to a location along I-64. It is OLBH's opinion that Alternative 9, connecting Ulysses with Grayson, provides the most benefit to the people of Eastern Kentucky. OLBH's opinion is based on the following information provided in the KY 645 Regional Corridor Study.

- At a total cost of \$309.5M, Alternative 9 is the least expensive of the options, while providing the greatest savings in total hours of vehicle travel time per year.
- Overall, Alternative 9 interferes with the least amount of historic/archaeological sites and environmental factors such as water resources, forested areas, wetland areas, and endangered species habitats.
- Alternative 9 diverts the largest volume of traffic from US 23, which is a key goal of the project.
- Alternative 9 is the only option that improves access to the new industrial park in Carter County, which is a key goal of the proposed interstate.
- A key consideration outlined in the study is to "avoid or minimize the impact on environmentally sensitive areas such as the Daniel Boone National Forest, Laurel Creek and Caney Creek. Alternative 9 is the only option that does not disrupt any of these natural landmarks.
- Alternative 9 also improves access to both healthcare and educational resources such as OLBH, King's Daughters Medical Center, Kentucky Christian College, and Ashland Community and Technical College. There are also many other healthcare providers in Boyd and Greenup counties that routinely provide services to residents along the proposed interstate.

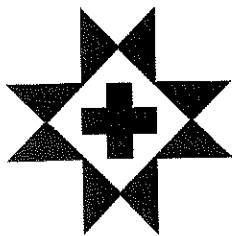
Finally, although not mentioned in the study, OLBH would also like to point out that there are several interstates and highways connecting Southeastern Kentucky with I-64 west of Morehead. US 23 is the only highway connecting the northern and southern parts of Eastern Kentucky. In order to continue the future development of Eastern Kentucky and provide greater access to the Industrial Park in Carter County, Alternative 9 is the best option.

Again, OLBH appreciates the opportunity to express our thoughts on the proposed KY 645. Please feel free to contact me at 606-833-4002 to discuss further.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Mark Gordon', with a long, sweeping horizontal flourish extending to the right.

Mark Gordon
Chief Executive Officer



St. Claire Regional Medical Center

222 Medical Circle • Morehead, KY 40351
(606) 783-6500 • fax: (606) 783-6518
www.st-claire.org

January 21, 2005

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

Dear Ms. Coffey:

Subject: Extension of KY645 from Ulysses to a Location Along I-64

Thank you for this opportunity to comment on the proposed extension of Kentucky 645 from Ulysses to Interstate 64, between Morehead and the East Industrial Park.

St. Claire Regional Medical Center is the secondary regional referral center for an 11-county service area in northeastern Kentucky for residents there who seek acute, primary, and subspecialty healthcare services. The proposed KY645 regional corridor will provide immense, positive influences for the betterment of the quality of life for a preponderance of the residents in the service region.

As the stated project goals have been evaluated, it does appear that Corridor Route 2 provides the greatest benefit to the most people in terms of quality of life enhancement, access, economic stimulus, and so forth. For those patients who are served by St. Claire Regional Medical Center, the area east and south of the city of Morehead is the population area most greatly disadvantaged by access and economic concerns.

It does then appear self evident that the optimum corridor for the greatest benefit is that which is identified in the planning study as Corridor 2.

Thank you once again for the opportunity to comment upon the Kentucky 645 regional corridor study. We do hope that we have been some help and benefit to you in this matter.

Respectfully yours,

ST. CLAIRE REGIONAL MEDICAL CENTER

Mark J. Neff
President/CEO

MJN/sc

DIV OF PLANNING
2005 JAN 24 P 1:59

Proudly Serving These Kentucky Counties

Bath ~ Carter ~ Elliott ~ Fleming ~ Lewis ~ Magoffin ~ Menifee ~ Montgomery ~ Morgan ~ Rowan ~ Wolfe

Noe, Ted (KYTC)

From: Greg Kiser [Greg_Kiser@chs.net]
Sent: Friday, January 28, 2005 3:49 PM
To: Ted.noe@ky.gov
Subject: KY 645 expansion

I would like to add a couple of comments for your consideration to this project.

I would like to Add Three Rivers Medical Center to the section of Health Care as we are not listed. We would like to propose that a better road from Blaine would improve access to Louisa and our health care facility.

Secondly, given the situation of Louisa a road that would directly connect to Louisa (route 644) would benefit Lawrence County and greatly improve access to maximize the economic impact of both Lawrence and Martin Counties.

Thirdly the connection to I-64 will impact Lawrence County and TRMC by reducing the travel time to Lexington.

Thanks for adding TRMC to the study and accepting our comments.

Gregory A. Kiser, MHA
Chief Executive Officer
Three Rivers Medical Center
606.638.9451

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

DIV OF PLANNING
2005 JAN 31 P 12:16

REPLY TO
ATTENTION OF:

28 January 2005

Operations and Readiness Div.
Yatesville Lake

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

SUBJECT: Planning Study
Carter, Elliott, Lawrence and Rowan Counties
KY 645, Extension of KY 645 from Ulysses to a location
along I-64 between Morehead and the Industrial Parkway
Item No. 12-115.00

Dear Ms. Coffey:

The proposed corridor related to the Yatesville Lake, U.S. Army Corps of Engineers, (COE) has been reviewed by this office. Since the information provided to me is in a very general format, a detailed review is not possible at this time. In looking at what was provided the following comments are offered:

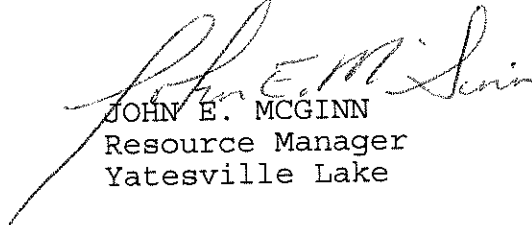
a. The maps provided did not indicate for certain if the corridor would impact any of the COE fee land. Once your plans have become more detailed allowing us to see the affect on COE fee land, we would be able to provide more detailed comments. This area of the Project is currently leased to the KY Fish and Wildlife Agency. If it would have an affect on COE fee land, we would be required to offer the KY Fish and Wildlife the opportunity to make comments also on this development.

b. The indicated corridor does appear to pass through a portion of the Yatesville Lake's flowage easement property. Steps would have to be taken to prevent loosing any water storage capabilities in these areas.

c. Due to close proximity of the corridor to the Lake, steps would have to be taken during all phases of construction to prevent any silt from entering the Lake.

As originally stated, detailed plans would be needed to make a complete review of study, but this is all I can see that COE would have an interest in addressing at this time. Once your planning becomes complete, we would appreciate an opportunity to make a review at that time. I appreciate you allowing me to review your study at this stage. If you have a need for additional information or find a need for clarification, please do not hesitate to contact this office. My office phone number is 606/686-2412 and my mailing address is Yatesville Lake, P.O. Box 1107, Louisa, KY 41230.

Sincerely,



JOHN E. MCGINN
Resource Manager
Yatesville Lake



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE
CORPS OF ENGINEERS

P.O. BOX 59
LOUISVILLE, KENTUCKY 40201-0059
FAX: (502) 315-6677
<http://www.lrl.usace.army.mil/>

DIV OF PLANNING

January 25, 2005 2005 JAN 27 A 10:25

Operations Division
Regulatory Branch (South)
ID no. 200500064-pmh

This is in response to your request for comments concerning:

Description: Planning Study
Carter, Elliott, Lawrence and Rowan Counties
KY 645, Extension of KY 645 from Ulysses to a location
along I-64
between Morehead and the Industrial Parkway
Item No. 12-115.00

Name of Organization requesting early coordination:

Kentucky Transportation Cabinet

Your project covers several counties of which only Rowan County is in the Louisville District. The comments below pertain only to Rowan County. For Carter, Elliott, and Lawrence Counties you must contact:

U.S. Army Corps of Engineers
Huntington District
CELRH-OR-F
502 8th Street
Huntington, WV 25701-2070
Phone: 304-529-5487
Fax: 304-529-5085

We do not have any comments on the general environmental impacts of the proposed project(s). This agency is not funded or authorized to provide general environmental assessments for all federally related development proposals. Our lack of comments on specific potential environmental impacts should not be construed as concurrence that no significant environmental damage would result from the project.

1. The proposed improvement may impact the following waterway(s) under our jurisdiction:

Licking River and tributaries

2. Current and/or future plans to develop the waterway(s) include:

None

3. The following Corps of Engineer's projects and/or studies are located within the area:

None

4. The depth or elevation of Ordinary High Water (OHW) is:

 Feet mean sea level.

X The OHW elevation is the line on the bank established by the changing water surface and indicated by physical characteristics such as a clear natural line impressed on the bank; shelving; changes in the character of the soil; destruction of terrestrial vegetation; and other indications as determined upon inspection of the area. If additional information is needed for the OHW you may contact our Hydrology & Hydraulics Branch by calling (502) 315-6456.

5. The project site is within flood elevations:

X Flood plain information is available by writing this office directly and requesting a floodplain delineation for a specific area. However, we are required by law to collect a fee for this service. The fee varies with the scope and complexity of the request. If you are interested in receiving this service please re-submit this request to the above address, ATTN: CELRL-PMP or call (502) 315-6892 and we will provide information on the fee schedule. Otherwise you may be able to obtain this information from local agency sources such as planning commissions.

6. Wetlands:

 Are located on the site as indicated on the attached sheet.

X To our knowledge, no wetland mapping of your proposed project site has been done, nor does the Corps of Engineers have any future plans to delineate and map jurisdictional wetlands for public or private use. If you suspect wetlands would be impacted by the discharge of dredged or fill material, a wetland delineation report conforming to the "Corps of Engineers Wetland Delineation Manual, Technical Report Y-87-1," would have to be submitted. Members of our regulatory staff having expertise in this area, would evaluate and verify the wetland delineation report as part of our review process. If you need assistance in preparing a wetland delineation, there are several environmental consultants in your geographic area having this expertise.

7. If based on your coordination with the State Historic Preservation Officer, it is determined that the project may affect historic properties listed in, or eligible for listing in, the National Register of Historic Places, the Department of the Army permit application must include information stating which historic property may be affected by the proposed work and/or a vicinity map indicating the location of the historic property.

8. If your project would impact any "waters of the United States," including jurisdictional wetlands, then you should submit a Department of the Army (DA) permit application for review by this office. Copies of DA permit application forms can be obtained by writing to the above address ATTN: CELRL-OP-FN or by calling (502) 315-6733.

A handwritten signature in cursive script, reading "Lee Anne Devine".

Lee Anne Devine
Chief, South Section
Regulatory Branch



DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

Centers for Disease Control
and Prevention (CDC)
Atlanta GA 30341-3724
January 26, 2005

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

Dear Ms. Coffey:

This is in response to your Advance Notification request for the Planning Study for KY 645, Extension of 645 from Ulysses to I-64 between Morehead and Industrial Parkway, Item No. 12-115.00. We are responding on behalf of the Department of Health and Human Services (DHHS), U.S. Public Health Service.

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

AREAS OF POTENTIAL PUBLIC HEALTH CONCERN:

I. Air Quality

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

II. Water Quality/Quantity

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

III. Wetlands and Flood Plains

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

IV. Hazardous Materials/Wastes

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

V. Non-Hazardous Solid Waste/Other Materials

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

DIV OF PLANNING
2005 JAN 31 P 12:15

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 26, 2005

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

SUBJ.: Planning Study
KY 645, Extension from Ulysses to a location along I-64
Early Coordination

DIV OF PLANNING
2005 JAN 31 P 12:17

Dear Ms. Coffey:

The Environmental Protection Agency (EPA), Region 4, received your letter and enclosures dated December 30, 2004, concerning the proposed highway project. The letter gives a general outline of the project and requests our input with regard to identifying potential issues of concern. EPA's review of the NEPA document that you may develop for the proposed project will include evaluating potential environmental impacts of the project.

Your letter refers to Environmental Justice concerns, including low-income populations, within the project area. To assist you, the "EPA Region 4 Interim Policy to Identify and Address Potential Environmental Justice Areas" is enclosed for your use. Both direct and secondary/indirect impacts should be evaluated during the scoping process.

We appreciate your consistency with the public review and disclosure aspects of the NEPA process, and the opportunity to provide these preliminary comments. We look forward to reviewing the NEPA document that you may develop for the proposed project. If you have any further questions or concerns, you may contact Ramona McConney of my staff at (404) 562-9615.

Sincerely,

Heinz Mueller, Chief
NEPA Program Office

Enclosure



United States
Department of
Agriculture

Forest
Service

Daniel Boone
National Forest

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

File Code: 1950-5/2730-2

Date: February 17, 2005

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

DIV OF PLANNING
2005 FEB 21 A 9:56

Dear Ms. Coffey:

This letter is in response to your request for our input and comments on a planning study to determine the need and potential impacts of the proposed extension of KY 645 (Item No. 12-115.00). Regarding Alternative 2 (and possibly 4), I appreciate your early recognition of our jurisdiction and special expertise related to this proposal. I also appreciate the information and early analysis of the proposal that you have shared with us to date.

Regarding Alternative 2 (and any others that may affect National Forest System lands), please refer to the enclosed MOU between the Forest Service and the Federal Highway Administration (FHWA). This MOU provides guidance for Forest Service information with States and the FHWA in regard to projects such as the one you have proposed. We will refer to this MOU as our guiding document.

I understand the Kentucky Transportation Cabinet to be the Highway Agent under the MOU, acting on behalf of the FHWA. We also understand that it is the responsibility of the FHWA to comply with the National Environmental Policy Act (NEPA) and other legal requirements in arriving at a determination that the lands are necessary for the project and that the Forest Service will act as a cooperating agency in the development of appropriate environmental analysis and documentation.

An important point I would like to make is that we consider this Project (Item No. 12-115.00) to be a new project, which means that it will require new analysis in order to insure compliance with laws such as the Endangered Species Act and Archeological Resources Protection Act. Even though the project appears similar to the Interstate Highway 64 to United States 60 Connector Project (Item No. 9-301.00) identified in 2001, you should expect to prepare or appreciably update the Biological Assessment/Evaluation and Cultural Resource Report prepared for Item No. 9-301.00.

Clearly, early coordination and sharing of information will help to make the later stages of the appropriation process to move more effectively and efficiently. I am committed to doing my best to provide you with the information and input necessary to you to make informed decisions about this project.

As noted in the MOU, the first requirements of the Forest Service is to determine if the appropriation of the lands or interest in lands for the proposed highway is consistent with the



Forest Land and Resource Management Plan (Forest Plan) for the Daniel Boone National Forest. The management of this National Forest is guided by a land and resource management plan that was revised in 2004. The proposed project falls within the part of the National Forest designated as the Licking River Management Area. This area is further divided into prescription areas for which management goals, objectives, standards have been defined. The proposed project will involve land in four different prescription areas and may contain land in a fifth. The fifth prescription area is the Rare Communities area. Its standards will apply should qualifying areas be found before or during implementation.

Based on my review, I will determine whether the appropriation of the lands or interest in the lands for this proposed highway would be consistent with the Daniel Boone Forest Plan, and if your request for use of National Forest System land is in the interest of the public. These determinations will be made following the submittal by the FHWA of their detailed and documented request for lands needed for the project, including copies of the environmental documentation and other required reports.

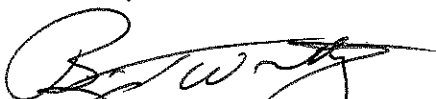
To facilitate the environmental analysis and later consideration of possible mitigation measures for the project, I believe it is important to recognize other management direction contained in the Forest Plan that may be relevant to this proposal. Please refer to the enclosed Table 1 as reference to the existing Forest Plan direction.

There are several important mitigation measures that you should consider as part of the project analysis. Since the location of the proposed road corridor divides the second largest contiguous block of National Forest System land on the Morehead Ranger District it has the potential to significantly affect wildlife habitat and change public use of the area. Should the proposal move forward that would encumber National Forest System land we would request mitigation for this use by the acquisition of additional lands that would become part of the National Forest System.

Additionally, woodland ponds that are important water sources to wildlife are located on National Forest System lands within the proposed corridor. These ponds generally provide habitat for the Endangered Indiana bat. Should the selected route involve the removal of these ponds, or render them unusable for use by wildlife, we may request further mitigation to construct replacement water sources.

I appreciate the opportunity to work closely with the Transportation Cabinet as the analysis and planning for this project continues. The Morehead District Ranger is your main contact for this project. Currently, Richard Braun is the Acting District Ranger while District Ranger Dave Manner is on detail in the Supervisor's Office. Richard can be reached at 606-784-6428.

Sincerely,



BENJAMIN T. WORTHINGTON
Forest Supervisor

Enclosure

Cc: Morehead

Table 1: Forest Plan Standards Related to the Proposed Activities	
Forest Plan Standard	Comments specific to proposed activity
All prescription areas	
DB-LAND-2. Evaluate special-use proposals/applications to determine if they are in the public interest. Proposals/applications must: <ul style="list-style-type: none"> a) Be consistent with Prescription Area Objectives, Standards, and Desired Future Conditions b) Be consistent with other federal state, or local statutes and regulations c) Not be permitted on DBNF land if they can be reasonably accommodated on private land, even if those locations are more expensive for the applicant. 	
DB-WLF-8. Tree cutting may not be conducted within 2.5 miles of any Indiana bat maternity colony from May 1 through August 15.	
DB-WLF-9. For non-vegetation management projects, currently suitable Indiana bat roost trees may be felled only from October 15 through March 31, if they are more than five miles from significant bat caves (Indiana bat). If tree removal occurs at other times, the trees must be evaluated for current Indiana bat use, according to U.S. Fish and Wildlife Service protocol.	The nearest significant Indiana bat Cave is located in Menifee County, approximately 13 miles from the area potentially affected by this project. Bat Cave, part of Carter Caves State Park, Carter County, KY is located approximately 12 miles east of the boundary of the Daniel Boone National Forest and the possible project. Bat Cave is designated as critical habitat for the Indiana bat in the Recovery Plan for the Indiana Bat. Bat Cave is the closest designated habitat for the Indiana bat to the Morehead Ranger District.
DB-VEG-1. Hazard trees (dead or alive) considered to be an immediate threat to human safety may be removed at anytime. This supercedes all other standards	
DB-VEG-3. Logging or site preparation equipment, rubber-tired or tracked, is not to be used on plastic soils when the water table is within 12 inches of the surface or when soil moisture exceeds the plastic limit.	
DB-VEG-7. No class B, C, or D chemical is to be used on any project, except with Regional Forester approval.	
DB-VEG-8. Herbicides will be applied at the lowest rate effective in meeting project objectives and according to guidelines for protecting human and wildlife health.	
DB-VEG-9. Monitor weather and suspend herbicide application project if temperature, humidity, or wind becomes unfavorable according to the Forest Plan criteria.	
DB-VEG-10. Use only nozzles the produce large droplets or streams of herbicides. Nozzles that produce fine droplets may be	

Table 1: Forest Plan Standards Related to the Proposed Activities	
Forest Plan Standard	Comments specific to proposed activity
used only for hand treatment, where distance from nozzle to target does not exceed eight feet.	
DB-VEG-11. Areas treated with herbicides are to be clearly posted with notice signs to inform visitors of the treatment.	
DB-VEG-12. No herbicide is to be applied aerially.	
DB-VEG-13. No soil-active herbicide will be applied within 30 feet of the drip line of non-target vegetation specifically designated for retention within or next to the treated area.	
DB-VEG-14. Do not apply triclopyr within 60 feet of known occupied gray, Virginia big-eared, or Indiana bat hibernacula or known maternity tree.	
DB-VEG-15. Do not apply 2,4-D or 2,4-DP	
DB-VEG-16. No broadcast treatment using herbicide is to be made within 60 feet of any known PETS plant species.	
DB-VEG-17. No soil-active herbicide is to be applied within 60 feet of any known PETS plant species.	
DB-VEG-18. Application equipment, empty herbicide containers, clothing worn during treatment, and skin are not to be cleaned in open water wells. Mixing and cleaning water must come from a public water supply and be transported in separate, labeled containers.	
DB-VEG-19. No herbicides shall be applied within 30 horizontal feet of lakes, wetlands, perennial or intermittent springs and streams. However, herbicides approved for aquatic use may be used when such treatment is required to control invasive plants.	
DB-VEG-20. Designated buffer zone areas must be designated before making herbicide treatments so applicators can easily recognize and avoid the buffer area.	
DB-VEG-21. Herbicide mixing, loading, or cleaning areas in the field are not to be located within 200 feet of private land, open water or wells, or other sensitive areas.	
DB-VEG-25. Within a possible old-growth stand, do not initiate management that could alter the stands potential status as old-growth until the stand has been inventoried for old-growth criteria and its status determined.	
DB-VEG-27. Resource management	The Borden Formation underlies segments of the

Table 1: Forest Plan Standards Related to the Proposed Activities	
Forest Plan Standard	Comments specific to proposed activity
activities that may affect soil and/or water quality must follow applicable Kentucky Rules and Regulations for Water Quality Control and Kentucky's Best Management Practices for Forestry (BMP) as a minimum to achieve soil and water quality objectives. When Forest Plan standards exceed Kentucky BMP's or water, Forest Plan standards will take precedence.	proposed corridor. Portions of this formation, especially the bedding plane joining the Nancy and Cowbell members, have been unstable when disturbances have occurred below, adjacent, or parallel to them.
DB-VEG-29. The removal of coarse woody debris from within the scoured ephemeral stream zone will be allowed only if it poses a risk to public safety or water quality, degrades habitat for aquatic or riparian associated species, or when it poses a threat to private property or Forest Service infrastructures.	
DB-VEG-30. No herbicide may be broadcast within 100 feet of private land or 300 feet of a private residence, unless the landowner agrees to closer treatment.	
Prescription Area: 1.E. Riparian Corridor	
1.E-ENG-1. Construction of any new stream crossings must not adversely affect passage of aquatic organisms or alter stream flow. Exceptions may be allowed to prevent upstream migration of undesired species.	
1.E-ENG-3. Where risks of resource damage are high, each road segment will be constructed and stabilized prior to starting another segment (stage construction). High-risk areas are those that contain landslide-prone areas, steep slopes, highly erosive soils, or PETS species.	The Borden Formation underlies segments of the proposed corridor. Portions of this formation, especially the bedding plane joining the Nancy and Cowbell members, have been unstable when disturbances have occurred below, adjacent, or parallel to them.
1.E-VEG-2. All motorized equipment must be serviced outside of riparian corridors.	X
1.E-VEG-5. The removal of coarse woody debris is allowed only if it poses a risk to public safety or water quality, degrades habitat for aquatic or riparian-associated species, or when it poses a threat to private property or Forest Service infrastructure.	
Prescription Area: 5.C. Source Water Protection	
5.C-ENG-1. Road or facility construction may be considered in Zone 1, only if site specific analysis shows that new roads or facilities are compatible with state drinking water standards (401 KAR Chapter 8)..	
5.C-VEG-2. Pesticide use is not allowed in Zone 1 except where necessary to control the spread of insect or disease outbreaks.	

MEMORANDUM OF UNDERSTANDING

BETWEEN

**UNITED STATES DEPARTMENT OF AGRICULTURE
Forest Service**

and

**UNITED STATES DEPARTMENT OF TRANSPORTATION
Federal Highway Administration**

**Regarding the Appropriation and Transfer of
National Forest System Lands for Highway Purposes**

I. Purpose: The United States Department of Agriculture, Forest Service (hereinafter called the FS) and the United States Department of Transportation, Federal Highway Administration (hereinafter called the FHWA) recognize the need for streamlined, nationally consistent procedures by which the FHWA may appropriate National Forest System lands for the use of Interstate and certain highways under Chapters 1 and 2 of Title 23, United States Code (23 U.S.C.). Chapter 1 highways are owned, planned, developed, constructed, operated and maintained by State and local governments (hereinafter called State); the FHWA's responsibilities consist of transferring rights-of-way, providing funds for the construction of the facility, and ensuring compliance with Federal requirements. Forest highways are generally constructed by the FHWA and then transferred to State ownership and control. Within this agreement, the term Highway Agent is used to identify the organization that undertakes the construction and/or maintenance of the highway facility, which organization is typically a State or local government, or the Federal Lands Highway Office of the FHWA.

As a result of our mutual desire to reduce the time and effort of processing Federal land transfers for public projects, this Memorandum of Understanding (MOU) provides procedures by which the Secretary of Transportation, acting through the FHWA may appropriate and transfer, to States, National Forest System lands for highway rights-of-way. The appropriation is subject to conditions the Secretary of Agriculture, acting through the FS authorized officer, may deem necessary for adequate protection and utilization of National Forest System lands and protection of the public interest.

FS requirements imposed by this MOU on States will be 1) negotiated by the FS with the State; and 2) implemented pursuant to contractual requirements and guidance between the FHWA and the States.

II. Authority: The Act of August 27, 1958, as amended, 23 U.S.C., Sections 107(d), 204(f) and 317.

III. Procedures: Existing procedures for the development of forest highways are contained in the "Memorandum of Understanding Related to Forest Highways Over National Forest Lands" dated May 11, 1981. This MOU amends and supplements the 1981 MOU, providing simplified appropriation/transfer procedures for both forest highways and Chapter 1 highways. The FHWA and the FS agree to the following procedures:

- A. The Highway Agent will notify the FS, as far in advance as possible, of any highway project being contemplated and arrange a meeting with the FS, the FHWA, and the participating Highway Agent to discuss the proposal and to determine if the appropriation of the lands or interest in lands for the highway is consistent with the appropriate National Forest Land and Resource Management Plan (Forest Plan). If the proposal is consistent with the Forest Plan then a time schedule will be developed to assure that the requested appropriation will be processed within a reasonable time. The time schedule will identify any reports, public scoping requirements, or other information required from the FHWA, the FS, or the Highway Agent.

If the proposal is not consistent with the Forest Plan, then the FS will determine whether the proposal

justifies a plan amendment. If so, then a time schedule will be developed for the FS to complete the plan amendment prior to processing the requested appropriation.

- B. The FHWA or the Highway Agent is responsible for final approval of road design for both Chapter 1 and Chapter 2 highways.
- C. In accordance with 23 CFR Part 771, 40 CFR 1501.6, and 1501.5(b), (c), and (e), it will be the responsibility of the FHWA to comply with the National Environmental Policy Act (NEPA) and other legal requirements in arriving at its determination that the lands are necessary for the project, and the FS will act as a cooperating agency or in limited situations as a joint lead agency in the development of any required NEPA document. The FHWA and the FS will coordinate on the determination of the appropriate environmental analysis.
- D. The FHWA will submit to the FS, a detailed and documented request for lands needed for the project including lands required for temporary construction activities. This will include a map, a copy of the environmental documentation, and other required reports.
- E. Within a period of four months, the FS will review the material submitted by the FHWA and will notify the FHWA, in writing, (a) that the FS is in agreement with the appropriation subject to terms and conditions for construction, operation and maintenance of the highway that assures adequate protection and utilization of National Forest System lands, or (b) that the action is inconsistent with the purposes for which the lands are being managed. If the FS has not responded, in writing, within a period of four months to the request for appropriation, the requested right-of-way will be deemed appropriated by the FHWA, for transfer to the Highway Agent.
- F. The FS agrees to participate in the project development process once the required information has been presented by the Highway Agent and/or the FHWA. Every effort will be made by all parties to resolve major differences identified through this cooperation in the project development process. If agreement cannot be reached, the details of the disagreement must be stated in the form of a letter from the FS to the FHWA, within four months of the FHWA request for the right-of-way. This letter must clearly state the reasons why an appropriation would be contrary to the public interest or would be inconsistent with the purpose for which the National Forest System lands are being managed.
- G. Forest Service agreement to the appropriation will be in the form of a "Letter of Consent" which clearly states the conditions under which the agreement is given and will be sent to both the FHWA and the State. These conditions involve the following considerations:
 - 1. Any valid existing claims and/or use authorizations outstanding to third parties, not administratively waived by the FS, shall be eliminated.
 - 2. The right-of-way should be nonexclusive with the FS retaining all rights to issue authorizations for uses not inconsistent or incompatible with highway use. The FS shall consult with the Highway Agent on appropriate stipulations to protect the roadway facility prior to the issuance of such authorization.
 - 3. The FS will retain the right to any merchantable timber and all other resource materials not specifically appropriated, within the boundaries of the appropriation. The Highway Agent will notify the FS which timber or other resource materials within the appropriation are scheduled to be removed and the FS will determine whether a timber sale or other authorization for removal is appropriate.
 - 4. All signing within the right-of-way will be installed and maintained by the Highway Agent. The Highway Agent will provide signs to mark National Forest boundaries (both for entering and

leaving) , intersecting Forest Service roads, directional signs to nearby National Forest information facilities which are staffed throughout the year, and signs to geographic or recreation areas. All signing will be in accordance with the Manual on Uniform Traffic Control Devices. Where feasible, the Highway Agent will install displays (panels or posters), furnished by the FS, at Interstate rest stops near National Forests.

5. The FS may provide conditions protecting the adjacent National Forest System lands from construction and maintenance activities which may cause off-right-of-way adverse effects, such as wildfire, chemical control of vegetation and animals, runoff drainage, and re-vegetation with nonnative species.
- H. The FHWA shall provide in the contractual guidance between the FHWA and the State that the State is responsible for the removal and cleanup of all releases or threatened releases of hazardous substances originating on the highway right-of-way, including those that extend beyond the boundaries of the appropriated right-of-way to adjacent National Forest System lands and resources. The FHWA will not assume or undertake the construction or maintenance of any highway described in Section I unless the State has agreed to be responsible for the removal and cleanup of all releases or threatened releases of hazardous substances described in the previous sentence. In the event of threat or damage to adjacent National Forest System lands, the FS will notify the Highway Agent of its concerns and, if necessary, request assistance from the FHWA as provided in Section 111(J) of this MOU. Nothing in this MOU or the contractual guidance between the FHWA and the State shall affect the authority of the FS pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. 9601, et. seq., or any other law.
- I. The Highway Agent, when constructing the highway will comply with the conditions set forth in the Letter of Consent. The FS, acting as the Agent for the FHWA, will be responsible for the monitoring and enforcement of these conditions, including written notification, to the Highway Agent, of violations of these conditions and any subsequent action necessary to enforce compliance of the conditions. If necessary, the FS will request assistance from the FHWA as provided in Section 111(1) of this MOU.
- J. The highway easement deed issued by the FHWA will incorporate and subject the conveyance to the conditions and terms provided by the FS. The FS, acting as the Agent for the FHWA, will work directly with the Highway Agent in monitoring these conditions. If a Highway Agent is not complying with FS conditions, the FS will give notice of noncompliance. If the noncompliance is not corrected within 30 days, the FHWA upon notice from the FS will secure compliance informally or, if necessary, take action pursuant to 23 CFR 1.36.
- K. An executed copy of the Highway Easement Deed issued by the FHWA to the Highway Agent will be furnished to the FS.
- L. The Highway Agent will notify the FS when the need for the appropriation no longer exists. Upon notification the FS will either (1) accept the road as is, or (2) If a roadway or other improvements are in place and are to be removed, identify rehabilitation standards that the Highway Agent must complete. Upon completion of the rehabilitation and acceptance of same by the FS, the Highway Agent will notify the FHWA, in writing, of the relinquishment. In either case, upon receipt of this notice of relinquishment by the FHWA, the lands appropriated will immediately revert to the FS and a formal relinquishing document will be prepared.
- M. The appropriation will terminate if construction is not started within twenty (20) years, unless agreed otherwise.

IV. Other MOUs: To the extent that it is inconsistent, this MOU amends and supersedes existing MOUs for Federal-aid and Forest highways.

This MOU expressly amends and replaces the following provisions in the "Memorandum of Understanding Related to Forest Highways over National Forest System Lands" signed May 11, 1981:

1. Relating to consent and appropriation, Item 1 - Final Plan Approval, and Item 2 - Right-of-Way (a) (b) (c), and
2. On-the-ground approval of deviation of the highway location without a Letter of Consent, Item 3 - Construction (e).

V. Term This MOU becomes effective upon signing by both agencies. Section III, items H and L apply to existing and future appropriations. This MOU will remain in effect unless terminated by mutual agreement or by either agency giving the other agency thirty (30) days' prior written notice. Amendments to or modifications of this MOU may be initiated by either agency, but will not become effective or binding until agreed upon by both agencies.

Mike Dombeck //s//
Chief, USDA, Forest Service

8-20-98
Date

Kenneth R. Wykle //s//
Administrator, USDOT,
Federal Highway
Administration
6-9-98
Date

United States Department of Agriculture



NRCS

Natural
Resources
Conservation
Service

771 Corporate Drive
Suite 110
Lexington, KY 40503-5479
(859) 224-7371

DIV OF PLANNING

2005 JAN 28 A 10:39

January 26, 2005

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

Dear Ms. Coffey:

In regards to the Planning Study for KY 645, Extension of KY 645 from Ulysses to a location along I-65 between Morehead and the Industrial Parkway, Item No. 12-115.00, the USDA-Natural Resources Conservation Service (NRCS) is concerned with potential impacts that the proposed highway project might have upon prime farmland soils and additional farmlands of statewide importance. If federal dollars are to be used to convert important farmlands from agricultural uses to non-agricultural uses a Form AD-1006 (or Form NRCS-CPA-106 if the project is a corridor type project) must be submitted to the local NRCS office. These forms may be obtained from the local NRCS office and are also available as electronic forms on the web at http://www.nrcs.usda.gov/programs/fppa/pdf_files/AD1006.PDF and http://www.nrcs.usda.gov/programs/fppa/pdf_files/CPA106.pdf.

The contact persons are:

Jimmy Lyons, District Conservationist (serving Carter and Elliot Counties)
USDA-Natural Resources Conservation Service
526 East Main Street, Ste. B
Grayson, KY 41143-1418 phone: (606) 474-5184

Marty McCleese, District Conservationist (serving Rowan County)
USDA-Natural Resources Conservation Service
224 West First Street
Morehead, KY 40351-1613 phone: (606) 784-5375

Bob Blanton, Resource Conservationist (serving Lawrence County)
USDA-Natural Resources Conservation Service
87 Deer Lick Branch Road
Louisa, KY 41230-2200 phone: (606) 673-3800

These staff can help in identifying important farmlands in the proposed project area.

To further assist with the planning efforts, I am enclosing a CD containing ArcView GIS shapefiles of basic soils information for two counties (Carter and Lawrence) of the project study area. The GIS shapefiles are in UTM projection, nad83, zone 17. The soil database table includes

Annette Coffey

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a column for "farmland classification-all components" (farmclac) that identifies prime farmlands and soils of statewide importance.

Sincerely,

A handwritten signature in black ink, appearing to read "David G. Sawyer", with a long, sweeping horizontal stroke extending to the right.

DAVID G. SAWYER
State Conservationist

Enclosure

cc: Robert Bradley, AC, Mount Sterling, KY
Jimmy Lyons, DC, Grayson, KY
Marty McCleese, DC, Morehead, KY
Bob Blanton, RC, Louisa, KY