

Appendix F

Agency Comments

Environmental Review Agency Meeting

Mammoth Cave National Park

May 30, 2002

9:30 AM to 4:00 PM



Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

May 2, 2002

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

Dear «Letter_Title» «Last_Name»:

SUBJECT: Planning Studies
Warren County and Edmonson County, Kentucky
I-66 Scoping Study and Bowling Green Eastern Outer Beltline Scoping Study
Item No. 03-66.00 - Bowling Green I-66 (Southern Kentucky Corridor)
Item No. 03-103.00 - Bowling Green Eastern Outer Beltline

The Kentucky Transportation Cabinet respectfully requests that **you and/or your representative attend a meeting scheduled for the subject projects on Thursday, May 30, 2002, at the Training Center of Mammoth Cave National Park** (map enclosed). The meeting time is 9:30 a.m. to 12:00 p.m. Lunch will be provided. A bus tour of the study area is proposed from 1:30 to 4:00 p.m.

We are requesting your agency's input and comments on a Scoping Study and Environmental Overview for I-66 and the Bowling Green Eastern Outer Beltline to determine the need and potential impacts for a proposed highway project. We respectfully ask that you **provide us with your written comments by Friday, June 14, 2002**, to ensure timely progress in this planning effort.

The Kentucky Transportation Cabinet has assembled a study team to identify and evaluate alternate freeway corridors, including the "no-build" alternate, for (1) the Southern Kentucky Corridor (I-66) from the Louie B. Nunn Parkway (Cumberland Parkway) to the Natcher Parkway and (2) the Bowling Green Eastern Outer Beltline from I-65 south of Bowling Green eastward and around Bowling Green to I-65 northeast of Bowling Green. The study is currently in the initial data gathering and development of corridor phase. The process of corridor development is just beginning, and we would appreciate your input into this process.



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BLA

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

The agenda for the May 30th meeting includes a short presentation on the history of the project, preliminary project goals, where we are in the process, and a discussion to solicit input on issues, potential impacts, and possible alternatives. Please complete and return the attached post card for coordination.

If you require lodging, please call the Mammoth Cave Hotel at 270-758-2254. Other accommodations can also be found at Cave City and Bowling Green, Kentucky. We thank Mammoth Cave for the opportunity to use their facilities.

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

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 to assist in your review. We request that comments be provided via a letter for both proposed projects. You may combine your comments about both proposed projects into one letter. In addition, please forward this information to any local and/or regional offices of your agency that may have comments or data concerning these projects.

- Project Overview for the I-66 Planning Study indicating issues, schedule, and goals
- Public Comment Survey on the I-66 Planning Study
- Project Overview for the Bowling Green Eastern Outer Beltline indicating issues, schedule, and goals
- Public Comment Survey on the Bowling Green Eastern Outer Beltline
- Environmental Overview Map
- Road Building Steps, Timeline, and Issues Addressed
- Generalized Block Diagram of the Western Pennyroyal Karst
- Other Information from Public Information Meetings

«Letter_Title» «Last_Name»

May 2, 2002

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We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Daryl Greer of the Division of Planning at 502/564-7183 or at daryl.greer@mail.state.ky.us. Please address all written correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 125 Holmes Street, Frankfort, KY 40622. Thank you, and we look forward to hearing from you and seeing you at the May 30th meeting.

Sincerely,



Annette Coffey, P.E.
Director
Division of Planning

AC:DJG:NH

Enclosures

c: Jose Sepulveda (w/a)
Anthony Goodman (w/a)
Tom Cervone – BLA, Evansville
Andy Layson – BLA, Frankfort
Jerry Wiesenfluh – KGS
John Matheney – Barren River ADD
John Mettelle
David Waldner
Greg Meredith
Jeff Moore
Kenneth Cox
Renee Slaughter
Keirsten Jagers
Jim Simpson

Ms. LaVerne Reid
District Manager
Airports District Office, Federal Aviation Administration
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Memphis TN 38116

Mr. James P. Fenton
Director, Office of State Archaeology
Dept. of Anthropology, University of Kentucky
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Lexington KY 40506-0024

Mr. William Straw , Ph.D.
Regional Environmental Officer
Federal Emergency Management Agency, Region IV
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Atlanta GA 30341-4130

Mr. Kelvin Combs
Kentucky Airport Zoning Commission
State Office Bldg. Anx., 3rd Floor, Mail Code A-3
125 Holmes Street
Frankfort KY 40622

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

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

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

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

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

Mr. Kenneth Frost
Director
Kentucky Division of Vehicle Enforcement
State Office Building, 8th Floor, Mail Code 8-4
Frankfort KY 40622

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

Mr. Jim Cobb
State Geologist & Director
Kentucky Geological Survey, University of Kentucky
228 Mining and Mineral Resources Bldg.
Lexington KY 40506

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

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

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

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

Ms. Vickie Bourne
Executive Director
Kentucky Office of Transportation Delivery
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Frankfort KY 40622

Mr. Barry Barker
Executive Director
Kentucky Public Transit Association
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Louisville KY 40203

Ms. Marcheta Sparrow
President
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TARC, 1100 US127 S., Bldg. C
Frankfort KY 40601

Ms. Ann R. Latta
Secretary
Kentucky Tourism Development Cabinet
Capital Plaza Tower, 24 Floor
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Frankfort KY 40601

Mr. Allen D. Rose
Secretary
Kentucky Workforce Development Cabinet
Capital Plaza Tower, 2nd Floor
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Mr. Alex Barber
State Environmental Review Officer
Natural Resources and Environmental Protection Cabinet
Frankfort Office Park
14 Reilly Road
Frankfort KY 40601

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

Ms. Helen Cleary
President
Scenic Kentucky
P. O. Box 2646
Louisville KY 40201

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

Mr. Gary Lanthrum
Director, National Transportation Program
U. S. Dept. of Energy, Albuquerque Operations Office
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Albuquerque NM 87185-5400

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

Mr. David Sawyer
State Conservationist
U.S. Dept. of Agriculture, Natural Resources Conservation Service
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Lexington KY 40503

Mr. Kenneth W. Holt
U.S. Dept. of Health & Human Serv., Center for Disease Control,
Emergency And Environmental Health Services Division
Mail Stop F-16
4770 Buford Highway, N.E.
Atlanta GA 30341-3724

Dr. Lee A. Barclay , Ph.D.
Field Supervisor
U.S. Dept. of the Interior, Fish and Wildlife Service
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Mr. Roger Wiebusch
Bridge Administrator
United States Coast Guard, Bridge Branch
1222 Spruce Street
St. Louis MO 63103

Mr. Bobby Lee Hurt
Barren River Lake State Resort Park
1149 State Park Road
Lucas KY 42156

Mr. Thomas M. Hunter
Executive Director
Appalachian Regional Commission
1666 Connecticut Ave., NW
Washington DC 20235

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

Colonel Robert E. Slockbower
District Engineer
U. S. Army Corps of Engineers, Louisville District
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Louisville KY 40201

Ms. Dot Darby-Paschall
Executive Director
Barren River Area Development District
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Bowling Green KY 42102

Mr. Henry Holman
Mammoth Cave National Park
P. O. Box 7
Mammoth Cave KY 42259

Ms. Ruthi Steff-Long
Mammoth Cave Resource Conservation & Development
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Bowling Green KY 42103

Ms. Susan McPherson
Natural Resources Conservation District
77 Woodland Circle Drive
Scottsville KY 42164

Environmental Review Agency Meeting

Kentucky Southern Corridor (I-66)
Item # 03-66.00

Bowling Green Outer Beltline
Item # 03-103.00

Mammoth Cave National Park

May 30, 2002

9:30 AM to 4 PM

Mammoth Cave Training Center

Lunch

Bus Tour of Project Area

The Kentucky Transportation Cabinet (Planning Division) has scheduled a meeting with the Environmental Review Agencies for the Kentucky Southern Corridor (I-66) near Bowling Green and the Bowling Green Outer Beltline to be held at the Mammoth Cave Rotunda Room from 9:30 AM to 12:00 (Noon) followed by lunch (buffet) in the restaurant, and a bus tour of the project area from 1:30 PM to 4:00 PM. A Scoping Study and Environmental Overview are to be completed on both of these projects. The format for the meeting will be an interactive approach between KYTC and environmental review agencies on regulatory guidance and potential major issues. A map is enclosed for directions. Look forward to seeing you. Thank you!

Meeting Agenda

Welcome

Annette Coffey (KYTC)
Anthony Goodman (FHWA)
Jim Carroll (MMNP)

Public Information Meeting
Team Member
Brief History of Projects

Daryl Greer (KYTC)

Why are We Here?
Focus of the Meeting
Project Goals

Kent Ahrenholtz (KYTC)

Environmental Process

David Waldner (KYTC)

What have we Accomplished
Major Environmental Issues
 Archaeology
 Geology
 Karst
 Geotechnical

Tom Cervone (BLA)
Don Linebaugh (UK)
Jerry Weisenfluh (KGS)
Ken Kuehn (WKU)
Henry Mathis (H.C. Nutting)

What Happens After this Meeting?
Your Comments are Important
Thank you

Carl Dixon (KYTC)

Review of the General Corridor Alternatives

Andy Layson (Posters Session)

Open Informal Discussion with Agencies

Annette Coffey



Southern Kentucky Corridor (I-66) (Item # 03-66.00) Bowling Green Outer Beltline (Item # 03-103.00)

Planning Study & Environmental Overview

ITINERARY

Study Area Tour

Thursday, May 30, 2002, 1:30-4:00 p.m.

1:30 p.m. START – Mammoth Cave N.P. Resort

1. Follow KY 70/KY 255 to I-65 at Park City – *Mammoth Cave National Park*
2. Follow I-65 to KY 101/Smiths Grove Exit – *Historic Structures, Sinkhole Plain & Knobs*
3. Follow KY 101 to US 68/KY 80 to Polkville Road to Bristow Road to Sunnyside-Gotts Road – *Farmlands & Sinkhole Plain (south of I-65)*



2:00 p.m. 1st STOP – Sunnyside-Gotts Bridge Over I-65

1. Reconstruction of I-65 – *Effects of Widening I-65*
2. Follow Sunnyside-Gotts Road/Mizpah Road to US 31W – *Future Trimodal Transpark & Sinkholes (north of I-65)*
3. Follow US 31W to KY 526 to KY 185 – *Farmlands, Escarpment & Barren River Valley*
4. Follow KY 185 to Historic Bridge – *Barren River Valley*

2:30 p.m. 2nd STOP – Historic Bridge Over Barren River

1. Barren River Crossing – *Floodway & Engineering Considerations*
2. Barren River Valley – *Archaeology, Cultural Resources, Floodplains, Farmlands & T&E Species*
3. Follow KY 185 to KY 880 to US 68 to Natcher Parkway – *City of Bowling Green*
4. Follow Natcher Parkway to I-65 to KY 101/Smiths Grove Exit to Upper Smiths Grove Road – *No Build & Reconstruction of I-65*



3:15 p.m. 3rd STOP – Cave Springs Caverns Bed & Breakfast

1. *Historic Structures*
2. *Threatened & Endangered Species*
3. *Cave & Sinkhole Geology*

4:00 p.m. RETURN – Mammoth Cave N.P. Resort

1. Upper Smiths Grove Road to KY 422 @US 31W – *Sinkhole Plain (north of I-65) & Knobs*
2. KY 422 to KY 70 to Mammoth Cave N.P. – *Escarpment*



Review Agency Coordination Meeting Minutes
I-66/Bowling Green Outer Beltline Planning Studies
Warren/Edmonson Counties
Item No. 03-66.00
Item No. 03-103.00
9:30 a.m. CST, May 30, 2002

The first Review Agency Coordination meeting was held at the Mammoth Cave National Park "Rotunda" Conference Room on May 30, 2002. This meeting was to brief those in attendance about the initiation of the I-66 and the Bowling Green Outer Beltline Planning Studies and to receive input on project issues, needs and concerns. Those present at the meeting were:

George Crothers, Office of State Archaeology
Don Linbaugh, University of Kentucky Program for Archaeology Research
Jerry Weisenfluh, Kentucky Geological Survey
Jim Cobb, Kentucky Geological Survey
Gary West, Bowling Green CVB
Marla Barbour, Kentucky Department of Fish and Wildlife
Eric Wolford, Kentucky State Police
Bill Payton, Kentucky State Police
Jeff Jewell, Kentucky Vehicle Enforcement
Robert Brown, Kentucky Vehicle Enforcement
Jim Carroll, Mammoth Cave National Park
Erin Peterson, Parsons Brinckerhoff
Ramona McConney, US Environmental Protection Agency - Region 4
Fred Alcott, US Department of Agriculture -- NRCS
Hilary Lambert, Sierra Club, KEEP/KICK I-66, Kentucky Waterways Alliance,
Kentucky Heartwood, etc.
Kirby Ramsey, Kentucky League of Cities
John B. Matheney, Barren River Area Development District (BRADD)
Michael Briggs, BRADD
Dave Harmon, KYTC -- Department of Environmental Analysis
Dave Waldner, KYTC -- Department of Environmental Analysis
Keirsten Jagers, KYTC -- Information Officer, District 3
Jeff Moore, KYTC -- Division of Planning, District 3
Renee Slaughter, KYTC -- Environmental Coordinator, District 3
Greg Meredith, KYTC -- Chief District Engineer, District 3
James Simpson, KYTC -- Central Office Design
Annette Coffey, KYTC -- Division of Planning, Director
Daryl Greer, KYTC -- Division of Planning
Carl Dixon, KYTC -- Division of Planning
Jim Wilson, KYTC -- Division of Planning
David Martin, KYTC -- Division of Planning
Tom Cervone, Bernardin, Lochmueller & Associates, Inc. (BLA)
Andrew S. Layson, BLA
Kent Ahrenholtz, BLA
Jason DuPont, BLA
Wendy Southworth, BLA

Introduction. Daryl Greer of the KYTC Division of Planning welcomed all present and thanked them for taking time out of their schedules to attend the meeting. He explained that the purpose of this meeting was to inform the agencies about study efforts to date and to receive input on project issues, needs and concerns. Daryl stated that in order to avoid and/or minimize impacts within the study area, it was essential to address any potential problems and concerns of any agency or group early in the process. He explained that an agenda, a copy of the slide show presentation, a bus tour map, an itinerary for the study area tour and an exhibit showing general corridor relationships for the I-66 Corridor and the Bowling Green Outer Beltline (a copy of each of these handouts is attached) was in the packet that they received as they signed in. Daryl noted that a video was prepared about the subject projects and it was aired on local access channels within the area prior to the public meetings. He continued by saying that the video would be shown after the presentation for those who would like to view it. Daryl explained that a brief presentation using a Powerpoint slide show would be given, followed by an open informal discussion with all agencies. He took a moment to thank the Mammoth Cave National Park and Jim Carroll for providing the conference room and allowing the meeting to take place within the park.

Daryl explained that daylong public information meetings have been held in Brownsville and Bowling Green. He noted that the purpose of these meetings was to engage the public in conversation and introduce them to the projects and study area.

Daryl asked that everyone introduce themselves and tell what agency they represent.

What Are We Doing? Daryl explained that there are two separate projects, I-66 (Southern Kentucky Corridor) and the Bowling Green Outer Beltline that are currently being studied. Each of the studies will result in each project having its own Environmental Overview and Geotechnical Overview. The compatibility of the projects will need to be reviewed because the initial planning studies cover much of the same geographic area. Daryl explained what has been completed to date and what is yet to be done for these projects. The preliminary goals have been identified and existing conditions have been examined. Following this meeting, preliminary corridors will be developed and evaluated and recommendations for a corridor or corridors to carry forward will be made. Daryl noted that in order to determine recommended corridors, there would be two additional rounds of meetings with the stakeholders, citizens advisory group, the public and the review agencies. Daryl explained that a citizens advisory group has been created and consists of public officials and citizens of Bowling Green and surrounding communities. Keirsten Jagers of KYTC's District Office has given all information on the project to date to the media, played a large role in the creation of the video and has set up several booths at local events with information about the subject projects.

Daryl briefly defined an Environmental Overview and emphasized that it is extremely important to get all agencies involved with the project in the initial planning so as to address all issues and concerns and to minimize potential impacts. Daryl noted that these studies do not include detailed impact analyses, but are intended to gain a general understanding of environmental issues and concerns that are likely to be encountered.

Daryl listed all of the Team Members involved in the completion of these studies. The team members are: Kentucky Transportation Cabinet; Federal Highway Administration; Bernardin, Lochmueller and Associates, Inc.; H. C. Nutting Company; University of Kentucky (PARS); H. Powell and Associates; Kentucky Geological Survey; and Western Kentucky University. Daryl then gave a brief history of the two projects.

Why Are We Here? Kent Ahrenholtz of Bernardin, Lochmueller and Associates stated that we are here to promote agency participation during the early development stages of these two projects.

Kent continued by explaining that we wanted to get review agency input on these projects to help identify potential benefits and the likely consequences, to ensure human values and environmental issues are addressed in this conceptual stage and to provide a forum for the exchange of information and ideas.

Kent acknowledged that the I-66 Corridor is one of the Congressionally-designated High Priority Corridors and that the Bowling Green portion of I-66 is a high priority section within the State of Kentucky. He continued by saying that there are three areas to look at for possible I-66 corridors: north of I-65; south of I-65; and the utilization of existing I-65. Preliminary corridors are yet to be developed and will be based on input received from the public and agencies. In reference to the map included in the packet, Kent noted that all existing known information has been mapped and windshield surveys are being completed to verify, revise or add any additional information to the map.

Kent provided the agencies with a brief description of the project goals for I-66 and the Bowling Green Outer Beltline. He noted that these projects do have different goals because they will serve different purposes; however, there is a possibility that they could be combined into one project. Kent explained that there are several concerns that need to be reviewed relating to the capacity of I-65, existing I-65 interchanges and connections. He also noted that an inner beltline currently exists within Bowling Green. He pointed out on a map that KY 880 and US 231 actually create an inner loop in the Bowling Green area.

Environmental Process. Dr. Tom Cervone of Bernardin, Lochmueller & Associates explained that these are early planning studies and that no corridors have been developed to this point. He explained that the four steps in the environmental process are avoidance, minimization, mitigation and enhancement. He noted that at this stage, information is still being gathered, everything is conceptual and knowledge is the key to avoidance. Tom continued by saying that the purpose of this meeting is to gather information for the development of corridors for the two projects and for the preparation of the two study documents, noting that each project has a different name and a different item number.

Tom explained that there are both human and natural environmental issues to consider. In reference to a slide, he pointed out some of the human issues, as well as some of the natural environmental issues, noting that if at all possible, any local information about small farm cemeteries, streams, karst, knobs, springs, mines, etc., would be very beneficial to the study team. Tom then turned to Jason DuPont who explained some of the environmental information that was displayed on the Environmental Overview map. Jason noted that all the information was based on previous data gathered by various agencies and that there are 70 layers of individual data sets (ArcView) displayed on the map.

Tom went on to explain that there has been initial coordination with the U. S. Fish and Wildlife in Cookeville TN, the Kentucky State Nature Preserves, the Kentucky Department of Fish and Wildlife, and the Daniel Boone National Forest. He noted that there have been two citizen advisory group meetings and one set of two public information meetings. He also noted that there would be continual review and coordination to identify any additional concerns. Tom described the major environmental issues as being relocations; crossing of rivers, streams and floodplains; karst related issues; historic and archaeological resources; and threatened and endangered species.

After This Meeting. Daryl Greer explained that, after this meeting, continued participation will be encouraged, issues will be identified, preliminary corridors will be identified and developed, a citizen advisory group meeting will be held, a second set of public information meetings will be held, and a second environmental review agency coordination meeting will be held. In this next

round of meetings, the preliminary corridors will be displayed and more specific information on potential environmental concerns will be available.

Daryl then opened the meeting to informal discussion, to look at exhibits, view the video (for those who had not seen it) and coordinate with the staff.

Q & A/Comments Session. Daryl Greer opened the question and answer/comments session. He pointed out that the team is utilizing a process that follows the intent of the National Environmental Policy Act (NEPA) in order to be in compliance with NEPA in the development of the I-66 project and the Outer Bowling Green Beltline project. He also pointed out that a no-build alternate is still an option for both projects and will be carried through the evaluation of preliminary corridors.

Jerry Weisenfluh, with the Kentucky Geological Survey, gave a brief Geology and Karst Overview for the project area referring to the "Generalized Block Diagram of the Western Pennyroyal Karst" exhibit. Jerry explained that because this area is underlain with limestone, the surface water drains into the subsurface via the karst features. As a result, the surface drainage is minimal, but the subsurface flow can be very rapid. He continued by saying that dye-tracing techniques with detectors have been used for data collection on groundwater flow patterns. Jerry referred to the "I-66 Planning Study Groundwater Basin" exhibit describing the karst groundwater basins -- the Mammoth Cave/Green River basin designated by pink and the Bowling Green/Barren River designated by blue. Dr. Hilary Lambert, representing the Sierra Club, et.al., questioned the accuracy and methods used for defining the groundwater basins for the Mammoth Cave and Bowling Green areas. Jim Cobb with the Kentucky Geological Survey agreed that there are some mapping and data concerns about the data that was obtained. He explained that the dye tracing technique used depends on the elevation level of the underground flow patterns. During low flow periods, it is extremely difficult to make certain that all possible outlets are mapped. This results in the possibility that other flow routes at a higher elevation may not be accessible and therefore are discounted during the tests. Jim also noted that a large number of the caves are on private property and, therefore, are inaccessible.

Dr. Don Linbaugh, with University of Kentucky Program for Archaeology Research, gave a brief overview of the historic and archaeological information that has assembled for the study area. Don noted that 237 "mapped" known archaeological sites have been identified in the study area. He stated that 222 of these sites are classified as pre-historic, with the remaining sites being historic. He explained that the sinkhole plain had not systematically been studied in the past, and that there were relatively few documented sites associated with the study area. Don continued by explaining that many of the previous surveys had been done in conjunction with residential, commercial or industrial development in close proximity to the City of Bowling Green. Don explained that there is a high probability of archaeological site occurrences associated with and adjacent to karst features such as sinkholes and caves along the Barren River and the highlands surrounding the river. Dr. George Crothers reiterated that there are potential archaeological sites located around the sinkholes and that sinkhole cemeteries and caves present subsurface archaeological concerns.

Ramona McConney, with the EPA, raised a question about cut and fill procedures. She wanted to know if anything has been done in the past to utilize any excess fill from one project to another or in other segments of a proposed roadway. Greg Meredith, the Chief District Engineer for the Bowling Green District of the Kentucky Transportation Cabinet, explained that because of the relatively flat topography in western Kentucky, situations of excess fill are generally not a problem. However, if such a situation did occur, then provisions could be made to waste this extra material on an adjacent project. Dr. Tom Cervone then asked Greg to explain the construction that was occurring along I-65. Greg stated that there are currently three segments being reconstructed from

the Cumberland Parkway to the Natcher Parkway. Two of these segments are expected to be completed in 2002 and the third in 2003. The reconstruction includes adding one lane in each direction. Greg noted that, when the segments are complete, the new travel lanes would be in the center median with a concrete median barrier separating the northbound and southbound lanes. He also noted that the cross road overpass bridges are being constructed to accommodate the interstate being widened to four lanes in each direction. There was a question raised asking if the Barren River Bridge will be wide enough to accommodate eight lanes of traffic. Greg replied that yes, the bridge is built today to handle eight lanes of traffic, but that other I-65 bridges over cross roads and drainage features (streams, creeks, etc.) were not being constructed in such fashion. Greg also noted that revisions have been made to the drainage ditches to act as siltation basins to prevent any hazardous spills from getting into the groundwater. A question was asked referring to the width of the shoulders when construction is completed. Greg replied that the inside shoulders will be 14-foot paved shoulders and the outside shoulders will be 10-foot paved shoulders.

Ramona McConney asked when the draft Environmental Impact Statements (EIS) for the I-66 project and the Bowling Green Outer Beltline project were going to be completed. Daryl Greer responded by saying that no other funding has been scheduled for either I-66 or the Outer Beltline beyond the planning studies that are currently being done and, therefore, there is no timeframe for completion of the EISs.

Dr. Hilary Lambert, representing the Sierra Club, et.al., noted that cities with a population of 50,000 or more have to organize a Metropolitan Planning Organization (MPO). She continued by saying that she did not think the projects should proceed until a MPO is formed for the city of Bowling Green. John Matheney, with the Barren River Area Development District (BRADD), stated that information from the 2000 census is still being tabulated and that once that information is put together then funding could be started to establish the MPO. He continued by saying that the Bowling Green MPO would be small, and that the KYTC, the BRADD, and the Bowling Green/Warren County Planning Commission have met to discuss the formation of the MPO. Carl Dixon of the KYTC Division of Planning added that a MPO should be in place by the time the study is completed. John noted that there is currently an existing long range transportation plan for the urbanized area of Bowling Green, and this is likely to be the basis for a future transportation plan developed by the MPO.

Fred Alcott with the USDA-NRCS asked if provisions for erosion control would be implemented during the construction of the project. Daryl Greer responded by stating that with every project, the state will utilize Best Management Practices (BMP) for developing an erosion control plan.

Kentucky Vehicle Enforcement was concerned about the possibility of jointly signing I-66 along existing I-65. There were safety concerns expressed about disabled vehicles and being able to get over to a shoulder to get out of the way of other motorists. Also, there were some safety concerns for the officers themselves when trying to apprehend a traffic violator. The Kentucky State Police likewise stated that the safety of the motoring public and police officers is already a concern on I-65 due to the existing heavy traffic.

Marla Barbour, with Kentucky Department of Fish and Wildlife Resources, commented that the use of existing corridors was important, so as to reduce fragmentation of the habitat.

Dr. Hilary Lambert, with the Sierra Club and other various organizations, commented that she has some concern with a long-term threat of industrial development. She noted that, since this proposed corridor would be a national interstate highway, growth within the surrounding areas would likely occur. She expressed grave concern with this prospect. Gary West with the Bowling Green CVB noted that, since September 11th, there has been a large increase in the number of

vehicles on the roadways and, if I-66 were to be built, Bowling Green would change. He stated that there was likely to be an influx of hotels, gas stations and restaurants at the interchanges, making it even harder to get around Bowling Green.

Jim Carroll, with Mammoth Cave National Park, expressed some concern about hazardous materials and contamination of the groundwater supply and noted that a BMP would have to be utilized for groundwater protection. He noted that the National Park Service has worked successfully with the KYTC on previous projects in this regard. He also suggested that it was important that I-66 bring something positive to the people of Edmonson County.

Ramona McConney, with the EPA, asked if the purpose and need for each project would be more detailed in the Environmental Impact Statement (EIS). She noted that the purpose and need are extremely important in the environmental document. Daryl Greer agreed that the purpose and need are extremely important and that they would in fact be more detailed in the EIS. Ramona then asked what was next for the I-66 project and the Bowling Green Outer Beltline project. Daryl explained that the corridors would be developed next, and there would be another meeting with the Citizens Advisory Group, as well as another set of public information meetings and a second Environmental Review Agency Coordination meeting. He noted that there is no funding currently scheduled in the KYTC Six-Year Highway Plan (2003-2008) for these projects, but that the Legislature meets every two years and money could be added for future funding of these projects. Because funding for both I-66 and the Bowling Green Outer Beltline would be unlikely, this is one of the reasons for having two different projects – so that they may be funded separately so as not to hinder advancement of either.

The meeting was adjourned at 12:25 p.m. CST.

A buffet lunch was served.

Bus Tour. The bus tour began at approximately 1:30 p.m. The bus departed from Mammoth Cave National Park and headed west towards Smith Grove to view the historic district in the downtown area. While traveling to Smith's Grove, the escarpment located north of the project area and the sinkhole plain were pointed out. Jerry Weisenfluh gave a brief history on the formation of the escarpment and the sinkholes. The first stop for the tour was the Sunnyside-Gott Road Bridge over I-65. Several passengers noticed that the truck traffic was heavy. The effects of the reconstruction on I-65 were also noted. In route to the second stop, the tour proceeded through the area where the proposed Tri-modal Transpark is to be developed. The second stop for the tour was the future City Park located on US 31W. Jeff Moore, with the Kentucky Transportation Cabinet, explained the history behind the future park. The tour proceeded through the City of Bowling Green following US 31W and US 68/80 to the Natcher Parkway and then along the Natcher Parkway and I-65 to Smith's Grove. The third and final stop of the tour was the Cave Springs Cavern Bed and Breakfast. This stop included a walk down to the cave entrance and a tour of the historic house located on the property. The reason for this stop was to emphasize the potential impacts upon historic structures, threatened and endangered species and the cave and sinkhole geology. The bus tour concluded at 4:30 p.m. with the return to Mammoth Cave National Park.



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James C. Codell, III
Secretary of Transportation

Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

MEMORANDUM

TO: Annette Coffey, Director
Division of Planning

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

DATE: June 28, 2002

SUBJECT: Item Nos. 03-66.00 and 03-103.00
Bowling Green I-66 and Eastern Outer Beltline Scoping Studies
Warren and Edmonson Counties

Thank you for the opportunity to comment on the above projects in Warren and Edmonson Counties. We have identified three issues related to these projects for your consideration: Bowling Green Metropolitan Planning Organization (MPO) status; air quality conformity; and bicycle and pedestrian concerns.

MPO Issues:

The city of Bowling Green has achieved the status of a MPO area by demonstrating a population above 50,000 in the 2000 Census. The Barren River Area Development District (BRADD) will be designated the MPO for Bowling Green this summer. All projects in the Bowling Green MPO area will need to be included in the MPO federal planning documents, including the above projects. The contacts at BRADD for the MPO are Dot Darby-Pascall or John Matheney, at 270.781.2381. Please contact Charles Schaub of this Division to discuss the schedule for MPO implementation and project planning requirements for this MPO area.

Air Quality Issues:

Warren County is currently designated as attainment for the National Ambient Air Quality Standards (NAAQS). As such, Warren County is not



required to demonstrate air quality conformity. However, new standards, expected to be implemented by 2004, may lead to Warren County being designated as non-attainment for the NAAQS. This designation would require an air quality conformity determination for all projects in Warren County.

In addition, Edmonson County has been previously designated non-attainment and has been since redesignated as maintenance for the NAAQS. Edmonson County is classified as an "isolated rural area". Recent guidance from the Environmental Protection Agency (EPA) indicates that isolated rural areas are only required to demonstrate air quality conformity when new projects are identified that were not included in the previous conformity determination; or projects previously identified are substantially altered or have had no significant progress for three years. The I-66 corridor and Eastern Outer Beltline corridor have not been included in the current air quality conformity determination for Edmonson County; therefore, an air quality conformity analysis will be required for these projects to proceed.

Bicycle/Pedestrian Issues:

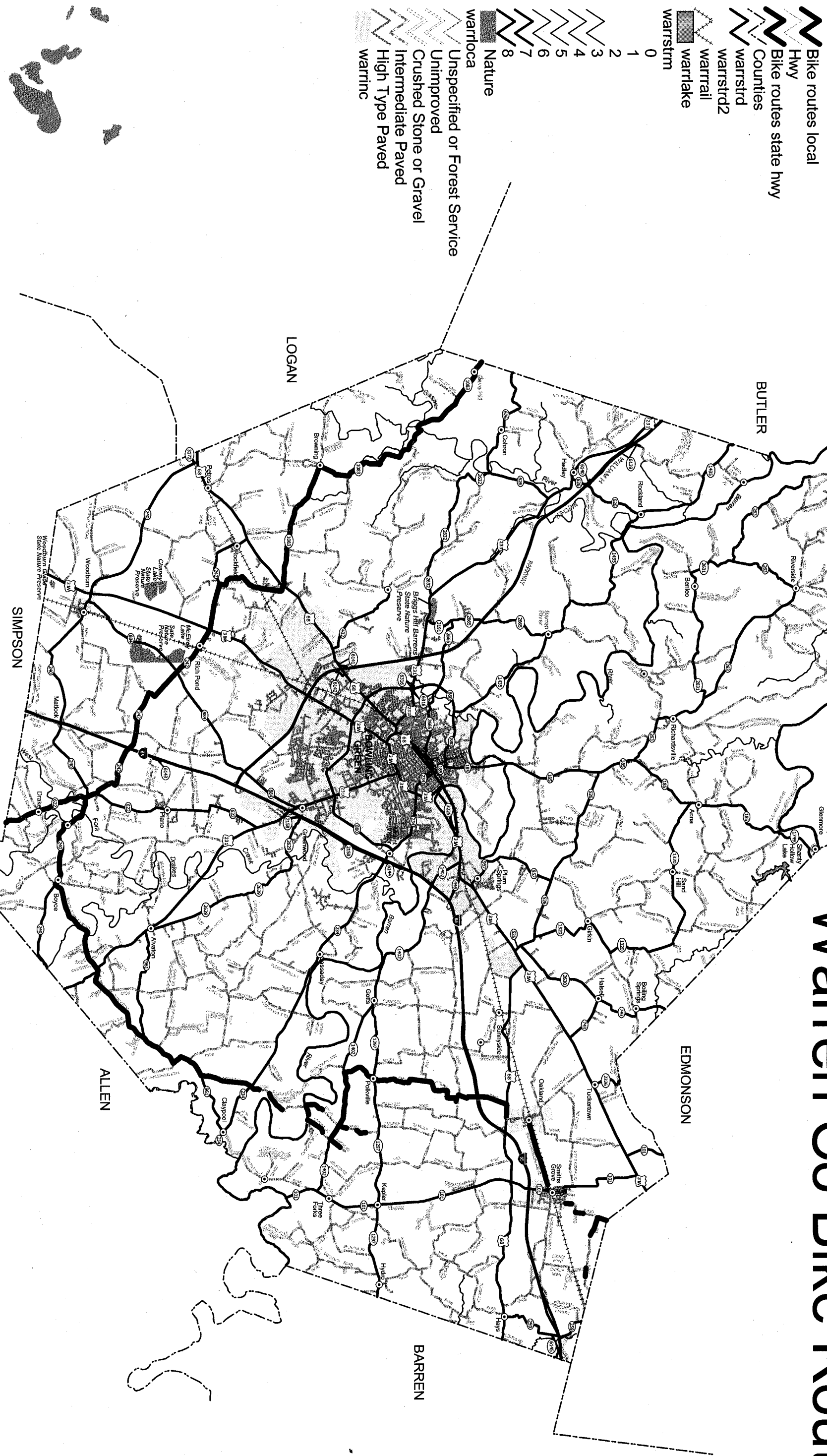
The coordination and connectivity of bicycle and pedestrian facilities is important in the early planning and design stages of projects. Design Guidance from the United States Department of Transportation released in February, 2000, states "bicycling and walking facilities will be incorporated into all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

The subject scoping studies identify wide corridors for alternate evaluation in Warren County. These corridors may impact designated bicycle routes. Please refer to the enclosed map to reference the designated bicycle routes that would be affected by these projects. (The portion of the map in the south eastern area of Warren County, between KY 961 and KY 1402 appears "jagged" due to the Highway Information System (HIS) data treatment of county roads. As HIS is updated the bike route will follow a contiguous route on CR 1163, Hayes Road, to CR 1140, Iron Bridge Road, to KY 1402.) Accommodations for bicycle travel on these designated routes, especially at intersections and overpass designs, must be considered as these scoping studies proceed. Please contact Paula Nye of this Division for any questions about bicycle and pedestrian concerns.

We look forward to working with your Division to facilitate the study of these projects, and to increase awareness of MPO, air quality conformity, and bicycle and pedestrian issues.

MLH/LJS/AJT
Enclosures

Warren Co Bike Routes





16593.1/BARREN RIVER
9 May 2002

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

Subj: I-66 SCOPING STUDY AND BOWLING GREEN EASTERN OUTER BELTLINE
SCOPING STUDY

Dear Ms. Coffey:

Please refer to your letter dated May 2, 2002. The waterways for the subject projects conforms to criteria for advance approval of bridges as set forth in Title 33, Code of Federal Regulations, Section 115.70, as amended. This regulation provides for the advance approval by the Commandant, U.S. Coast Guard, of the location and plans of bridges across navigable waterways or waterways navigable-in-law but not actually navigated other than by logs, logs rafts, rowboats, canoes and small motorboats. Clearances provided for high water stages and drift will be considered adequate to meet the reasonable needs of navigation.

A Coast Guard Bridge Permit is not required. However, we will need as-built drawings of the new or existing bridges, in 8 1/2 by 11 inch format. The Coast Guard offers no objection to the proposed improvement projects upon compliance with the laws and regulations listed below:

- a. Section 303 (formerly Section 4(f)) of the Department of transportation Act (P. L. 89-670).
- b. Executive Order 11990 - Protection of Wetlands.
- c. Executive Order 11988 - Floodplain Management.
- d. Section 106 of the National Historic Preservation Act (P. L. 89-665) and Executive Order 11593.
- e. Section 401 of the Federal Water Pollution Control Act, as amended (P. L. 92-500).
- f. Fish and Wildlife Coordination Act (P. L. 85-624).
- g. Endangered Species Act (P. L. 93-205).
- h. Section 309 of the Clean Air Act (P. L. 90-148).
- i. Noise Control Act (P. L. 92-574).
- j. Wild and Scenic Rivers Act of 1968, (P. L. 90-542).

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Subj: I-66 SCOPING STUDY AND BOWLING GREEN EASTERN OUTER BELTLINE
SCOPING STUDY

k. Prime and Unique Farmlands (Council on Environmental Quality Policy dated
16 January 1980).

l. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
(P. L. 91-646).

m. Executive Order 12898, Environmental Justice

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Wiebusch', is written over the printed name.

ROGER K. WIEBUSCH

Bridge Administrator

By direction of the District Commander



Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

MEMORANDUM

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

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

DATE: May 15, 2002

RE: Warren County
Item No. 03-103.00-Bowling Green Eastern Outer Beltline

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

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

Thank you for the opportunity to verbalize our concerns.

ESP/tm





COMMONWEALTH OF KENTUCKY

STATE SENATE

May 29, 2002

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

Dear Ms. Coffey:

Thank you very much for the opportunity to provide input for the I 66 Scoping Study. This important project could yield tremendous safety and economic improvements for residents of the southern Kentucky corridor and the Commonwealth as a whole.

It is my belief that following the Cumberland Parkway route to near Bowling Green would be the best and most efficient way to structure the road. In the Bowling Green area, I would like to see the road shift northward, giving access to KY 101 and KY 259. Such a route would help the economically depressed areas of Edmonton and Hart and Butler Counties.

Again, thank you for the opportunity to express my feelings on this subject. If you have any questions, or would like to discuss this matter further, please contact me at your convenience.

Sincerely,

A handwritten signature in cursive script, reading "Rickie Sanders".

Senator Richard A. Sanders Jr.
Ninth Senatorial District

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c-17 *Michael Blevins*

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A-2

MEMORANDUM

JUN 3 2 21 PM '02

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

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

BY: Michael Blevins P. G. *MB*
Geotechnical Branch

DATE: May 30, 2002

SUBJECT: Warren and Edmonson Counties
I-66 and Bowling Green Eastern Outer Beltline Scoping Studies
Item # 03-66.00 - Bowling Green I-66 (Southern Corridor)
Mars # 6879101D
Item # 03-103.00 - Bowling Green Eastern Outer Beltline
Mars # 6979801D

At your request, below are comments and concerns related to the projects.

The projects are mainly located on karst terrain. Underground streams and rivers (Lost River) exist under much of the Bowling Green area and sinkholes are common. Sinkholes are more common in the St. Louis Limestone which outcrops more to the south of Bowling Green and in the Smiths Grove area and to the south to the county line. Sinkholes are also common in the Ste. Genevieve Limestone which outcrops more in the Bowling Green area and to the North. Special consideration should be given to the karst features in the choosing a corridor that would minimize impacts and disturbance to sinkholes and subsurface drainage patterns. These underground streams and sinkholes should be identified before a corridor is chosen.

Mitigation of surface runoff pollutant's and hazardous chemical spills should be considered in the final design of any alignment to prevent contamination of underground streams. This may be achieved by using grass lined ditches and retention basins as is being used on all I-65 projects from Elizabethtown to Bowling Green in karst areas.

Memorandum
Annette Coffey
May 30, 2002
Page -2 -

Several faults are identified on the Bowling Green North Geologic Quadrangle Map. The strike of the faults are mainly in an East – West Direction. It is recommended that a corridor should not parallel any fault. If a corridor does intersect a fault, it is preferred to cross it perpendicular to the strike. This is preferred because cut slopes are generally more stable and cause less problems. If failures do occur they are generally confined to small section or length of a roadway cut section.

The branch recommends that a further detailed study be completed of the project area to determine the locations of known underground streams, sinkholes and caves.

If there are any questions, please advise.

JAMES E. BICKFORD
SECRETARY



PAUL E. PATTON
GOVERNOR

NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR NATURAL RESOURCES
DIVISION OF FORESTRY
LEAH W. MACSWORDS, DIRECTOR
627 COMANCHE TRAIL
FRANKFORT, KENTUCKY 40601

May 31, 2002

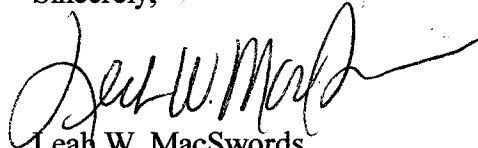
Annette Coffey, P.E., Director
Division of Planning
Kentucky Transportation Cabinet
125 Holmes Street
Frankfort, KY 40622

Dear Ms. Coffey:

This letter serves as an environmental assessment of the two road construction projects being initiated in the Bowling Green area. Special care should be taken around existing trees that will remain after the construction is complete. Heavy equipment should be kept away from the base of the tree to prevent wounding of the trunk or surface roots. Construction traffic should be routed away from the dripline of the tree to lessen the severity of soil compaction. Compacted soil reduces the amount of water available to the tree, and this lack of water can cause added stress. Stressed trees are vulnerable to insect and disease infestation.

After the project is complete, consider planting additional trees in the landscape. Trees selected should be matched to the site. Enclosed is a publication entitled "Selecting and Planting Trees," which will assist in determining the correct species for the correct site conditions. If you have any questions, please contact Sarah C. Gracey, Urban Forestry Coordinator, at 502-564-4496.

Sincerely,


Leah W. MacSwords
Director

LWM:DLO
Enclosure

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

Date: May 6, 2002

Project Number: SERO2002-40

Title: Scoping Study and Environmental Overview for I-66 and Bowling Green Eastern Outer Beltline,
Warren and Edmonson Counties

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

Comment Deadline: June 5, 2002

The Natural Resources and Environmental Protection Cabinet serves as the state clearinghouse for environmental review for Kentucky State Government. Comments received from your agency are forwarded with all other state agency comments to the originating sponsor. If your agency is unable to meet the comment deadline listed above, please contact Alex Barber at (502) 564-2150 extension 112 prior to the due date and suitable arrangements will be made.

Review Instructions:

Please review the enclosed document carefully, bearing in mind the quality of the statement and the impact of the project. If the document is the Final EIS, consider the response made to your own and other agency's previous comments. Retain a copy of this form for your own files and return one with your comments to:

Department for Environmental Protection

Commissioner's Office

Attn: Alex Barber

14 Reilly Road

Frankfort, Kentucky 40601

Response:

- ☐ Comments Attached
- ☐ No Comment
- ☐ Information Request

Name: _____

Date: _____

Agency: _____

Phone: _____

MAY 10 '02 PM 2:05

Greer, Daryl (KYTC)

From: Coffey, Annette (KYTC)
Sent: Tuesday, June 04, 2002 12:31 PM
To: Dixon, Carl (KYTC); Greer, Daryl (KYTC); Wilson, Jimmy (KYTC)
Subject: FW: KSNPC response to KIRP

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

From: Palmer-Ball, Brainard (NREPC, KSNPC)
Sent: Tuesday, June 04, 2002 12:27 PM
To: Barber, Alex (NREPC, DEP)
Cc: Coffey, Annette (KYTC); 'USFWS (Cookeville)'
Subject: KSNPC response to KIRP

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

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

RE: KSNPC response to KIRP

DATE: June 4, 2002

RE: Project No. SERO2002-40 (Scoping Study and Environmental Overview for I-66 and Bowling Green Eastern Outer Beltline, Warren and Edmonson counties)

KSNPC has reviewed the Environmental Overview for both of these projects and would like to call attention to the following environmental issues that should be fully assessed by the Kentucky Transportation Cabinet during the planning process for these projects:

**** Caves**, especially those harboring maternity populations of Gray Bats (*Myotis grisescens*, KSNPC and Federal Endangered), several of which occur in close proximity to the I-66 study corridor. Also, potential to impact foraging habitat and migratory corridors for Gray Bats.

**** Aquatic resources and potential for recovery of endangered and rare fish and freshwater mussel populations in streams that occur in both project areas.** These include the Barren River, Bays Fork (I-66), Drakes Creek (Eastern Beltline) and Gasper River (I-66). Most populations of rare aquatic organisms in these streams have been lost or greatly diminished by cumulative effects of landscape development, but those that remain should be identified and protected.

**** Potential impacts to populations of several rare plants including Eggert's sunflower (*Helianthus eggertii*, KSNPC and Federal Threatened (I-66 corridor) and Least Trillium (*Trillium pusillum*, KSNPC Endangered and Former Federal C2 Candidate).**

**** Potential impacts to subterranean systems and associated rare fauna including several cave invertebrates, most notably the Mammoth Cave Shrimp (*Palaemonias ganteri*, KSNPC and Federal Endangered) (mostly in I-66 study corridor).**

**** Forest, glade and prairie remnant patches, most of which that support populations of rare plant species or unique natural communities.**

FISH & WILDLIFE COMMISSION

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



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

June 3, 2002

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

Re: Threatened/Endangered species review; I-66 Scoping Study and Bowling Green Eastern Outer Beltline Scoping Study, Item No. 03-66.00 – Bowling Green I-66 and Item No. 03-103.00 – Bowling Green Eastern Outer Beltline, Warren and Edmonson Counties, Kentucky

Dear Ms. Coffey:

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

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

In areas where gray bats are known to occur, any cave entrances that exist within the project area (i.e. the right-of-way and regeneration sites) should be surveyed for potential use by gray bats. Because gray bats are cave residents year-round and maternity colonies are generally found in close proximity to rivers, streams and lakes, any caves within the project area could offer potentially valuable habitat to resident gray bats. If a bat survey is necessary, please contact this office at (502) 564-7109 or the US Fish and Wildlife Service office at (931) 528-6481 for information on how to proceed.

The federally endangered Indiana Bat (*Myotis sodalis*) inhabits this area. It forms maternity colonies and roosts with its young under the bark of trees along streams and adjacent upland areas, usually from the middle of May to the middle of August. Disturbance in riparian areas during this time period should be avoided in order to minimize potential impacts to the species.



Arnold L. Mitchell Bldg. #1 Game Farm Road Frankfort, Ky 40601
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Page Two
Ms.Coffey
June 3, 2002

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

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

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

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

Sincerely,



Marla T. Barbour
Fisheries Biologist III

cc: Environmental Section File

Federally Threatened & Endangered Species Reported from Edmonson County

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status Code</u>	<u>Reference</u>
ring pink	Obovaria retusa (Lamarck, 1819)	101,601,223	Reference
Bachman's warbler	Vermivora bachmanii (Audubon, 1833)	223,101,121,501	Reference
Mammoth Cave shrimp	Palaemonias ganteri Hay, 1901	223,101,108,601	Reference
fanshell	Cyprogenia stegaria (Rafinesque, 1820)	101,601,223	Reference
cracking pearlymussel	Hemistena lata (Rafinesque, 1820)	101,501,223	Reference
Indiana myotis	Myotis sodalis Miller and Allen, 1928	223, 101, 108, 601	Reference
gray bat	Myotis grisescens A. H. Howell, 1909	223, 101, 601	Reference
rough pigtoe	Pleurobema plenum (I. Lea, 1840)	101,601,223	Reference

KFWIS HOME

Kentucky Threatened & Endangered Species Reported from Edmonson County

Common Name	Scientific Name	Status Code	Ref
ring pink	Obovaria retusa (Lamarck, 1819)	101,601,223	Ref
Mammoth Cave shrimp	Palaemonias ganteri Hay, 1901	223,101,108,601	Ref
fanshell	Cyprogenia stegaria (Rafinesque, 1820)	101,601,223	Ref
Alabama shad	Alosa alabamiae (Jordan and Evermann, 1896)	223,601,999	Ref
pyramid pigtoe	Pleurobema pyramidatum (I. Lea, 1840)	107,601,223,106	Ref
Kentucky creekshell	Villosa ortmanni (Walker, 1925)	106,601,223	Ref
Rafinesque's big-eared bat	Corynorhinus rafinesquii Lesson, 1827	223,106,602	Ref
Johnny darter	Etheostoma nigrum susanae (Rafinesque, 1820)	223,106,302,601,999	Ref
Indiana myotis	Myotis sodalis Miller and Allen, 1928	223, 101, 108, 601	Ref
spotted darter	Etheostoma maculatum (Kirtland, 1841)	223,302,602,999,106	Ref
gray bat	Myotis grisescens A. H. Howell, 1909	223, 101, 601	Ref
rabbitsfoot (subsp: cylindrica)	Quadrula cylindrica cylindrica (Say, 1817)	602,223,106	Ref
blotched chub	Erimystax insignis (Hubbs and Crowe, 1956)	223,601,999	Ref
pocketbook	Lampsilis ovata (Say, 1817)	601,223	Ref
rough pigtoe	Pleurobema plenum (I. Lea, 1840)	101,601,223	Ref

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Federally Threatened & Endangered Species Reported from Warren County

Common Name	Scientific Name	Status Code	Reference
fanshell	Cyprogenia stegaria (Rafinesque, 1820)	101,601,223	Reference
clubshell	Pleurobema clava (Lamarck, 1819)	101,601,223	Reference
pink mucket	Lampsilis abrupta (Say, 1831)	601,101,223	Reference
Indiana myotis	Myotis sodalis Miller and Allen, 1928	223, 101, 108, 601	Reference
gray bat	Myotis grisescens A. H. Howell, 1909	223, 101, 601	Reference
bald eagle	Haliaeetus leucocephalus (Linnaeus, 1766)	223,101,121,601,102	Reference
rough pigtoe	Pleurobema plenum (I. Lea, 1840)	101,601,223	Reference

KFWIS HOME

Kentucky Threatened & Endangered Species Reported from Warren County

Common Name	Scientific Name	Status Code	Reference
slender madtom	Noturus exilis (Nelson, 1876)	223,601,999	Reference
fanshell	Cyprogenia stegaria (Rafinesque, 1820)	101,601,223	Reference
common raven	Corvus corax Linnaeus, 1758	223,121,601	Reference
spectaclecase	Cumberlandia monodonta (Say, 1829)	106,601,223	Reference
hooded merganser	Lophodytes cucullatus (Linnaeus, 1758)	121,601,221	Reference
Alabama shad	Alosa alabamiae (Jordan and Evermann, 1896)	223,601,999	Reference
pyramid pigtoe	Pleurobema pyramidatum (I. Lea, 1840)	107,601,223,106	Reference
clubshell	Pleurobema clava (Lamarck, 1819)	101,601,223	Reference
Kentucky creekshell	Villosa ortmanni (Walker, 1925)	106,601,223	Reference
evening bat	Nycticeius humeralis (Rafinesque, 1818)	223, 602	Reference
Johnny darter	Etheostoma nigrum susanae (Rafinesque, 1820)	223,106,302,601,999	Reference
pink mucket	Lampsilis abrupta (Say, 1831)	601,101,223	Reference
Indiana myotis	Myotis sodalis Miller and Allen, 1928	223, 101, 108, 601	Reference
spotted darter	Etheostoma maculatum (Kirtland, 1841)	223,302,602,999,106	Reference
gray bat	Myotis grisescens A. H. Howell, 1909	223, 101, 601	Reference
bald eagle	Haliaeetus leucocephalus (Linnaeus, 1766)	223,101,121,601,102	Reference
American brook lamprey	Lampetra appendix (Dekay, 1842)	223,602,999	Reference
longhead darter	Percina macrocephala (Cope, 1869)	223,106,302,602,999	Reference
salamander mussel	Simpsonaias ambigua (Say, 1825)	106,602,223	Reference
pocketbook	Lampsilis ovata (Say, 1817)	601,223	Reference
rough pigtoe	Pleurobema plenum (I. Lea, 1840)	101,601,223	Reference

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June 5, 2002

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

RE: Planning Studies
Warren County and Edmonson County, Kentucky
I-66 Scoping Study and Bowling Green Eastern Outer Beltline Scoping Study
Item No. 03-66.00 – Bowling Green I-66 (Southern Kentucky Corridor)
Item No. 03-103.00 – Bowling Green Eastern Beltline

Dear Ms. Coffey:

The economic health of the south-central Kentucky region is closely tied to efficient methods of transportation. Transportation provides access to resources and promotes trade, allowing our area to accumulate wealth within the "New Economy." Reducing the costs of transporting resources to production sites and moving finished goods to markets is one of the key factors in economic competition.

The Inter-Modal Transportation Authority is very supportive of both of these studies. I-66 (East/West corridor) will greatly enhance the development activity within Bowling Green and the surrounding counties as well as relieving congestion and safety concerns on Interstate-65. Any improvements to the regional transportation system will greatly assist our efforts to recruit businesses to the Kentucky TriModal Transpark. Additionally, the connection from the Louie B. Nunn Parkway to the Natcher Parkway will divert truck traffic and vehicular traffic heading east or west off of I-65 and onto the new route. The current route is I-65 south through Bowling Green to I-40 in Nashville, TN. Further, an accident occurring on I-65 requiring traffic to be diverted to smaller county or state highways, significantly increases the congestion and safety concerns within our community.

The Eastern Outer Beltline extending the Natcher Parkway to US 231, as well as the interchange addition at Cemetery Road, should reduce congestion and enhance the traffic quality at exit 22 off I-65. The proposed extension of the Eastern Beltway from US 231 to I-65 is imperative for the community to be able to properly manage future urban growth.

Thank you for the opportunity to comment on these two significant projects.

Sincerely,

Dan Cherry
President

Jeff Moore, Department of Highways, Transportation Cabinet

2325 Airway Court, Suite C • P.O. Box 20001
Bowling Green, Kentucky 42102-6001
270.393.8482 • fax 270.393.8483
www.kytranspark.org



RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING

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A-2

James C. Codell, III
Secretary of Transportation

Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

June 11, 2002

Annette Coffey, Director
Division of Planning
125 Holmes Street
Frankfort, Kentucky 40622

Subject: Planning Studies
Warren County and Edmonson County, Kentucky
I-66 Scoping Study and Bowling Green Eastern Outer Beltline Scoping Study
KY Item No. 3-66 – Bowling Green I-66 (Southern Kentucky Corridor)
KY Item No. 3-103 – Bowling Green Eastern Outer Beltline

Dear Ms. Coffey:

Per your request, the Division of Environmental Analysis has reviewed the I-66 Scoping Study (KY Item No. 3-66) and the Bowling Green Eastern Outer Beltline Scoping Study (KY Item No. 3-103).

It appears that the Division of Planning has identified numerous environmental, economic, and engineering issues that will be associated with continued planning activities in the proposed project area. The Division of Environmental Analysis encourages continuing identification of these potentially affected resources during future planning activities.



If you have any questions or if we can be of further assistance, please contact me as soon as possible at 502-564-7250.

Sincerely,

A handwritten signature in black ink, appearing to read "David M. Waldner", followed by a horizontal line.

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

DMW/DLH

c: R. Slaughter T. Vinegar Central File

City of Bowling Green

Jeff T. Lashlee, P.E.
City Engineer

Public Works Department
1011 College Street * P.O. Box 430
Bowling Green, KY 42102-0430
Web Address: www.bgky.org
Phone: 270.393.3628 * FAX: 270.393.3050

Bill W. Barker, P.L.S.
City Surveyor

Wm. R. "Bobby" Phelps
Operations Manager

Randall D. Farris
Asst. to the Public Works Director

Jacqueline F. Edwards, C.P.S.
Facilities Management Manager

Jon Lewis
Fleet Management Manager



Emmett L. Wood, Jr., P.E.
Public Works Director

June 10, 2002

Kentucky Department of Highways
Division of Planning
Annette Coffey, PE, Director
125 Holmes Street
Frankfort, KY 40622

Dear Ms. Coffey,

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING
JUN 13 3 32 PM '02

I would like to thank you, on the behalf of the City of Bowling Green, for the opportunity to provide comments regarding the proposed I-66 routes and the Eastern Outer Beltway. We realize the need for adequate transportation facilities and commend your efforts. We also acknowledge the need for a diverse amount of input during the planning process to make the projects successful.

As we understand the project, there are four scenarios with alternates. These include: utilization of I-65 for I-66 traffic (with and without the southern beltway), I-66 to the North of Bowling Green (with and without outer beltway), I-66 to the south of existing I-65 (with and without northern beltway), and do nothing. Concept illustrations of the scenarios are included for convenience. Additionally, a table has been provided showing our perceived advantages and disadvantages for each scenario and alternates.

Overall, we see these improvements as having a great impact to the major transportation facilities in Bowling Green and the surrounding area. Not only would the proposed project handle I-66 but also would serve to relieve some of the existing congestion problems in Bowling Green and Warren County. Additionally, there are positive economic impacts to the area.

Based on conversations with various city officials, the preferred scenario is utilizing an upgraded I-65 in conjunction with a Southern Outer Beltway. The basis for this preference is as follows:

- Future Growth: This would be adjacent to areas of current growth as well as areas with high potential for development in the future. This is where the traffic demands will be the

greatest in the future. Consideration of this growth potential is of extreme importance, as it will have a direct impact on the operation of this and other transportation facilities.

- Implementation Time and Cost: The implementation time for the I-66 portion of this project should be less by the utilization of existing right-of-way. It is my understanding that upgrades could take place with minimal acquisition. Additionally, a northern route would cross rough terrain that will increase construction cost.
- Economic Impact: City leaders see this as more economically advantageous than the northern loop. This will aid in the development of property south of Bowling Green.

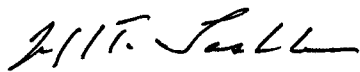
Given all the benefits to this facility, we do have some concerns that we would like to address. These are as follows:

- Capacity: There are capacity related issues with respect to existing roadways as well as interchanges. We do think the capacity of the existing system should be considered with proposed improvements and project traffic estimates to evaluate the system. The areas of most concern would be the interchanges and intersections with close proximity to a potential I-65 and I-66. Some of these locations already suffer from capacity related problems that could be addressed with this project. This may drive some state or local projects to a higher priority to handle the increased traffic loads.
- Noise Levels: There will be increased noise levels associated with increased traffic. While this is not a wide spread problem currently, it could become more of an issue where close to residential neighborhoods. We have seen numerous other locations in which sound barriers have been installed to address noise.

Again we thank you for the opportunity to respond on these projects. We trust that these issues will be fully evaluated.

If there are any questions or comments please feel free to contact me.

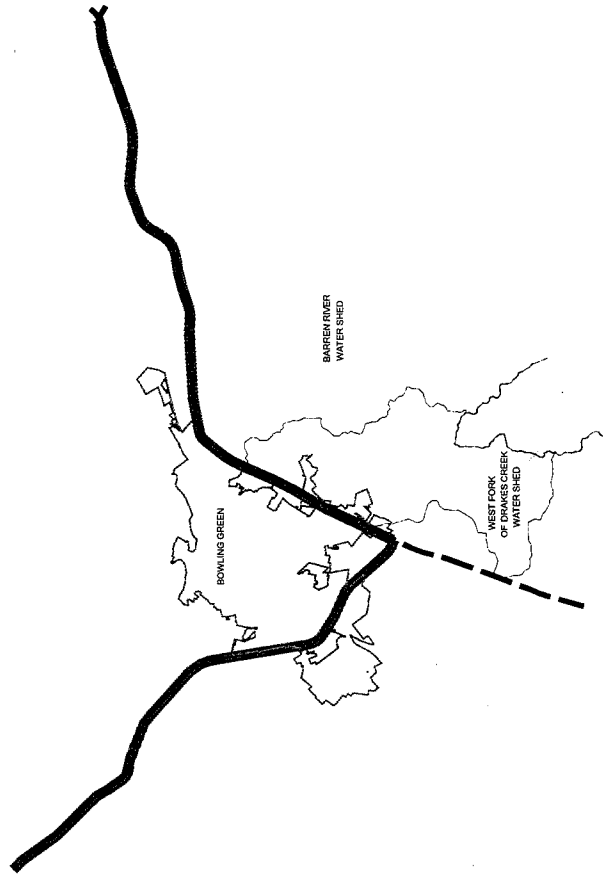
Sincerely,



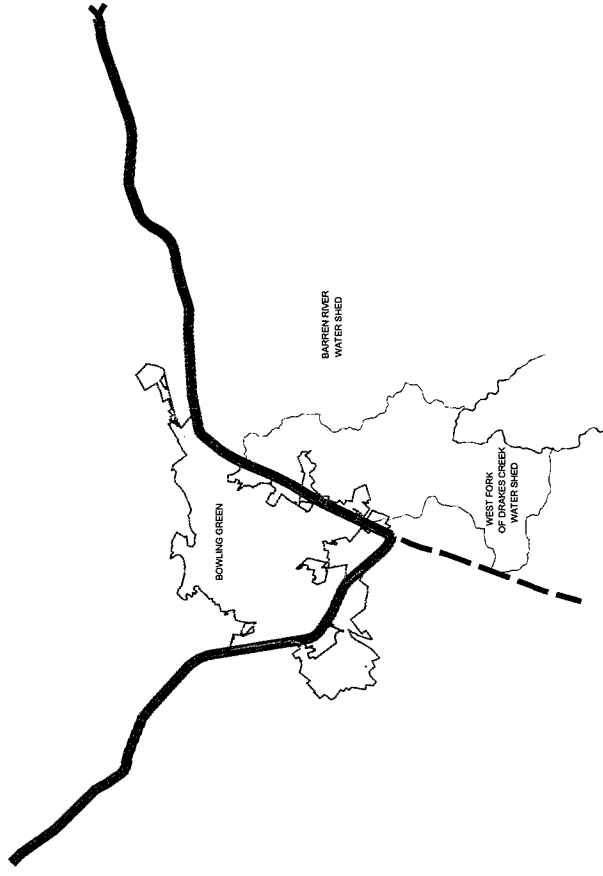
Jeff T. Lashlee, PE, City Engineer

Enc: Alternate Table and Maps

Pc: Sandy Jones, Mayor
Chuck Coates, City Manager
Emmett Wood, Public Works Director
Andy Gillies, Planning Commission Director
Eric Larson, Planning Commission Engineer



--- EXISTING FACILITY
 — PROPOSED INTERSTATE
 — PROPOSED OUTER BELTWAY



--- EXISTING FACILITY
 — PROPOSED INTERSTATE
 — PROPOSED OUTER BELTWAY



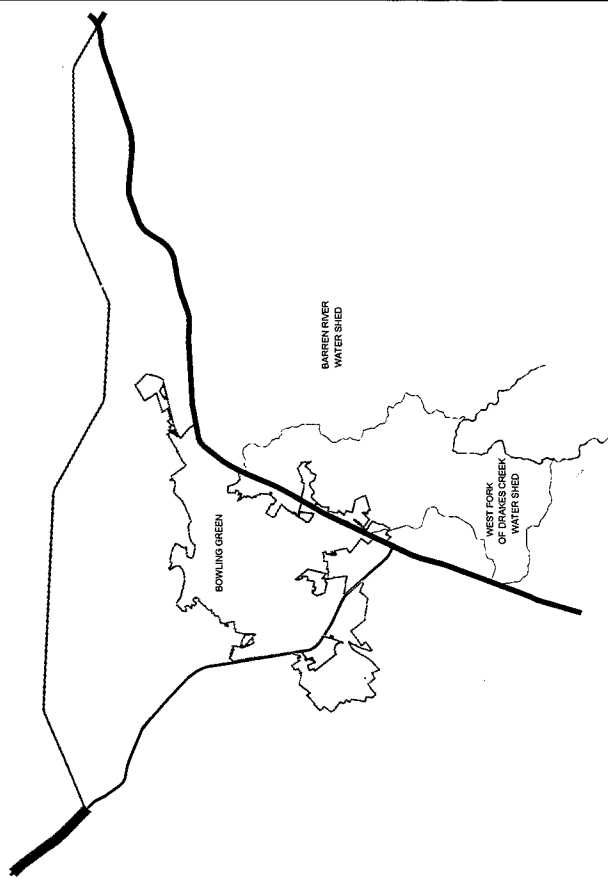
CITY OF BOWLING GREEN
 PUBLIC WORKS
 PLANNING AND DESIGN

I-66 AND OUTER BELTWAY SCENARIO NO. 1

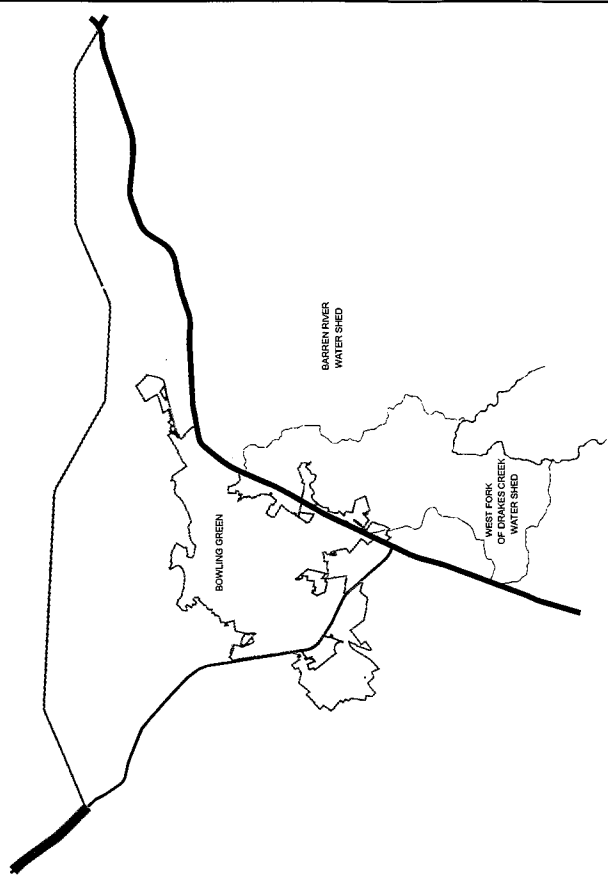
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SHEET 1 OF 4

JOB NO. PW2002-2
 SCALE
 DATE 31 MAY 2002



— EXISTING FACILITY
 — PROPOSED INTERSTATE
 - - - PROPOSED OUTER BELTWAY



— EXISTING FACILITY
 — PROPOSED INTERSTATE
 - - - PROPOSED OUTER BELTWAY

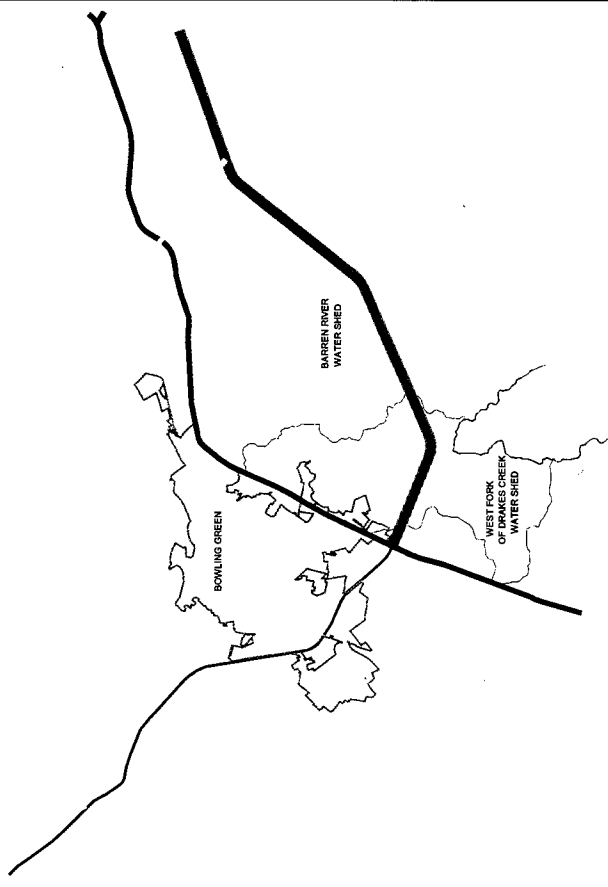


CITY OF BOWLING GREEN
 PUBLIC WORKS
 PLANNING AND DESIGN

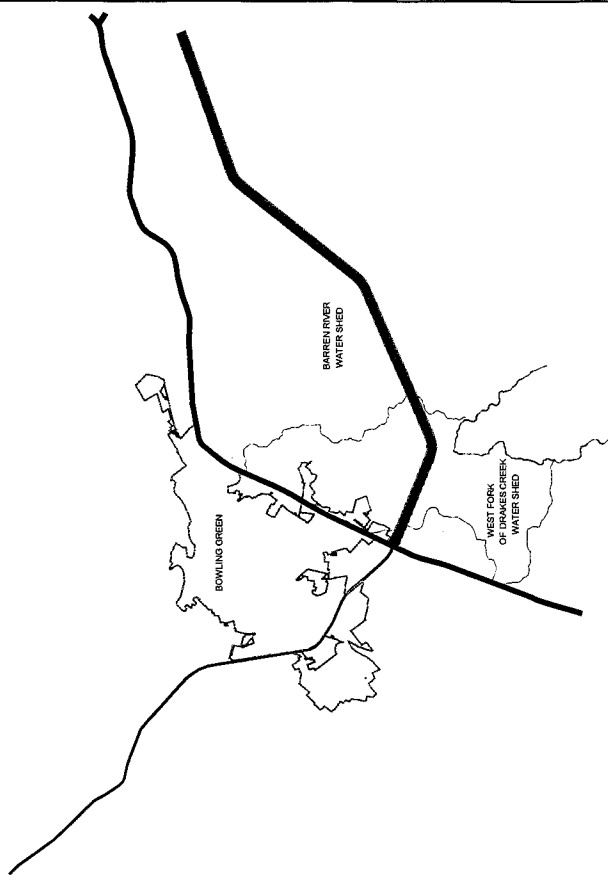
I-66 AND OUTER BELTWAY SCENARIO NO. 2

File:

SHEET 2 OF 4
 JOB NO. PW2002-2 SCALE 1" = 1 MILE DATE 31 MAY 2002



— EXISTING FACILITY
 — PROPOSED INTERSTATE
 - - - PROPOSED OUTER BELTWAY



— EXISTING FACILITY
 — PROPOSED INTERSTATE
 - - - PROPOSED OUTER BELTWAY



CITY OF BOWLING GREEN
 PUBLIC WORKS
 PLANNING AND DESIGN

I-66 AND OUTER BELTWAY SCENARIO NO. 3

File:

SHEET 3 OF 4
 JOB NO. PW2002-2 SCALE DATE 31 MAY 2002

I-66 and Outer Beltway
Planning Study

Design Scenario	Advantages	Disadvantages
Scenario 1A	Utilizes existing right-of-way (less cost and time) Cheaper construction cost (I-66) Local economy stimulus advantages Provides transportation facilities in a high growth potential area.	No access to north of Bowling Green Need to upgrade arterials from beltway through I-66 toward Bowling Green Potential for highway noise related problems
Scenario 1B	Utilizes existing right-of-way (less cost and time) Local economy stimulus advantages (to a lesser extent than 1A)	No access to north of Bowling Green Need to upgrade arterials from I-66 toward Bowling Green. Potential for highway noise related problems
Scenario 2A	Provides access to north of Bowling Green More direct route for I-66.	Increased construction cost due to terrain. Increased property acquisition cost. Less overall economic stimulus to area.
Scenario 2B	Provides access to north of Bowling Green More direct route for I-66.	Increased construction cost due to terrain. Increased property acquisition cost. Less overall economic stimulus to area. Does not address the high growth potential area south of Bowling Green.
Scenario 3A	Provides access to north of Bowling Green Ease of accident re-routing (I-65/I-66)	Parallel system which is not the most cost effective. Increased property acquisition cost. Less overall economic stimulus to area.
Scenario 3B	Ease of accident re-routing (I-65/I-66)	Parallel system which is not the most cost effective. Does not allow access to area north of Bowling Green. Increased property acquisition cost. Less overall economic stimulus to area.
Scenario 4	No acquisition or construction cost.	Lack of capacity. Higher maintenance cost. Increased crashes. Does not consider future growth or demands.

PAUL E. PATTON
GOVERNOR



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

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DIVISION OF PLANNING

JUN 13 3 33 PM '02

ALLEN D. ROSE
SECRETARY

June 10, 2002

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

Dear Ms. Coffey:

The Cabinet for Workforce Development appreciates the opportunity to comment on the planning study of I-66 and the scoping study for the Bowling Green Eastern Outer Beltline. At this time, the proposed projects do not negatively affect the Cabinet and its agencies.

Again, thank you for the opportunity to comment.

Sincerely,

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

Allen D. Rose
Secretary

ADR/SGS



EQUAL EDUCATION AND EMPLOYMENT OPPORTUNITIES M/F/D



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

June 11, 2002

4EAD

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

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING
JUN 13 9 27 AM '02

SUBJ.: Early Coordination
Planning studies for Warren County and Edmonson County, Kentucky
I-66 Scoping Study & Bowling Green Eastern Outer Beltline Scoping Study

Dear Ms. Coffey:

We appreciate your early coordination with us regarding the proposed I-66 segment in Warren and Edmonson County, and the Bowling Green Outer Beltline project. The meeting you hosted on May 30, 2002 was very informative. The purpose of this letter is to give you our preliminary comments, based upon the information you presented to us. Please be aware that additional comments and concerns may arise, as the projects advance in the NEPA process, when we receive further information.

The following preliminary comments pertain to issues to be discussed in National Environmental Policy Act (NEPA) documents. In general, adverse impacts should be avoided or minimized, while unavoidable impacts should be fully mitigated.

Purpose & Need - During the recent meeting, you indicated that the clarification of project goals will lead into the Purpose & Need discussion in the EIS. The need for the project should be clearly stated and documented, as well as potential benefits and adverse effects of the proposed project. Project impacts and impact mitigation are evaluated in the context of project need.

Karst - The identification and description of karst features, and their relationship to the alignments under consideration, should be included in the EIS. Potential impacts to karst features and endangered species karst habitats associated with the possible alignments should be described, with potential measures for impact avoidance and/or mitigation measures also defined. The EIS should include karst survey information, including an explanation of how impacts to karst features, if applicable, were considered in identifying the preferred alternative.

Groundwater issues related to karst topography should also be discussed. Features such as sinkholes, which could potentially be impacted by runoff, should be identified. Applicable avoidance and/or mitigation measures should be described.

Construction Waste - Per our discussion at the meeting, we understand that the volume of cut and fill material is not considered as significant an issue in this geographic area as compared to Eastern Kentucky. However, reuse of excavated material will require some planning and coordination.

Cultural Resources/Historic Preservation - We recommend that the results of the Section 106 consultation process be included in the EIS. This will insure that any impacts to cultural/historic resources, and possible mitigation measures, are identified for each possible alignment, and taken into consideration when selecting the preferred alternative.

Please consider the following additional factors during preparation of the NEPA documents for the projects:

Alternatives - The analysis of alternatives is the *core* of the National Environmental Policy Act (NEPA) process. If an Environmental Impact Statement (EIS) is prepared, a minimum of two feasible action alternatives should be fully considered as well as the No-Action Alternative.

A rationale for rejecting alternatives should be provided. These rationales should include environmental reasons, along with other considerations. The selected alternative should avoid/minimize adverse impacts, so that the need for mitigation of impacts will be lessened or eliminated. A critical factor of the alternatives analysis is the avoidance/minimization of adverse impacts.

Wetlands - The EIS should discuss the location, amount, type, and quality of wetland acreage in the study area, and how wetlands were delineated (i.e., COE, contractor, lead agency, etc.). A draft mitigation plan to compensate for predicted wetland losses should be developed during the NEPA process, if applicable. Feasible alternatives that avoid wetland impacts should be consistent with the 404(b)(1) guidelines of the Clean Water Act.

Region 4 has a GIS-based resource database, the Southeast Ecological Framework, which may be of assistance in your preliminary planning process. Please contact Serdar Ertep of my staff at (404)562-9683 if you need further information about this database.

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

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

Noise - The document should indicate what noise levels can be expected from the project, and the distance to the closest residence/receptor. Background noise levels should also be included in the document. The NEPA evaluation should estimate the projected incremental increase of noise. Generally, EPA considers all increases over 10 dBA at any given noise level as a significant increase. Comparisons to any noise guidelines (e.g., FHWA, HUD) or city ordinances are also appropriate.

EPA has a *target* noise level (not a guideline or standard) of 55 dBA DNL for outdoor areas where people spend a varying amount of time (such as residences). All construction equipment should be equipped with noise attenuation devices, such as mufflers and insulated engine housings. In addition, OSHA regulations apply for all employees affected by job noise.

Forms of noise mitigation include, but are not limited to, vegetative screens, vegetated earthen berms, and fabricated noise barriers. If noise impacts are significant at residences just outside the normal width of the right-of-way, relocation of residents should also be considered at the discretion of the affected residents. Avoiding noise impacts via alignment shifts is frequently more effective than mitigation.

Environmental Justice (EJ) - Consistent with Executive Order 12898 (2/11/94), potential EJ impacts should be considered in the NEPA document. An EJ survey is 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 impacts attributable to a proposed project.

The demographics of the affected area should be defined using the most recent available U.S. Census data (Census blocks) and compared to other nearby Census block, county, and state percentages for minorities and/or low-income populations. If percentages of these populations are elevated within the project area, alternatives should be considered, or coordination with affected populations should be conducted, to determine the affected population's concerns and comments on the project.

This coordination should include a clear discussion of the project, project updates or expansions, inclusion of the affected population (or their community leader, pastor, or equivalent) on the NEPA document mailing list, any economic benefits (job opportunities, etc.) of the project to the

affected population, and the opportunity for informal and/or formal comments (e.g., EIS scoping meeting and EIS public hearing, or other public meetings). Regardless of the makeup of the affected population, impacts of the project should be controlled so that significant effects on human health are avoided and/or minimized.

Air Quality - All emissions resulting from the project must be in compliance with all applicable air quality regulations, particularly relative to the National Ambient Air Quality Standards (NAAQS) for criteria air pollutants (e.g., ozone, carbon monoxide, nitrogen oxides, sulfur dioxide, lead and particulates) in designated non attainment areas. All construction equipment should be tuned to manufacturers' specifications to reduce air emissions. Open burning should be minimized/avoided, since such emissions are precursors to ozone. Open burning should be coordinated with the state and/or county regarding permitting needs. We recommend water for fugitive dust control during construction, instead of oils and other chemicals.

Biodiversity - Biodiversity is defined as the variety of plants and animals (biota) of a site or region, and is typically measured by the number of different species and number of individuals per species. In general, the more diverse an area is (number of habitat types and animal inhabitants) and the better represented these components are (population counts), the more rigorous (resistant, undisturbed, natural, "healthy") the area is considered.

The NEPA document should discuss biodiversity aspects of the proposal as appropriate. For example, will the project increase, restore, or decrease biodiversity of the area or region? Coordination with the U.S. Fish and Wildlife Service (FWS), and your state's fish and game department is recommended regarding the design of any project mitigation areas to enhance or restore biodiversity.

Endangered Species - The FWS is the responsible agency for endangered species compliance, so EPA defers to FWS regarding assessments of federally-protected endangered species. However, the NEPA document should discuss survey results and adjust the proposed alignment as appropriate. Early coordination with the FWS is recommended.

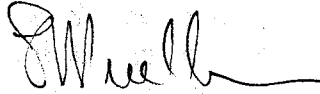
Cumulative Impacts - The NEPA document should estimate cumulative impacts associated with the proposed project. Cumulative impacts include the additive effects of a given parameter for all contributing projects in the area, as well as the cumulative impact of all parameters for all projects in the area. The document should define what cumulative impacts would result from implementation of the proposed project. Existing or future projects (federal and non-federal projects) with attendant pollutants should also be considered.

Cases exist where the proposed project is the primary or a significant contributor to the cumulative impacts of an area; however, there could also be cases where the proposed project has minimal impacts but the cumulative impacts would nevertheless be great due to the existing impacts of projects in the area.

Page 5

We appreciate the opportunity to provide these preliminary comments. We look forward to continued coordination with you, and review of the NEPA documents that you may develop for the proposed projects. If you have any questions, you may contact Ramona McConney of my staff at (404) 562-9615.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Mueller", with a long horizontal flourish extending to the right.

Heinz Mueller, Chief
Office of Environmental Assessment
Environmental Accountability Division

502 564 2865

720B Aurora Avenue
Lexington KY 40502
(859) 255-8216

Annette Coffey
Daryl Greer
Division of Planning
Transportation Cabinet
Frankfort, KY 40622

June 14, 2002

Dear Annette Coffey and Daryl Greer:

Thanks to you and the Transportation Cabinet Planning Division for the May 30 opportunity to review the preliminary proposals for corridor selection regarding the proposed Bowling Green segment of I-66 and the proposed Bowling Green Eastern Outer Beltline (Scoping Studies, Items Nos. 03-66.00 and 03-103.00, respectively).

Some concerns and questions follow, and these have been communicated to the groups that I represented at the May 30th meeting. These groups include the Sierra Club, National Speleological Society, KICK 66, KEEP (Karst Environmental Education & Protection), Kentucky Heartwood, Cave Research Foundation, Kentucky Waterways Alliance, and Appalachia-Science in the Public Interest. These groups will communicate with the Transportation Cabinet about this project; will continue to share information and discussion; and will send one or more representatives to any upcoming meetings. A list of representatives for each group is found at the end of this letter.

These groups, and others, and an increasing number of citizens in Kentucky and elsewhere, have grave concerns regarding the "local" question of the two proposed Bowling Green area highways/segments, and concerns regarding the entire proposed I-66 project. The segmentation of this project is illegal; the NEPA process has not been followed; and the need for these roads has yet to be established. Indeed, it was admitted under questioning during the discussion period that a purpose and need for these roads had not yet been found.

Some of my immediate questions follow:

- During the citizen advisory process in Bowling Green last year, a Transportation Cabinet employee commented that due to the more stringent environmental rules in place on karst, I-65 "would not get built" today. Why, then, are these projects even being considered?

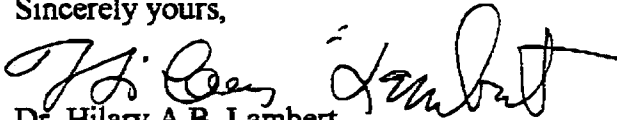
- Please discard the outmoded and inaccurate depiction of the karst “drainage divide” in the Mammoth Cave region. Its usefulness for planning, decision-making and engineering has come to an end.
- In the face of unprecedented international scientific discussion regarding impacts of the proposed TriModal Transpark upon the Mammoth Cave karst drainage, why are you contemplating the building of an I-66, I-65, and Cumberland Parkway three-way set of interchanges, all in the heart of the Mammoth Cave drainage, in collapse-prone karst?
- What role would a widened and “realigned” state route 259 have in this maze of concrete, also in collapse-prone karst?
- If any road building is being contemplated upon the sandstone escarpment north of the collapse-prone sinkhole plain, do you really plan to “take off the sandstone,” and then fill in with boulders and re-engineer the drainage of the sinkholes beneath, as an engineer on the bus remarked about the widening of 101?
- Why did the tour bus only take us across the “Transpark corridor”?
- Why, if there is no more money for this project anywhere down the line beyond this initial planning study, were comments required by June 14, and why is the decision-making process moving along so quickly?
- Why did one of the tour guides on the bus remark: “Let’s have a look at I-65 so that we can get a good idea about that “no build” option. Imagine, if we don’t do anything, what it would be like to have all that I-66 traffic coming at us from the East Coast.” What I-66 traffic is that? This project was said to be infeasible on a nationwide basis, and is being presented to us in Kentucky as simply the building of several small stand-alone, locally-necessary segments in two states. What is the larger picture here, not being shared with the public?
- During the viewing of the posters in the morning session, one person remarked that there was no need for a new east-west road like I-66, because the present heavy traffic is north-south, on I-65. Indeed, the amount of east-west traffic on the present Cumberland Parkway, Highway 80, etc., does not justify construction of a new east-west interstate across Kentucky. However, the comment by the “tour guide,” above, suggests that an “if we build it, the traffic will come” mentality is at work here; it also suggests that the Kentucky segments are being driven by pressure applied from interests far to the east of our state.

There are other concerns that will be articulated and will be communicated to you in good time, as the groups I represented are able to convey our reports and comments to their directorates for discussion and response.

Every indicator suggests that this proposed I-66 segment is simply an access road system for the proposed TriModal Transpark. There is no other "need" or "purpose" for these roads in this place. Every indicator suggests that this project is not for the public good, but for private gain among the wealthy and influential.

If implemented, these grandiose and backwards plans would destroy farmland, communities, habitat, species, water quality, history, and the future of this region. My recommendation: the No-Build option.

Sincerely yours,



Dr. Hilary A.B. Lambert
Conservation Co-Chair of the
Bluegrass Group Sierra Club Cumberland Chapter
KEEP Steering Committee
KICK 66

Representatives of groups mentioned above:

David Jagnow, Director, National Speleological Society
Betsy Bennett, Conservation Chair, Sierra Club Cumberland Chapter
Chris Schimmoeller, Kentucky Heartwood
Ben Perry, Executive Director, and Jack Kieffer, Staff Scientist, Appalachia - Science in the Public Interest
John and Joanna Blubaugh, Steering Committee, KEEP and KICK 66
Patricia Kambesis, Past-President, Cave Research Foundation
Roger Brucker, Steering Committee, KEEP
Leslie Barras, Conservation Chair of the Louisville Group Sierra Club Cumberland Chapter, KEEP
Lane Boldman, Cumberland Chapter Chair, Sierra Club
Ray Barry, Sierra Club and KICK 66
Judy Petersen, Executive Director, Kentucky Waterways Alliance



United States Department of the Interior

FISH AND WILDLIFE SERVICE

446 Neal Street
Cookeville, TN 38501

June 14, 2002

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

Re: FWS #02-1726

Dear Ms. Coffey:

Thank you for your letter and enclosure of May 2, 2002, transmitting planning studies for the I-66 Scoping Study and Bowling Green Eastern Outer Beltline in Warren and Edmonson counties, Kentucky (Item Number 03-66.00 and 03-103.00). Fish and Wildlife Service (Service) biologists have reviewed the information submitted and we offer the following comments.

The scoping study encompasses an area that is rich in cave and karst habitat. Features such as caves, sinkholes, springs, and subterranean streams and pools support a wealth of unique and sensitive species, many of which are totally dependent on caves for their survival. A single sinkhole may be one of many openings to a complex system of passages, tunnels, and cave chambers that can extend for miles. Pollutants, toxicants, sediment, and other materials deliberately or inadvertently allowed to enter a sinkhole can be carried underground for long distances and can adversely impact cave-dwelling and cave-dependent species. Environmental assessments conducted for the proposed project should include a thorough evaluation of cave and karst habitat in the study area. Alternatives should be developed that avoid or minimize adverse impacts to these habitats.

The eastern outer beltline would involve crossing the West Fork of Drakes Creek and the Barren River. Records available to the Service indicate that the following federally listed species may occur in one or both of these streams:

Clubshell - *Pleurobema clava* (E)
Rough pigtoe - *Pleurobema plenum* (E)
Fanshell - *Cyprogenia stegaria* (E)
Northern riffleshell - *Epioblasma torulosa rangiana* (E)

Other listed species that may occur in the study area are:

Indiana bat - *Myotis sodalis* (E)

Gray bat - *Myotis grisescens* (E)

Eggert's sunflower - *Helianthus eggertii* (T)

A biological assessment should be prepared that evaluates potential effects to these species and a determination of whether or not the proposed project is likely to adversely affect them. A copy of the assessment and supporting data should be submitted to this office for review and concurrence.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Lee A. Barclay". The signature is fluid and cursive, with the first name "Lee" and last name "Barclay" clearly distinguishable.

Lee A. Barclay, Ph.D.
Field Supervisor

City-County Planning Commission

1141 STATE STREET
BOWLING GREEN, KENTUCKY 42101
WEBSITE: www.warrenpc.org

PHONE (270) 842-1953
FAX (270) 842-1282

June 12, 2002

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

RECEIVED
TRANSPORTATION CABINET
DIVISION OF PLANNING
JUN 17 11 50 AM '02

Re: Response to I-66 and Bowling Green Eastern Outer Beltline Projects

Dear Ms. Coffey:

Thank you for the opportunity to respond to the Scoping Study and Environmental Overview for I-66 and the Bowling Green Eastern Outer Beltline. I have enclosed the City-County Planning Commission's comments on both projects. In addition, I would like to mention that we are in agreement with the submitted general comments made by Mr. Jeff Lashlee, City Engineer for the City of Bowling Green, regarding these projects in his letter to you dated June 10, 2002.

Both of these proposed projects will greatly improve the major transportation facilities for Bowling Green and Warren County. Both projects should serve to relieve much of the growing traffic congestion located along our existing arterials, namely Scottsville Road (KY 231), Cumberland Trace (KY 2158), and Cemetery Road (KY 234). The City-County Planning Commission would welcome the opportunity to work closely with the Cabinet on both of these projects to coordinate future high-growth development areas and local environmental issues within the project corridors. Over the last two years, our involvement with your office has been extremely helpful in establishing quality development parameters for several main transportation corridors within Bowling Green. I would hope this type of close coordination would continue on these projects in the years ahead.

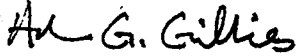
The development of the Bowling Green Eastern Outer Beltline is a very exciting project for our area. Not only will it provide a significant improvement to circulation and access throughout this southeastern sector of the county, but will stimulate a wide variety of economic development opportunities, both commercial and residential, for the community. It also might serve a useful spine to help build a new southeastern greenway trail system for all Warren County citizens. The most effective future alignment of this beltline is still questionable, however such a roadway should begin approximately at the existing Dye Ford Road/Scottsville Road intersection and curve northward to eventually terminate with a new interchange on I-65 approximately at the Sunnyside-Gott Road location.

Based on the assumption that I-65 can be expanded to 10-12 lanes with walled improvements, the scenario combining I-65 with I-66 from the Louie B. Nunn Parkway to the existing William Natcher Parkway appears to be the most cost effective and efficient option. Improvements along these existing

roadways should be easier to construct and allow more travelers better access to the tourist destinations and retail opportunities available in Warren County and Bowling Green.

I hope these comments have been useful. Please feel free to contact me if the Planning Commission can be of more assistance on these two exciting projects.

Sincerely,

A handwritten signature in dark ink, appearing to read "A. G. Gillies". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Andrew G. Gillies, AICP
Executive Director

CC: Emmet Wood, Public Works Director, Bowling Green
Jeff Lashlee, City Engineer, Bowling Green



**Public Comment Survey
Planning Study for a
Bowling Green Eastern Outer Beltline**



The Kentucky Transportation Cabinet, Division of Planning requests that you provide your opinions, ideas and comments in writing on this form so they can be given full consideration during the development of potential project alternatives and impacts for a new Eastern Outer Beltline route around Bowling Green. A map of the study area is shown on the back of this form.

Please return this form to a Transportation Cabinet representative prior to leaving the meeting, return it in a postage-paid envelope, or fold, tape (do not staple) and mail it back prior to March 22, 2002.

All comments are welcome! We appreciate your participation!

Name: Andrew G. Gillies Date: 6-13-02
City-County Planning Commission
Address: 1141 State Street Phone (optional): (270) 842-1953
Bowling Green, KY 42101 E-Mail (optional): gilla91@bgky.org

1. Do you feel that a new road between Scottsville Road and I-65 on the east side of Bowling Green would provide benefits to the area? ☒ Yes ☐ No (Please Explain)

This proposed roadway would significantly improve circulation and access throughout
the entire southeast sector of Bowling Green. Such an improvement would greatly
relieve the traffic problems.

2. Do you feel that this project would result in any problems for the area? ☒ Yes ☐ No (Please Explain)

Stormwater drainage and noise will be issues to be addressed.

3. If a new roadway is built, where should it be located? Please feel free to draw on the map on the back of the survey.

The alignment of the future beltway should follow the general corridor from
"Dye Ford Road and Scottsville Road" to I-65 and Sunnyside Gott Road.

4. What are the potential impacts of the project, both positive and negative? Are there problems, sensitive areas, special needs, or other factors that should be considered in locating or designing the road? Please discuss other concerns or comments that you might have.

- ☐ The proposed beltway will significantly improve traffic circulation throughout the southeast sector of Bowling Green.
- ☐ Provide a great opportunity for a southeastern greenway trail system.
- ☐ Stimulate future economic growth in the southeastern sector of Bowling Green & Warren Co.
- ☐ Special concern for stormwater management and groundwater contamination.



Public Comment Survey
I-66 Planning Study
From the William Natcher Parkway
to I-65/Louie B. Nunn (Cumberland) Parkway



The Kentucky Transportation Cabinet, Division of Planning requests that you provide your opinions, ideas and comments in writing on this form so they can be given full consideration during the development of potential project alternatives and impacts for a new interstate route between the William Natcher Parkway and the Louie B. Nunn (Cumberland) Parkway. A map of the study area is shown on the back of this form.

Please return this form to a Transportation Cabinet representative prior to leaving the meeting, return it in a postage-paid envelope, or fold, tape (do not staple) and mail it back prior to March 22, 2002.

All comments are welcome! We appreciate your participation!

Andrew G. Gillies

Name: City-County Planning Commission

Date: 6-13-02

Address: 1141 State Street

Phone (optional): (270) 842-1953

Bowling Green, KY 42101

E-Mail (optional): gilla91@bgky.org

1. Do you feel that a new interstate route between the Louie B. Nunn Parkway and the Natcher Parkway would provide benefits to the area? ☒ Yes ☐ No (Please Explain)

The proposed new interstate would provide a better east-west thoroughfare for
all the citizens of Warren County.

2. Do you feel that this project would result in any problems for the area? ☒ Yes ☐ No (Please Explain)

The new interstate will bring more vehicles into Warren County. These
additional vehicles will decrease our current air quality levels. Storm water
drainage will also be an issue to be resolved along the new roadway. Noise from the
expanded I-65 to I-66 corridor could also be a potential problem.

3. If a new roadway is built, where should it be located? Please feel free to draw on the map on the back of the survey.

If I-65 can be upgraded to 10-12 lanes with walled sound barriers, then the I-65
to existing Natcher Parkway appears to be the most cost-effective and efficient.

4. What are the potential impacts of the project, both positive and negative? Are there problems, sensitive areas, special needs, or other factors that should be considered in locating or designing the road? Please discuss other concerns or comments that you might have.

This new interstate will attract new businesses and industry to the county.

Improvements along this corridor will also provide better access to local citizens
and could alleviate some of the congestion problems currently along Scottsville Road
(KY 231) and Cemetery Road (KY 234).

Environmental Review Agency Meeting

Mammoth Cave National Park

January 16, 2003

9:30 AM to 3:30 PM



Commonwealth of Kentucky
Transportation Cabinet
 Frankfort, Kentucky 40622

James C. Codell, III
 Secretary of Transportation

Paul E. Patton
 Governor

Clifford C. Linkes, P.E.
 Deputy Secretary

November 26, 2002

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

Dear «Letter_Title» «Last_Name»:

SUBJECT: Planning Studies
 Warren County and Edmonson County, Kentucky
 I-66 Scoping Study and Bowling Green Eastern Outer Beltline Scoping Study
 Item No. 03-66.00 - Bowling Green I-66 (Southern Kentucky Corridor)
 Item No. 03-103.00 - Bowling Green Eastern Outer Beltline

The Kentucky Transportation Cabinet respectfully requests that **you and/or your representative attend a meeting scheduled for the subject projects on Thursday, January 16, 2003, in the Rotunda Room of the Mammoth Cave National Park Hotel** (map enclosed). We are requesting your agency's input and comments for Scoping Studies and Environmental Overviews for I-66 and the Bowling Green Eastern Outer Beltline to determine the need and potential impacts for the proposed highway projects. The meeting time is 9:30 a.m. to 3:00 p.m. Lunch will be provided. An agenda for the meeting is attached.

This is the second of two environmental review agency meetings planned for these studies. The initial meeting was held on May 30, 2002, also at Mammoth Cave National Park. A copy of the minutes from that meeting is included in your package of material. The purpose of this second meeting is to describe preliminary corridors, their potential impacts, and provide agencies a systematic approach in screening preliminary corridors for each of the two projects.



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"AN EQUAL OPPORTUNITY EMPLOYER M/F/D"

November 26, 2002

The Kentucky Transportation Cabinet has assembled a study team to identify and evaluate alternate freeway corridors, including the "no-build" alternate, for (1) the Southern Kentucky Corridor (I-66) from the Louie B. Nunn Parkway (Cumberland Parkway) to the Natcher Parkway and (2) the Bowling Green Eastern Outer Beltline from I-65 south of Bowling Green eastward and around Bowling Green to I-65 northeast of Bowling Green. Preliminary corridors measuring 2,000 feet in width were located in the study area with sensitivity to environmental, engineering, and community issues.

Considerable efforts have been made to avoid and/or minimize impacts to the human and natural environment. From the many meetings on these projects, 23 preliminary corridors have been developed for the Southern Kentucky Corridor (I-66) and 8 preliminary corridors for the Bowling Green Outer Beltline. The meeting on January 16th will provide an opportunity for you to partner with us on possible concerns of your agency that could affect the development of these two projects. We believe that early identification of issues or concerns can help us develop highway project alternatives to avoid or minimize negative impacts.

We will be forwarding to you additional information (maps, project overviews, impact matrices, etc.) concerning the January 16th meeting by mid-December. This information will also help you provide comments about the two projects. Please review this information before the January 16th meeting and **provide us with your written comments by Friday, January 31, 2003**, to ensure timely progress in this planning effort. We request that comments be provided via a letter for both proposed projects. You may combine your comments about both proposed projects into one letter. In addition, please forward this information to any local and/or regional offices of your agency that may have comments or data concerning these projects.

If you require lodging, please call the Mammoth Cave Hotel at 270-758-2254. Other accommodations can also be found at Cave City and Bowling Green, Kentucky. We thank Mammoth Cave for the opportunity to use their facilities. To help us with planning for this meeting, we request that you complete the response card and return it to us in the enclosed pre-paid envelope by January 10, 2003.

During the development of this planning study, comments have been and will continue to be solicited from appropriate Federal, state, and local agencies, as well as other interested persons and the general public, in accordance with requirements set forth in the National Environmental Policy Act (NEPA) of 1969. The Federal Highway Administration is partnering with us in these efforts. Other Transportation Cabinet offices or consultants working on behalf of the Transportation Cabinet may also contact you seeking more detailed data or information to assist them in completing their environmental studies for this phase of the project.

«Letter_Title» «First_Name» «Last_Name»

Page 3

November 26, 2002

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Daryl Greer of the Division of Planning at 502/564-7183 or at daryl.greer@mail.state.ky.us. Please address all written correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 125 Holmes Street, Frankfort, KY 40622. Thank you, and we look forward to hearing from you and seeing you at the January 16th Meeting.

Sincerely,



Annette Coffey, P.E.
Director
Division of Planning

AC:DJG:NH

Enclosures

c: Jose Sepulveda (w/a)
Anthony Goodman (w/a)
Tom Cervone – BLA, Evansville
Wendy Southworth – BLA, Frankfort
Jerry Wiesenfluh – KGS
John Matheney – Barren River ADD
Greg Meredith
Jeff Moore
Kenneth Cox
Renee Slaughter
Keirsten Jagers
David Waldner
John Mettillie
Jim Simpson

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Director, Office of State Archaeology
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Regional Environmental Officer
Federal Emergency Management Agency, Region IV
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500 Mero Street
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Mr. Gary Lanthrum
Director, National Transportation Program
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Albuquerque NM 87185-5400

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State Conservationist
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U.S. Dept. of Health & Human Serv., Center for Disease Control,
Emergency And Environmental Health Services Division
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Atlanta GA 30341-3724

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Field Supervisor
U.S. Dept. of the Interior, Fish and Wildlife Service
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Cookeville TN 38501

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Bridge Administrator
United States Coast Guard, Bridge Branch
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975 Lover's Lane
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Ms. Susan McPherson
Natural Resources Conservation District
77 Woodland Circle Drive
Scottsville KY 42164



Commonwealth of Kentucky
Transportation Cabinet
 Frankfort, Kentucky 40622

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Clifford C. Linkes, P.E.
 Deputy Secretary

December 16, 2002

«Mailing_Title» «First_Name» «Last_Name»«Suffix»
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 Warren County and Edmonson County, Kentucky
 I-66 Scoping Study and Bowling Green Eastern Outer Beltline Scoping Study
 Item No. 03-66.00 - Bowling Green I-66 (Southern Kentucky Corridor)
 Item No. 03-103.00 - Bowling Green Eastern Outer Beltline

Dear «Letter_Title» «Last_Name»:

On November 26, 2002, the Kentucky Transportation Cabinet sent your agency an invitation to a **meeting scheduled for the subject projects on Thursday, January 16, 2003, in the Rotunda Room of the Mammoth Cave National Park Hotel.** At that time we indicated that we would be forwarding additional information concerning these projects for your agency to review prior to the meeting. That information is attached to this letter and includes:

- Revised Agenda for the January 16th meeting
- Project Overview for each project
- Evaluation Process
- Level 1 Screening Forms for both projects
- Assumptions for Level 2 Screening
- Level 2 Impact Matrix Table for each project
- Maps of each project

This is the second of two environmental review agency meetings planned for these studies. The initial meeting was held on May 30, 2002, also at Mammoth Cave National Park.



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Page 2

December 16, 2002

The purpose of this second meeting is to describe preliminary corridors, their potential impacts, and provide agencies a systematic approach in screening preliminary corridors for each of the two projects.

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Please review this information before the January 16th meeting and **provide us with your written comments by Friday, January 31, 2003**, to ensure timely progress in this planning effort. We request that comments be provided via a letter for both proposed projects. You may combine your comments about both proposed projects into one letter. In addition, please forward this information to any local and/or regional offices of your agency that may have comments or data concerning these projects. To help us with planning for this meeting, we remind you to complete the response card we sent you in the November 26 mailing and return it to us in the enclosed pre-paid envelope by January 10, 2003.

During the development of this planning study, comments have been and will continue to be solicited from appropriate Federal, state, and local agencies, as well as other interested persons and the general public, in accordance with requirements set forth in the National Environmental Policy Act (NEPA) of 1969. The Federal Highway Administration is partnering with us in these efforts. Other Transportation Cabinet offices or consultants working on behalf of the Transportation Cabinet may also contact you seeking more detailed data or information to assist them in completing their environmental studies for this phase of the project.

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Daryl Greer of the Division of Planning at 502/564-7183 or at daryl.greer@mail.state.ky.us. Please address all written

«Mailing_Title» «Last_Name»

Page 3

December 16, 2002

correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 125 Holmes Street, Frankfort, KY 40622. Thank you, and we look forward to hearing from you and seeing you at the January 16th Meeting.

Sincerely,



Annette Coffey, P.E.
Director
Division of Planning

AC:DJG:RC

Enclosures

cc: Jose Sepulveda (w/a)
Anthony Goodman (w/a)
Kent Ahrenholtz – BLA, Evansville
Wendy Southworth – BLA, Frankfort
Jerry Wiesenfluh – KGS
Ken Kuehn - WKU
John Matheney – Barren River ADD
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Bowling Green KY 42103

Ms. Susan McPherson
Natural Resources Conservation District
77 Woodland Circle Drive
Scottsville KY 42164

File



Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

December 19, 2002

(See Attached List)

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

«Title»

«Organization»

«Address1»

«Address2»

«City», «State» «Zip»

SUBJECT: Planning Studies
Warren County and Edmonson County, Kentucky
I-66 Scoping Study and Bowling Green Eastern Outer Beltline Scoping
Study
Item No. 03-66.00 - Bowling Green I-66 (Southern Kentucky Corridor)
Item No. 03-103.00 - Bowling Green Eastern Outer Beltline

Dear «Letter_Title» «Last_Name»:

We are requesting your agency's input and comments on Scoping Studies and Environmental Overviews for I-66 and the Bowling Green Eastern Outer Beltline to determine the need and potential impacts for a proposed highway project. Therefore, we respectfully ask that you **provide us with your comments by Friday, January 31, 2003,** to ensure timely progress in this planning effort.

The Kentucky Transportation Cabinet has assembled a study team to identify and evaluate alternate freeway corridors, including the "no-build" alternate, for (1) the Southern Kentucky Corridor (I-66) from the Louie B. Nunn Parkway (Cumberland Parkway) to the Natcher Parkway and (2) the Bowling Green Eastern Outer Beltline from I-65 south of Bowling Green eastward and around Bowling Green to I-65 northeast of Bowling Green. Preliminary corridors measuring 2,000 feet in width were located in the study area with sensitivity to environmental, engineering, and community issues.



KENTUCKY TRANSPORTATION CABINET

"PROVIDE A SAFE, EFFICIENT, ENVIRONMENTALLY SOUND, AND FISCALLY RESPONSIBLE TRANSPORTATION SYSTEM
WHICH PROMOTES ECONOMIC GROWTH AND ENHANCES THE QUALITY OF LIFE IN KENTUCKY."

"AN EQUAL OPPORTUNITY EMPLOYER M/F/D"

December 19, 2002

Considerable efforts have been made to avoid and/or minimize impacts to the human and natural environment. From the many meetings on these projects, 23 preliminary corridors have been developed for the Southern Kentucky Corridor (I-66) and 8 preliminary corridors for the Bowling Green Outer Beltline. Your agency's response will provide an opportunity for you to partner with us on possible concerns of your agency that could affect the development of these two projects. We believe that early identification of issues or concerns can help us develop highway project alternatives to avoid or minimize negative impacts.

During the development of this planning study, comments will be solicited from appropriate Federal, state, and local agencies, as well as other interested persons and the general public, in accordance with requirements set forth in the National Environmental Policy Act (NEPA) of 1969. The Federal Highway Administration is partnering with us in these efforts. A copy of a public notice placed in state and local newspapers concerning this project is attached.

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 or future phases of the project.

We have enclosed the following project information to assist in your review. We request that comments be provided via a letter for both proposed projects. You may combine your comments about both proposed projects into one letter. In addition, please forward this information to any local and/or regional offices of your agency that may have comments or data concerning these projects.

- Project Overview for each project
- Evaluation Process
- Level 1 Screening Forms for both projects
- Assumptions for Level 2 Screening
- Level 2 Impact Matrix Table for each project
- Maps of each project

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Daryl Greer of the

«Letter_Title» «Last_Name»

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December 19, 2002

Division of Planning at 502/564-7183 or at daryl.greer@mail.state.ky.us. Please address all written correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 125 Holmes Street, Frankfort, KY 40622.

Sincerely,



Annette Coffey, P.E.
Director
Division of Planning

AC:DJG:RC

Enclosures

cc: Jose Sepulveda (w/a)
Anthony Goodman (w/a)
Kent Ahrenholtz – BLA, Evansville
Wendy Southworth – BLA, Frankfort
Jerry Wiesenfluh – KGS
Ken Kuehn - WKU
John Matheney – Barren River ADD
Greg Meredith
Jeff Moore
Kenneth Cox
Renee Slaughter
Keirsten Jagers
David Kratt
Jim Simpson

The Honorable Hugh Evans
Butler County Judge-Executive
P. O. Box 626
Morgantown KY 42261

The Honorable Johnny Hobdy
Allen County Judge-Executive
P. O. Box 115
Scottsville KY 42164

The Honorable Mike Buchanon
Warren County Judge/Executive
429 East 10th Street
Bowling Green KY 42101

The Honorable N. E. Reed
Edmonson County Judge-Executive
P. O. Box 353
Brownsville KY 42210

The Honorable Davie Greer
Barren County Judge-Executive Elect
P. O. Box 129
Glasgow KY 42142-0129

The Honorable Charles Black
Mayor of Morgantown
P. O. Box 397
Morgantown KY 42261

The Honorable Tom Clayton
Mayor of Plum Springs
8288 Oak Street
Bowling Green KY 42101

The Honorable Rob H Cline
Mayor Elect of Scottsville
City/County Building
Scottsville KY 42164

The Honorable Darrell Pickett
Mayor Elect of Glasgow
P. O. Box 278
Glasgow KY 42142-0278

The Honorable Sandy Jones
Mayor of Bowling Green
P. O. Box 1176
Bowling Green KY 42102-0430

The Honorable Gary Madison
Mayor of Park City
P. O. Box 304
Park City KY 42160

The Honorable Bob Hunt
Mayor of Cave City
P. O. Box 567
Cave City KY 42127

The Honorable William P. Mansfield , Jr.
Mayor of Oakland
P. O. Box 145
Oakland KY 42159

The Honorable James Gilley
Mayor Elect of Smiths Grove
P. O. Box 114
Smiths Grove KY 42171

The Honorable Emo Meredith
Mayor of Brownsville
P. O. Box 238
Brownsville KY 42210

The Honorable Jim Bunning
United States Senator
United States Senate
316 Hart Senate Office Building
Washington DC 20510

The Honorable Mitch McConnell
United States Senator
United States Senate
361-A Russell Senate Office Building
Washington DC 20510

The Honorable Ed Whitfield
United States Representative - District 1
U. S. House of Representatives
236 Cannon House Office Building
Washington DC 20515

The Honorable Ron Lewis
United States Representative - District 2
U. S. House of Representatives
2418 Rayburn House Office Building
Washington DC 20515

Ms. Anna Caryl Guffey
Senator Bunning's Office
1100 South Main Street
Suite 12
Hopkinsville KY 42240

Ms. T. C. Freeman
Senator Bunning's Office
1100 South Main Street
Suite 12
Hopkinsville KY 42240

Ms. Leann Boling
241 Main Street
Room 102
Bowling Green KY 42101

Ms. Sandy Simpson
Monroe County Courthouse
Third Floor
Tompkinsville KY 42167

The Honorable Brett Guthrie
Kentucky State Senator
Senate District 32
1005 Wrenwood Drive
Bowling Green KY 42103

The Honorable C. B. Embry, Jr.
Kentucky State Representative
House District 17
415 North Ward Avenue
Morgantown KY 42261

The Honorable Steve Nunn
Kentucky State Representative
House District 23
136 Fairway Place
Glasgow KY 42141

The Honorable Jody Richards
Kentucky State Representative
House District 20
817 Culpepper Street
Bowling Green KY 42103

The Honorable Richie Sanders
Kentucky State Senator
Senate District 9
901 Maple Leaf Drive
Franklin KY 42134-2444

The Honorable Dottie Sims
Kentucky State Representative
House District 19
459 Violet Avenue
Horse Cave KY 42749

The Honorable Roger Thomas
Kentucky State Representative
House District 21
4415 Smiths Grove-Scottsville Road
Smiths Grove KY 42171

The Honorable Rob Wilkey
Kentucky State Representative
House District 22
P. O. Box 51589
Bowling Green KY 42102

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

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

Kentuckians for Job Growth
P.O. Box 197
Frankfort KY 40602-0197

Kentuckians for The Commonwealth
105 Reams Street
P.O. Box 1450
London KY 40743

American Association of Truckers
P.O. Box 487
Benton KY 42025

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

Mr. Steve Goodpaster
Director
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Frankfort KY 40622

Mr. Dexter Newman
Director
Kentucky Transportation Cabinet, Division of Construction
State Office Building, 4th Floor, Mail Code 4-1
Frankfort KY 40622

Mr. David Waldner
Director
Kentucky Transportation Cabinet, Division of Environmental
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State Office Bldg. Anx., 1st Floor, Mail Code A-1
125 Holmes Street
Frankfort KY 40622

Mr. Wesley Glass
Acting Director
Kentucky Transportation Cabinet, Division of Materials
Frankfort KY 40622

Mr. Mike Hill
Director
Kentucky Transportation Cabinet, Division of Multimodal
Programs
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Frankfort KY 40622

Mr. Chuck Knowles
Director
Kentucky Transportation Cabinet, Division of Operations
State Office Building, 7th Floor, Mail Code 7-2
Frankfort KY 40622

Mr. Simon Cornett
Director
Kentucky Transportation Cabinet, Division of Traffic
State Office Building, 1st Floor, Mail Code 1-3
Frankfort KY 40622

Ms. E. Sue Perkins
Branch Manager
Kentucky Transportation Cabinet, Permits Branch
State Office Building, 1st Floor, Mail Code 1-3
Frankfort KY 40622

Mr. Kerry Browning
Chairman
Edmonson County Planning and Zoning Commission
P. O. Box 410
Brownsville KY 42210

Mr. Jim Vance
Intermodal Transportation Authority, Inc.
2325 Airway Court
Suite C
Bowling Green KY 42103

Mr. Andy Gillies
City-County Planning Commission of Warren County
1141 State Street
Bowling Green KY 42101

Mr. Gary Mathis
Scottsville-Allen County Planning Commission
P. O. Box 736
201 West Main Street
Scottsville KY 42164

Mr. Albert J. Peterson , Jr.
Old Scottsville Road Neighborhood Association
2217 Old Scottsville Road
Alvaton KY 42122

Mr. Joey Roberts
Warren County Citizens for Managed Growth
P. O. Box 70065
Bowling Green KY 42102

Ms. Mary E. Stanesu
431 Claypool-Boyce Road
Alvaton KY 42122-9649

Mr. Scott Young
Joint City-County Planning Commission of Barren County
126 E. Public Square
City Hall
Glasgow KY 42141



Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
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Paul E. Patton
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Clifford C. Linkes, P.E.
Deputy Secretary

February 11, 2003

Ms. Marla Barbour
Fisheries Biologist
Kentucky Department of Fish and Wildlife Resources
#1 Game Farm Road
Frankfort, Kentucky 40601

Dear Ms. Barbour:

SUBJECT: Planning Studies
Warren County and Edmonson County, Kentucky
I-66 Scoping Study and Bowling Green Eastern Outer Beltline Scoping Study
Item No. 03-66.00 - Bowling Green I-66 (Southern Kentucky Corridor)
Item No. 03-103.00 - Bowling Green Eastern Outer Beltline

The Kentucky Transportation Cabinet has assembled a study team to identify and evaluate alternate freeway corridors, including the "no-build" alternate, for the Southern Kentucky Corridor (I-66) from the Louie B. Nunn Parkway (Cumberland Parkway) to the Natcher Parkway, and the Bowling Green Eastern Outer Beltline from I-65 south of Bowling Green eastward and around Bowling Green to I-65 and then northwest to the Natcher Parkway. The studies are currently in the initial data gathering and corridor development phase.

We ask for your assistance on any known populations or habitat of listed species in the study area. In particular, records of the Indiana bat, gray bat, and bald eagle have been identified in the Smiths Grove, Bristow and Lucas quads via the Kentucky Fish and Wildlife Information System. Please provide locations and extent of habitat, if known, for these records and any additional communication that may be necessary pertaining to these species habitats in relation to these projects. Any information on the location of known populations of federally listed species will help us to avoid and minimize potential impacts to these resources early in the planning process (prior to a biological assessment). We understand the sensitive nature of this information and would be willing to meet at your office to review any data and discuss potential impacts if necessary.

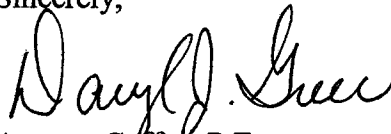


Ms. Marla Barbour
Page 2
February 11, 2003

These planning studies will include a scoping process for the early identification of potential alternatives, environmental issues, and impacts. We believe that early identification of issues or concerns can help us develop highway project alternatives to avoid or minimize possible impacts. We anticipate that the results of this study could be carried forward into formal NEPA documentation if one or both of these projects proceed into further planning and development.

Enclosed is a map of the corridors remaining under consideration for these projects as well as electronic ArcView GIS shapefiles of the corridors for your review. I look forward to hearing from you on the locations for these resources. You may reach me by phone at (502) 564-7183 or by fax at (502) 564-2865 for any questions or comments you may have in this request. Thank you.

Sincerely,



Annette Coffey, P.E.

for Director
Division of Planning

AC:DJG:NH

Enclosures

c: Tom Cervone, BLA
Jason Dupont, BLA
Jeff Moore
Renee Slaughter



Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Paul E. Patton
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Clifford C. Linkes, P.E.
Deputy Secretary

February 11, 2003

Mr. Lee Andrews
Field Supervisor
U.S. Fish and Wildlife Service
Ecological Services, Kentucky Field Office
3761 Georgetown Road
Frankfort, Kentucky 40601

Dear Mr. Andrews:

SUBJECT: Planning Studies
Warren County and Edmonson County, Kentucky
I-66 Scoping Study and Bowling Green Eastern Outer Beltline Scoping Study
Item No. 03-66.00 - Bowling Green I-66 (Southern Kentucky Corridor)
Item No. 03-103.00 - Bowling Green Eastern Outer Beltline

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We ask for your assistance on any critical habitat in the study area. Communication with Jim Widlak indicates that there are two such critical habitats in the vicinity. They are Coach Cave in Edmonson County for the Indiana bat and the Roaring River Passage of the Flint Mammoth Cave System (Edmonson County) for the Kentucky Cave Shrimp. Please provide locations and extent of these two critical habitats and any additional communication that may be necessary pertaining to the critical habitats in relation to these projects.

Previous correspondence from USFWS on these projects has identified federally listed species that may occur in the projects' study area. These include: Clubshell-*Pleurobema clava* (E), Rough pigtoe-*Pleurobema plenum* (E), Fanshell-*Cyprogenia stegaria* (E), Northern



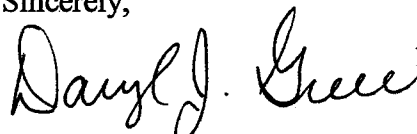
Mr. Lee Andrews
Page 2
February 11, 2003

riffleshell-*Epioblasma torulosa rangiana* (E), Indiana bat-*Myotis sodalis* (E), Gray bat-*Myotis grisescens* (E), and Eggert's sunflower-*Helianthus eggertii* (T). Our research through the Kentucky State Nature Preserves Commission and Kentucky Department of Fish and Wildlife Resources indicate multiple records of these species within our study area. However, precise location information was not included for the Indiana and Gray bats as well as Mammoth Cave shrimp, presumably due to the sensitive nature of cave locations. Any information on the location of known populations of federally listed species will help us to avoid and minimize potential impacts to these resources early in the planning process (prior to a biological assessment). We understand the sensitive nature of this information, and would be willing to meet at your office to review any data and discuss potential impacts if necessary.

These planning studies will include a scoping process for the early identification of potential alternatives, environmental issues, and impacts. We believe that early identification of issues or concerns can help us develop highway project alternatives to avoid or minimize possible impacts. We anticipate that the results of this study could be carried forward into formal NEPA documentation if one or both of these projects proceed into further planning and development.

Enclosed is a map of the corridors remaining under consideration for these projects as well as electronic ArcView GIS shapefiles of the corridors for your review. I look forward to hearing from you on the locations for these resources. You may reach me by phone at (502) 564-7183 or by fax at (502) 564-2865 for any questions or comments you may have in this request. Thank you.

Sincerely,



Annette Coffey, P.E.

 Director

Division of Planning

AC:DJG:NH

Enclosures

c: Tom Cervone, BLA
Jason Dupont, BLA
Jeff Moore
Renee Slaughter

Environmental Review Agency Meeting

Kentucky Southern Corridor (I-66)
Item # 03-66.00

Bowling Green Outer Beltline
Item # 03-103.00

Mammoth Cave National Park

January 16, 2003

9:30 AM to 3:30 PM

Rotunda Room in Hotel

Morning and Afternoon Sessions including Buffet Lunch

The Kentucky Transportation Cabinet (Planning Division) has scheduled a meeting with the Environmental Review Agencies for the Kentucky Southern Corridor (I-66) near Bowling Green, AND the Bowling Green Outer Beltline to be held at the Mammoth Cave Rotunda Room from 9:30 AM to 12:00 PM, and 1:00 PM to 3:30 PM with a buffet lunch provided to participants from 12:00 to 1:00 PM. A Planning Study and Environmental Overview are to be completed on both of these two projects. The format for the meeting will be an interactive approach between KYTC and environmental review agencies on regulatory guidance, potential major issues, and screening of preliminary corridors. A map is enclosed for directions to the meeting. We very much look forward to seeing you. Thank you!

Meeting Agenda

Morning Session (9:30 AM to 12:00)

Welcome	Annette Coffey (KYTC) Anthony Goodman (FHWA) Henry Holman (MMNP)
Introduction – Team Members – Brief History	Daryl Greer – Project Manager (KYTC)
Purpose for Meeting – Progress Report to Screening	Kent Ahrenholtz (BLA)
Public Involvement - Summary and Timeline	Jeff Moore / Keirsten Jagers (KYTC)
Study Area	Kent Ahrenholtz (BLA) Jason Dupont (BLA) David Ripple (BLA) Jerry Weisenfluh (KGS) Don Linebaugh (UK) Jason Dupont (BLA)
Planning and Engineering	
Environmental	
Traffic	
Geology	
Archaeology	
Historic Properties	
Location of Preliminary Corridors	Kent Ahrenholtz (BLA)
Open Informal Discussion with Agencies	Daryl Greer (KYTC)

Buffet Lunch

Afternoon Session (1:00 AM to 3:30 PM)

Screening Process and Preliminary Corridors	Kent Ahrenholtz (BLA)
Description of the Final Corridors	Kent Ahrenholtz (BLA)
Open Informal Discussion with Env. Review Agencies	Daryl Greer (KYTC)
What Happens After this Meeting?	Daryl Greer (KYTC)



Planning Study & Environmental Overview

**Environmental Review Agency Meeting Minutes
I-66/Bowling Green Outer Beltline Planning Studies
Warren/Edmondson Counties
Item No. 03-66.00
Item No. 03-103.00**

9:30 a.m. CST, January 16, 2003

An Environmental Review Agency meeting was held at the Mammoth Cave National Park “Rotunda” Conference Room on January 16, 2003. The meeting was held to provide an interactive approach between KYTC and environmental review agencies on regulatory guidance, potential major issues, and screening of preliminary corridors. Those present at the meeting include:

Jerry Weisenfluh, Kentucky Geological Survey
Ramona McConney, US Environmental Protection Agency – Region 4
Marla Barbour, Kentucky Department of Fish and Wildlife Resources
Henry Holman, Mammoth Cave National Park
Sam VanMeter, Natural Resources Conservation Service
Bill Payton, Kentucky State Police
Wayne Mayfield, Kentucky State Police Post 3
Bruce Patterson, Kentucky Vehicle Enforcement
John Matheney, Barren River Area Development District (BRADD)
Gene Becker, Barren River Area Development District (BRADD)
Nick Sample, Barren River Area Development District (BRADD)
Michael Briggs, Barren River Area Development District (BRADD)
Keirsten Jagers, KYTC – Public Information Officer, District 3
Jeff Moore, KYTC – Planning Branch Manager, District 3
Greg Meredith, KYTC – Chief District Engineer, District 3
Renee Slaughter, KYTC – Environmental Coordinator, District 3
Daryl Greer, KYTC – Division of Planning
David Ripple, BLA
Kent Ahrenholtz, BLA
Jason Dupont, BLA
James Mosley, BLA

Introduction – Team Members – Brief History. Daryl Greer welcomed all present and thanked them for attending the meeting during the inclement weather. He acknowledged members present from Bernardin Lochmueller and Associates, the Kentucky Transportation Cabinet, the Barren River Area Development District and the Kentucky State Police. Daryl discussed the purpose of the meeting and briefly reviewed the meeting itinerary for the morning and afternoon sessions. He mentioned the two projects I-66 (Southern KY Corridor) and the Bowling Green Outer Beltline. Daryl stated how we could achieve efficiency by looking at both projects at the same time utilizing traffic modeling and extensive public involvement. He stated they are treated as two separate projects and could either be built separately, in combination or not at all.



Planning Study & Environmental Overview

Daryl mentioned KYTC's primary focus is on eliciting public input on how the corridors should go. He stated each project is undergoing an environmental overview utilizing GIS with a focus on "avoidance". Daryl then introduced the team members and gave a brief history of the projects. He first discussed other projects in the I-66 Southern KY Corridor including: the Pike County to Mingo County, West Virginia project, nearing completion of the NEPA process; Somerset to London project, which is early in the EIS process; and the Mississippi River crossing taking the roadway into Missouri, which is still in the early planning stages. Secondly, He mentioned the study of the Bowling Green Outer Beltline project as outlined in the power point presentation. Daryl reiterated the focus on how the two projects may work together and be compatible.

Purpose for Meeting. Daryl introduced Kent Ahrenholtz who proceeded to give an overview on the purpose of the meeting, the focus of the meeting and updates on what has been accomplished on the projects. Kent mentioned there are two separate projects but they do have some compatibility. Utilizing the exhibits, He reviewed the previously identified corridors based on the fieldwork and public input received.

Public Involvement – Timeline – Progress Report to Screening.

Kiersten Jaggars discussed the various public involvement activities undertaken during the projects. She stressed that KYTC's staff has met and will meet with anyone who expresses interest in meeting with them. She stated KYTC has produced newsletters, held radio/TV interviews, displayed booths at annual events and developed an extensive email network. She stated the projects mailing list is constantly being updated and expanded. Keirsten stated KYTC developed a survey to obtain comments and utilized flip charts to capture comments from- public meetings. KYTC has also documented information received from on-site visits and walk-throughs conducted with private property owners and Tom Cervone of BLA.

Kent explained the "Timeline" exhibit, covered the "Screening Process" and discussed the "Evaluation Process" utilizing the power point presentation and handouts contained within the folders. He illustrated the extensive GIS data that was collected with a focus on avoidance. He explained how the team then developed the criterion and a laundry list of various considerations. He stated we need agency and public input for inclusion into the evaluation process. Kent mentioned the team is in the middle of a Level 2 Screening process for the final corridors. He reviewed the "Study Area" covering the human/natural environments and databases supplemented with information from businesses and general public input. He discussed the overall considerations in determining where to align the corridors. For example, to put them in new locations or along existing interstate and parkways. Other considerations included Barren River crossings, as well as crossings of the existing CSX railroad, highways and local roads. Also, KYTC considered corridors that would fit the terrain with a focus on avoidance.

Traffic. David Ripple explained the traffic model developed for the identification of existing and future traffic conditions and for the evaluation of the corridors. A 13-county regional travel demand model was developed from the Statewide Travel Model (KySTM) and the Bowling Green Travel Model. The new regional travel demand model includes greater network and travel zone detail for the outlying counties than the State model and for Warren County than the Bowling Green Travel Model. He also reviewed committed projects that have been added to the existing roadway network to establish the base condition or No Build Alternative Network.



Planning Study & Environmental Overview

David Ripple stated that the new regional travel model is based on the 2000 Census and year 2000 employment information. For the examination of future traffic conditions, two growth scenarios were developed for the year 2030. One is based on the Kentucky Statewide Travel Model socio-economic database and the other is based on the higher population forecasts of the Kentucky State Data Center. In the case of Warren County, local and regional planning officials allocated the population and employment to individual travel analysis zones based on growth trends and the comprehensive plan. In summary, I-65 is presently being widened to six-lanes from the Natcher Parkway to the Nunn Parkway with adequate right-of-way and grade-separations for eight-lanes in the future. However, year 2030 traffic forecasts indicate that eight-lanes will not achieve acceptable traffic operations on I-65.

Environment. Jason Dupont discussed the various environmental considerations such as the river, flood plains, karst issues and endangered species associated with the proposed corridors. He went on to discuss the knobs, escarpment and subterranean areas. On the human side he mentioned environmental justice considerations such as potential impacts to minorities and low-income populations.

Jason stated that the project team has met with the public to gain public comment on the corridor planning, but also to obtain additional information on cemeteries, public and historic buildings and other significant areas of interest to supplement the data derived from the GIS and windshield surveys. He pointed out that without the public's input, the team would not be aware of many cave locations, unmarked cemeteries and other information. Jason went on to discuss sink holes, archeological sites, caves, flood plains and record checks that were completed to identify many different resources. He explained how the team analyzed river crossings, sink holes, historic sites as well as other resources, with a focus on avoidance and minimization in the corridor development.

What Are We Doing? Kent Ahrenholtz utilized the corridor maps and exhibits to demonstrate the various combinations of connecting the Cumberland Parkway to the Natcher Parkway while avoiding key resources. He stated that buffers have been placed around key resources in order to avoid and protect them. He explained how the team developed the initial routes and presented them in public meetings for feedback. He noted that input from the public meetings resulted in new routes added to the project. He stated KYTC altered the proposed corridor near Richardsville along 1297 between Glasgow and Bowling Green based on input received. KYTC also reviewed detailed studies to see where potential interchanges may be located on I-65. Daryl chimed in and mentioned that several alignments were tweaked to address concerns expressed from public involvement meetings. Kent opened the meeting for informal discussions, which was followed by a brief break.

Following the break, Daryl stated that as a result of public involvement, the corridors evolved as the process went along. He mentioned that after the initial two major public meetings to present the preliminary corridors, KYTC continued their outreach efforts to smaller communities with additional local meetings. He gave examples of how KYTC adjusted alignments around Richardsville based on input received from property owners such as Mr. Grimes in the Billy Goat Hill area.



Planning Study & Environmental Overview

Screening Process and Preliminary Corridors. Kent explained the “Screening Process” by defining the study area and identifying the preliminary corridors. He then discussed the Level 1 Screening of Preliminary Corridors and the Level 2 Screening of the Final Corridors. Kent referenced the screening for fatal flaws, project goals and major environmental issues including the high, medium and low impact ratings associated with the environmental issues. He discussed the major engineering and traffic issues and explained the importance of public and review agencies input to the screening process. Kent embellished on the screening process by explaining how the team developed corridor descriptions and evaluated all of the I-69 and Outer Beltline route concepts. The evaluation focused on identifying certain advantages and/or disadvantages of each corridor. He explained how the team went on to generally discuss each corridor to determine the need for further evaluation.

Kent reviewed each individual corridor and summarized why each corridor was either recommended for further study or eliminated from further evaluation. He indicated 11 corridors were retained. Daryl explained that the team reviewed and eliminated corridors 13 through 19 to avoid underground drainage basins and other significant issues associated with the sink hole plain. The team also considered routes, which ran along ridges. In summary, the team ultimately ended up with seven (7) I-66 and four (4) Outer Beltline final corridors for further evaluation. Daryl closed by reiterating the reasons why each were retained or eliminated. The group adjourned to the dining room for buffet lunch.

Following lunch, Kent discussed the “Screening Process and the Preliminary Corridors”. He referenced the draft Level 2 Screening Evaluation (illustrated on the red and green tables). This included the seven I-66 corridors and the four Outer Beltlines corridors. He went on to discuss the assumptions for both projects within the draft Level 2 Screening Evaluation. Kent explained why the average right of way width of 400-feet was used to more accurately estimate the true impacts of the proposed projects. He mentioned alternative assumptions for a 10-lane freeway along the current I-65 route has been considered for estimation of cost, traffic and impacts to the natural and human environments. Other considerations included engineering concerns and the amount of roadway required for new locations. David Ripple then explained the traffic considerations in the Level 2 Screening Evaluation tables for the I-66 and Bowling Green Outer Beltline corridors. He noted that the traffic performance measures were related to the project goals, and were derived from regional travel model runs for the alternatives using the higher State Data Center forecasts for the year 2030. In addition to average daily traffic attracted to each of the Build alternatives, the performance measures address build alternative changes over the No Build Alternative for vehicle-miles of travel and vehicle-hours of travel for the region, Warren County and Edmonson County for trucks versus autos. To assess the diversion of traffic from local facilities, the change in vehicle-miles of travel and vehicle-hours of travel on non-freeway facilities was identified in Warren and Edmonson counties.

Over all the I-66 traffic considerations, Corridor 11 performs the best, followed by Corridor 23 and Corridor 5. Corridor 2 appears to be the worst I-66 traffic performer. If greater weight is given to regional and Warren County traffic service, Corridor A is the best Outer Beltline traffic performer. Corridor B is the best if equal weight is given to regional, Warren County and Edmonson County performance. Corridor E is the worst traffic performer regardless of the



Southern Kentucky Corridor (I-66) (Item # 03-66.00)
Bowling Green Outer Beltline (Item # 03-103.00)

Planning Study & Environmental Overview

weight given to regional or county performance. In brief, the corridors closer to Bowling Green are more effective in relieving and addressing traffic concerns.

Jason summarized the aquatic, ecosystems, and various species, historic, archeological and socioeconomic impacts associated with the screening process.

Questions & Answers

Q. The question was asked which routes are being retained?

A. The team responded by showing the exhibits of the new alignments, seven for I-66 and four for the Beltline. It was also identified that after public and agency comments are received and additional evaluation completed, the corridors would be screened down to fewer options.

Q. Can you summarize the main issues for routing folks to their destinations?

A. More industrial growth is occurring to the northeast and residential related growth is to the southeast. There is no connectivity between the roadways in the northern portion of the study area. David Ripple explained all the radial routes going into Bowling Green are congested therefore the proposed Beltline would relieve it.

Q. Will the NEPA process require one EIS or two given that they are two separate projects?

A. KYTC responded by stating legislation will have to provide funding for additional studies. Once routes are combined KYTC will later analyze and determine which projects will provide the most bang for the buck.
Also, KYTC will decide which project should be built first based on considerations such as traffic relief and future projections. All this will be addressed in conjunction with compatibility with one another.

Q. What is the proposed width to divide the I-66 highway? Will there be a barrier wall? Barrier walls tend to reduce police effectiveness to deter speeding .

A. KYTC proposes a 60 feet wide grass median at this time.

Q. In emergency situations what do you do?

A. Shorter routes that are closer fair better from the standpoint of Bowling Green.

Q. Ms. Ramona McConney, with the U.S. EPA, asked where do we proceed from an environmental standpoint?

A. KYTC would undertake baseline studies and more detailed evaluations should additional funding become available.

Q. When will funding become available?

A. The State of Kentucky's Transportation Allotment Bill is up for reauthorization this year. Kent indicated that the team is currently undertaking an initial planning document with the NEPA process in mind. However, he stressed that more detailed planning is needed to more accurately identify potential impacts, and further avoid, minimize and mitigate potential impacts.



Southern Kentucky Corridor (I-66) (Item # 03-66.00)
Bowling Green Outer Beltline (Item # 03-103.00)

Planning Study & Environmental Overview

- Q. Ms. Ramona McConney noted that the Section 106 process is a time consuming process but not specific to NEPA.
- A. The team responded that recently farm boundaries have been included associated with farmstead structures as eligible for the National Register. The potential for this type of boundary determination in the study area, increases the potential for Section 106 issues for these projects. "If we don't know the limits of the property, determinations can be delayed for some time". KYTC stated they would place the Planning Study Report along with recommendations on a website for public access.
- Q. Why did this start off as two separate projects instead of one? This is not very clear because the two projects are not totally separate.
- A. Daryl Greer stated that I-66 and the Bowling Green Outer Beltline had been identified as two separate projects in the KYTC Six Year Highway Plan and that the projects had different origins. I-66 grew out of a nationally mandated study and the Bowling Green Outer Beltline may be traced to the 1972 Bowling Green Transportation Plan. He went on to discuss the final report format.
- Q. Rather than provide intersection or interchanges, why not consider grade separation at all crossings?
- A. No at-grade intersections are planned for the facilities, all crossings will include grade separations.
- Q. Truck traffic versus commercial traffic such as HAZMAT travels along I-65. In case of an accident that leads to road closure, what personnel are available in the area to address that concern?
- A. Various emergency service providers in the area including some local volunteer fire departments have HAZMAT training.

City of Bowling Green

Jeff T. Lashlee, P.E.
City Engineer

Public Works Department
1011 College Street P.O. Box 430
Bowling Green, KY 42102-0430
www.bgky.org
PHONE: (270) 393-3628 FAX: (270) 393-3050

Bill W. Barker, P.L.S.
City Surveyor

Randall D. Farris
Asst. Public Works Director

Wm. R. "Bobby" Phelps
Operations Division Manager

Jacqueline F. Edwards, C.P.S.
Support Services Manager

Jon Lewis
Service Center Manager



Emmett L. Wood, Jr., PE
Director

January 15, 2003

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

2003 JAN 16 A 9:50
DIV OF PLANNING

Dear Ms. Coffey:

We have reviewed the scoping studies and environmental overviews for I-66 and the Bowling Green Eastern Outer Beltline and agree with the assessment of the environmental, traffic related and engineering issues presented in the screenings for each corridor. We would like to go a step further to determine how each of the proposed alternatives may impact the City of Bowling Green. The citizens of Bowling Green could benefit greatly from the addition of both an I-66 route and an outer beltline within our community but only if the location is selected with careful consideration of the needs of our community. The purpose of this review is to select our top three alternatives for the Southern Kentucky Corridor for I-66 as well as the Bowling Green Outer Beltline Corridor.

We used eight criteria to rank each of the project's corridors: seven preliminary corridors for I-66 and four preliminary corridors for the Outer Beltline as developed in the Level 2 Screening Evaluation. This criteria included the project's potential impact on the City's economic development, traffic congestion relief, local use and circulation, total project cost, constructability, existing infrastructure support, and impacts on water quality as well as potential noise impacts. Each criteria was rated on a ten point scale. A rating of 1 was indicative of the lowest rate while 10 was the best. Each criteria was also weighted based on importance to the City.

An important goal for each of the projects is to maximize the potential for better access to commercial and employment centers as well as recreational facilities for the citizens of Bowling Green. In addition, the selected alternatives should reduce current and future traffic congestion on the highways and streets within the City while at the same time providing convenient local use and good circulation patterns for motorists from within the City. Cost and constructability were outlined in the Level 2 Screening Evaluation and were

included in our ranking process. Another concern that was not considered in the total project cost for each alternative was the ability of the current infrastructure to support increased traffic and development to each of the proposed corridors. Necessary roadway improvements and potential utility work required were factors in the ranking process. Also taken from the Level 2 screening were water quality rankings. Water quality is an important regional issue due to the karst topography and cave systems present in our area. Projects were ranked based on their impact to sinkholes and blue-line streams in and around Bowling Green. Finally the potential for noise impacts to each corridor as evaluated in the Level 2 screening was included in our analysis.

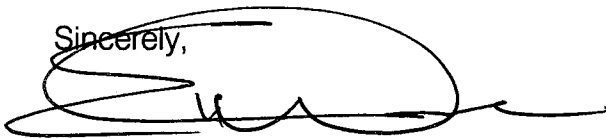
The criteria chosen addresses the major concerns we have for both proposed projects. A new east-west I-66 corridor could benefit our area in many ways. Some of the main advantages it could bring to the Bowling Green area include better circulation around the city, an alternate route in the event of an accident or road closure along the existing I-65 through Warren County, traffic congestion relief on I-65 in the Bowling Green area, and possible future access to the proposed Trimodel Transpark.

The Outer Beltline has major significance in the overall transportation system in Bowling Green. The Outer Beltline will provide enhanced circulation around Bowling Green, relieving internal traffic congestion. Additionally, the presence of this corridor would service a high-growth potential area. Finally, depending on the chosen alternative, the beltline should serve as a compliment to the selected I-66 corridor. However, based on the chosen I-66 route, portions of the beltline could be integrated with this system.

The rankings for both the I-66 Corridor and Outer Beltline are attached. We feel that I-66 corridors 11, 10, and 12 and Outer Beltline corridors A, D, and B would best serve the needs of our community while staying consistent with our future transportation goals as set forth in the 2000 Bowling Green Transportation Study.

We appreciate the opportunity to make comments on these projects. We do understand the importance of these projects and the impacts they have on our citizens.

Sincerely,

A handwritten signature in dark ink, appearing to read "Emmett L. Wood, Jr.", with a large, stylized loop at the end.

Emmett L. Wood, Jr., PE
Public Works Director

Enc: Evaluation Rating Form

Cc: Mayor Sandy Jones
Chuck Coates, City Manager
Andy Gilles, Executive Director, Planning Commission
Jeff Lashlee, City Engineer

Criteria	Weight	Final I-66 Corridors								Final Outer Beltline Corridors			
		2	4	5	10	11	12	23		A	B	D	E
*Projected cost in millions (not rated)	%	\$485.14	\$428.84	\$364.93	\$482.47	\$420.40	\$349.58	\$358.46		\$455.46	\$519.30	\$476.01	\$512.28
Economic Development - plan has an impact on economic development for Bowling Green and Warren County.	20	10.0	3.0	7.0	7.0	8.0	6.0	2.0		7.0	5.0	6.0	4.0
Traffic Congestion Relief - plan will aide in reducing traffic congestion within city limits of Bowling Green.	20	2.0	4.0	8.0	8.0	8.0	4.0	2.0		7.0	5.0	6.0	4.0
Cost - evaluation of total project cost.	5	2.0	4.2	8.9	2.0	4.8	10.0	9.3		10.0	2.0	6.8	2.0
Existing Infrastructure - promotes most efficient usage of infrastructure.	10	3.0	5.0	6.0	7.0	7.0	8.0	3.0		6.0	5.0	4.0	3.0
Circulation - promotes good external circulation patterns.	10	3.0	4.0	6.0	5.0	7.0	5.0	3.0		7.0	5.0	6.0	4.0
Water Quality - Overall potential impact on water quality.	15	5.0	2.0	2.0	5.0	5.0	8.0	5.0		2.0	2.0	2.0	2.0
Constructability	10	2.0	5.0	8.0	5.0	8.0	5.0	8.0		8.0	5.0	8.0	5.0
Noise	10	5.0	8.0	5.0	8.0	5.0	8.0	8.0		5.0	8.0	5.0	8.0
Points Possible	100	45.5	41.1	62.4	63.5	68.9	63.0	42.2		62.0	47.0	53.4	40.0

City-County Planning Commission

1141 STATE STREET
BOWLING GREEN, KENTUCKY 42101
WEBSITE: www.warrenpc.org

PHONE (270) 842-1953
FAX (270) 842-1282

January 23, 2003

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

DIV OF PLANNING
2003 JAN 29 A 10:16

RE: Planning Studies – Warren and Edmonson County, Kentucky
I-66 Scoping Study (Item No. 03-66.00) and
Bowling Green Eastern Outer Beltline Scoping Study (Item No. 03-103.00)

Dear Ms. Coffey:

The Planning Commission respectfully submits our input and comments on the above referenced scoping studies. As part of our preliminary review and comparison of the 7 alternatives for the I-66 project and 4 alternatives for the Beltline project, we have jointly created a matrix with the City of Bowling Green. That matrix was then modified to address the City – County Planning Commission's regional perspectives.

We defined eleven (11) criteria by which each alternative was ranked from 1 to 10, 1 being incompatible, adverse, or undesirable and 10 being highly compatible, beneficial, or desirable. The eleven criteria included: 1) Impact on economic development, 2) Traffic congestion relief, 3) Cost of each project, 4) Efficient usage of existing infrastructure, 5) Circulation, 6) Water quality, 7) Constructability, 8) Noise, 9) Historic and archaeological impact, 10) land use potential for economic growth, and 11) Land use impact to prime farmland. While the Level 2 information provided in the packet from your office served as the measurable unit for some of these criteria, subjective analysis of development and growth, based on past, present, and future development trends and individual experience, was added by the Planning Commission Staff. Differing opinions among Staff were discussed and rankings averaged to achieve a weighted score for each criteria and alternate.

A positive impact on economic development, utilization of suitable land masses that lend themselves well to development, and cost of construction made alternates 10, 11, 12, A, B, and D score high in our matrix. All I-66 corridors in our top three rankings utilize at least a portion of I-65. Similarly, all but one of our top three rankings for both projects contain the connector from I-65 to US 31W defined in the Six-Year Plan.

The Planning Commission understands the need to provide greater connectivity to Edmonson County and therefore supports the need for the northern portion of Outer Beltline. However, it remains our opinion that the southeast portion from the William Natcher Parkway extension to I-65 is important for the future growth of our community, as evident by recent development, and should remain as high priority. We support Alternates 11 and A, with Alternates 10 and D as additional feasible options. We also understand concerns that I-65 may not be capable to support in additional I-66 traffic volumes, even with improvements. Therefore, the Planning Commission

would support Alternate 5 should Alternates 10, 11, and 12 be removed from further consideration. The Planning Commission can see the great advantages both of these projects bring to Warren County. Both the development of I-66 and the Outer Beltline will not only provide better access to existing and future employment centers, but will significantly relieve the perceived vehicular congestion on many of the existing collectors and arterials throughout Warren County. In addition, each of our selected routes, with the exception of alternate 12, could provide a high traffic volume alternative for travelers in the event of a major accident on I-65.

Thank you again for the opportunity to submit our comments. Please contact me if you have any questions at 270-842-1953 or Eric Larson, our Staff Engineer, at larse91@bgky.org.

Sincerely,



Andrew G. Gillies, AICP
Executive Director

AGG/ewl

Attachment(s)

cc: Warren County Judge Executive Mike Buchanon
Bowling Green Mayor Sandy Jones
Chuck Coates, Bowling Green City Manager
Emmett L. Wood, Jr., P.E., Bowling Green Public Works Director
Eric W. Larson, P.E., Staff Engineer, CCPC
Jeff Moore, T.E.B.M. for Planning, KyTC District 3
Jeffrey T. Lashlee, P.E., Bowling Green City Engineer

PRELIMINARY ANALYSIS OF THE LEVEL 2 CORRIDORS BEING EVALUATED BY KENTUCKY TRANSPORTATION CABINET

Criteria	Weight	Final I-66 Corridors										Final Outer Beltline Corridors					Combined Summary	
		2	4	5	10	11	12	23	A	B	D	E	5A	124.0				
Scale: 1 (worst) to 10 (best)																		
*Projected cost in millions (not rated)	%	\$485.14	\$428.84	\$364.93	\$482.47	\$420.40	\$349.58	\$358.46	\$455.46	\$519.30	\$476.01	\$512.28	5B	112.0				
Economic Development - plan has an impact on economic development for Bowling Green and Warren County.													5D	118.3				
P&Z Ranking	15	3.0	4.0	6.0	8.0	8.0	8.2	3.0	8.0	6.0	7.0	5.0	10A	128.9				
Traffic Congestion Relief - plan will aide in reducing traffic congestion within Region													10B	116.9				
Cost - evaluation of total project cost. From Level 2 screening data	15	5.0	5.0	8.0	6.0	9.0	1.0	5.0	8.0	6.0	7.0	5.0	10D	123.1				
Existing Infrastructure - promotes most efficient usage of infrastructure.	5	2.0	4.0	6.0	3.0	6.0	8.0	7.0	8.0	3.0	7.0	4.0	11A	138.4				
Circulation - promotes good external circulation patterns throughout the Region. (Not based on any developed traffic model)													11B	126.4				
P&Z Ranking	5	1.0	3.0	4.0	6.0	6.0	8.0	5.0	6.0	5.0	5.5	4.5	12A	128.2				
Water Quality - Overall potential impact on water quality.	10	2.0	4.0	7.7	6.7	7.7	1.0	2.3	6.0	5.0	4.0	3.0	12D	122.4				
Constructability - Ease to construct, time to construct.	10	6.0	2.0	2.0	5.0	5.0	7.0	6.0	3.0	3.0	3.0	3.0						
Noise - noise pollution, nuisance	10	2.0	5.0	8.0	7.0	8.0	8.0	7.0	7.0	4.0	7.0	4.0						
Historic & Arch. Impacts - number of properties, sites affected or disturbed by roadway.	5	5.0	8.0	5.0	8.0	5.0	8.0	8.0	5.0	6.0	7.0	7.0						
Land Use Potential for Economic Growth - land is well suited for development; existing utility infrastructure easily expanded.	10	5.0	4.0	4.3	7.0	7.7	8.0	6.0	4.0	6.0	4.0	5.0						
Land Use Impact to Prime Farmland - Actively farmed land lost due to roadway corridor.	10	1.0	3.0	7.0	6.3	9.0	9.0	2.0	9.0	7.0	8.0	7.0						
P&Z Ranking	5	7.7	5.0	4.0	5.7	5.0	9.7	4.0	4.0	5.0	4.0	5.0						
	100 Points Possible	35.9	41.5	59.5	64.4	73.9	63.7	47.3	64.5	52.5	58.8	47.3						

Disclaimer: The above criteria are Subjective measures determined by the Planning Commission Staff to be good indicators of positive and negative impact. Each Staff member ranked the alternatives based on individual personal experience and review of past, present, and future development trends in the Community. Information presented in the Level 2 analysis provided by KyTC was used in those categories also listed in the KyTC data.

Greer, Daryl (KYTC)

From: James_Widlak@fws.gov
Sent: Thursday, January 09, 2003 2:26 PM
To: daryl.greer@mail.state.ky.us
Subject: I-66 Eastern Outer Beltline of Bowling Green

Daryl,

This is to inform you that the Cookeville Office of the U.S. Fish and Wildlife Service will not be represented at the upcoming scoping meeting.

As of December 2002, the Fish and Wildlife Service has an operational field

office located in Frankfort that will cover trust resource issues for Kentucky. While our office may still be involved in some project reviews

and field inspections (until the Frankfort Office is fully staffed), the staff biologists in Frankfort will be attending meetings and gradually taking on all future work in Kentucky.

We thank you for the invitation; a staff biologist from Frankfort will attend the January 16th meeting at Mammoth Cave National Park, and the Fish and Wildlife Service's comments will be issued by the Field Supervisor there.

Correspondence, coordination letters, and requests for technical assistance for future projects should be sent to:

Mr. Lee Andrews, Field Supervisor
U.S. Fish and Wildlife Service
3761 Georgetown Road
Frankfort, Kentucky 40601

We appreciate the fine working relationship we've developed over the years with the Federal Highway Administration in Kentucky and with the Kentucky Transportation Cabinet, and we hope that you will extend the same cooperation and assistance to the new Fish and Wildlife Service staff in Frankfort.

Jim Widlak
Fish and Wildlife Service Biologist
U.S. Fish and Wildlife Service
446 Neal Street
Cookeville, Tennessee 38501

phone: 931/528-6481, ext. 202
fax: 931/528-7075
email: james_widlak@fws.gov

Greer, Daryl (KYTC)

From: Combs, Kelvin (KYTC)
Sent: Tuesday, January 07, 2003 2:14 PM
To: Greer, Daryl (KYTC)

Daryl,

The Division of Aeronautics has reviewed the planning study for:

I-66 Scoping Study and Bowling Green Eastern Outer Beltline Scoping Study

Item # 03-66.00-Bowling Green I-66

Item # 03-103.00-Bowling Green Eastern Outer Beltline

Alternates 4, 5, 10, 11, and 12 could effect the new Trans-Modal Airpark. I would like to attend the public meeting scheduled for January 16, 2003.

Thanks.

Kelvin Combs
Kentucky Airport Zoning Administrator
Division of Aeronautics
(502) 564-4480

U.S. Department
of Transportation

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: obr
Phone: (314)539-3900x2381
FAX: (314)539-3755

16591.3 BAN
December 18, 2002

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

Subj: BARREN RIVER CROSSING AND THE I-66/BOWLING GREEN EASTERN OUTER
BELTLINE STUDY

Dear Ms. Coffey:

We previously determined the subject project will not require Coast Guard involvement since the existing bridge or any new crossing of the Barren River does not require a bridge permit. See the enclosed letter dated May 9, 2002, which states our position.

Thank you for extending an invitation to participate in project development but we do not intend to participate in future developments. However we would appreciate "as-built" plans of the existing and any new bridges crossing the Barren River.

If there are any questions, please contact Mr. Dave Studt at the above phone number.

Sincerely,

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

ROGER K. WIEBUSCH

Bridge Administrator

By direction of the District Commander

Encl: USCG Ltr dated May 9, 2002

2002 DEC 26 A 11:00
DIV OF PLANNING



James C. Codell, III
Secretary of Transportation

Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

Clifford C. Linkes, P.E.
Deputy Secretary

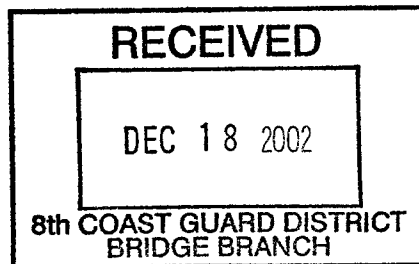
December 16, 2002

DIV OF PLANNING

2003 JAN 23 A 10: 52

Paul E. Patton
Governor

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



SUBJECT: Planning Studies
Warren County and Edmonson County, Kentucky
I-66 Scoping Study and Bowling Green Eastern Outer Beltline Scoping Study
Item No. 03-66.00 - Bowling Green I-66 (Southern Kentucky Corridor)
Item No. 03-103.00 - Bowling Green Eastern Outer Beltline

Dear Mr. Wiebusch:

On November 26, 2002, the Kentucky Transportation Cabinet sent your agency an invitation to a **meeting scheduled for the subject projects on Thursday, January 16, 2003, in the Rotunda Room of the Mammoth Cave National Park Hotel.** At that time we indicated that we would be forwarding additional information concerning these projects for your agency to review prior to the meeting. That information is attached to this letter and includes:

- Revised Agenda for the January 16th meeting
- Project Overview for each project
- Evaluation Process
- Level 1 Screening Forms for both projects
- Assumptions for Level 2 Screening
- Level 2 Impact Matrix Table for each project
- Maps of each project

This is the second of two environmental review agency meetings planned for these studies. The initial meeting was held on May 30, 2002, also at Mammoth Cave National Park.

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


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


EDUCATION
PAYS

KENTUCKY TRANSPORTATION CABINET

"PROVIDE A SAFE, EFFICIENT, ENVIRONMENTALLY SOUND, AND FISCALLY RESPONSIBLE TRANSPORTATION SYSTEM
WHICH PROMOTES ECONOMIC GROWTH AND ENHANCES THE QUALITY OF LIFE IN KENTUCKY."

"AN EQUAL OPPORTUNITY EMPLOYER M/F/D"



January 22, 2003

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

Dear Ms. Coffey:

This is in response to your letter of December 16, 2002 requesting our agency's input and comments on specific issues or concerns that might affect project alternative development for Planning Studies in Warren County and Edmonson County and I-66 Scoping Study and Bowling Green Eastern Outer Beltline Scoping Study. We are responding on behalf of the Department of Health and Human Services (DHHS), U.S. Public Health Service.

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

AREAS OF POTENTIAL PUBLIC HEALTH CONCERN:

I. Air Quality

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

II. Water Quality/Quantity

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

III. Wetlands and Flood Plains

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

IV. Hazardous Materials/Wastes

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

V. Non-Hazardous Solid Waste/Other Materials

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

VI. Noise

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

VII. Occupational Health and Safety

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

VIII. Land Use and Housing

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

IX. Environmental Justice

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

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

Sincerely yours,



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



Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

MEMORANDUM

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

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

DATE: January 24, 2003

RE: Warren & Edmonson Counties
I-66 Scoping Study & Bowling Green Eastern Outer Beltline Scoping Study
Items No. 03-66.00 & 03-103.00

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

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

Thank you for the opportunity to verbalize our concerns.

ESP/dpm





Barren County Judge/Executive

117 North Public Square - Suite 3A
Glasgow, Kentucky 42141

Telephone 270/651-3338
Fax 270/651-2844

January 24, 2003

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

RE: Item No. 03-66.00 - Bowling Green I-66 (Southern KY Corridor)
Item No. 03-103.00 - Bowling Green Eastern Outer Beltline

Dear Ms. Coffey:

This acknowledges receipt of your correspondence and attachments dated December 19, 2002, relating to the above projects. You have requested input and comments on scoping studies and environmental overviews to determine the need and potential impacts for a proposed highway project.

Please know that I fully support both projects as these accesses will provide the necessary highway improvements for this area. These projects will impact this region of Kentucky by providing better flow of traffic, alleviate traffic problems, and provide an economic growth for all surrounding communities.

Please know that I stand ready to assist the Kentucky Transportation Cabinet in whatever way necessary to promote bringing these matters to fruition.

Very sincerely yours,

A handwritten signature in cursive script that reads "Davie D. Greer".

Davie D. Greer
Barren County Judge/Executive

DDG/sjj

Greer, Daryl (KYTC)

From: WCCMG [WCCMG@WCCMG.org]
Sent: Thursday, January 30, 2003 6:41 AM
To: daryl.greer@mail.state.ky.us
Cc: planning-webpage@mail.kytc.state.ky.us
Subject: Item No. 03-66.00 and Item No. 03-103.00

Daryl,

In response to your requests dated December 19, 2002 and December 23, 2002 for comments on the "Scoping Studies and Environmental Overview for I-66

and the Bowling Green Eastern Outer Beltline" and the next Citizens Advisory Group Meeting for the same:

(1) The package of materials on the two planning projects is an almost incomprehensible conglomeration of extremely biased highway planning propaganda and illogical subjective evaluations of arbitrary routing corridors so confusingly duplicitous as to defy any sensible deductive conclusions. I find no realistic means of discerning that one amorphous "corridor" has real advantages over another;

(2) The voluminous "Level 1 Screening Forms" and "Level 2 Impact Matrix"

contain much undocumented data of questionable accuracy upon which unfounded, inconsistent and contradictory conclusions and "recommendations" are apparently based;

(3) This complex presentation of technical garbage only serves to obscure the fact that there has been no legitimate demonstration of a real need for either of the two projects, and the required evaluation of the "no-build alternative" is not to be found within these scoping study documents;

(4) Having attended all previous "Citizen Advisory Group" and "Public Information Meetings" presentations on these two projects, I'm appalled at the ready acceptance by the KYTC planning staff of very superficial and uneducated commentary. Statements to the effect that "we can always use more roads" and "we need all the jobs we can get" hardly recognize the myriad complexities of determining the nature and totality of the impacts of such projects or their ultimate desirability. The makeup of the CAG fails to meet the assumed definition (where are the "citizens"), and the

level of participation at the last two meetings suggests the wrong people were assigned to this group;

(5) Rather than gleefully compiling statements of support from individuals wishing to capitalize on commercial development opportunities that would be created by new highway construction, your proper job is to make a legitimate determination of economic and environmental feasibility under support of the community at large. I propose that the scoping process as conducted to date has substantially failed to generate truly informed

responses from significant numbers of educated members of the potentially impacted population;

(6) I seriously doubt a single respondent, either from the CAG or citizens-at-large, could pass a simple quiz on the project summaries, data tables and/or maps provided thus far. I note with extreme dismay that the promised provision of the alternative study corridor maps on the KYTC website has yet to be accomplished, despite the fact that the evaluation has already moved on to the next level. Thus it is impossible for most of the impacted population to have the opportunity to actually study these complex proposed project descriptions at their convenience;

(7) I have serious doubts that any of the proposed routes for "I-66", with the possible exception of continued improvements to the existing I-65 corridor, have any realistic potential for construction in the absence of very unlikely economic expansion and population growth that would unavoidably be accompanied by severe environmental degradation and negative sociological impacts;

(8) Just as a future energy crisis can best be avoided by improved efficiencies and conservative use practices, the KYTC would best serve the taxpayers of this state by studying means to more efficiently provide essential transportation services while protecting our existing quality of life rather than continually attempting to justify the destruction of precious farmland under the guise of "progress". Maximizing the acreage under asphalt may be a great way to promote job security for highway planners and wealth for development interests, but that is an entirely different goal than achieving the greatest public good with the least consumption of vital resources;

(9) I propose that there is no reasonable evidence to suggest that either the misrepresented "I-66 Project" or the "Bowling Green Eastern Outer Beltline Project" are likely to provide needed benefits that will exceed the tremendous inevitable costs, including the derived economic costs of unavoidable negative sociological and environmental impacts;

(10) The scoping process thus far has been nothing more than a contrived manipulation of mostly naive individuals with limited vision and interest in the overall project with the transparent goal of arriving at predetermined conclusions and recommendations. Thus it is a deceptive attempt to control and dictate the outcome rather than truly seeking input and finding public consensus.

I sincerely doubt that there is any chance that views contrary to the "politically correct" stance that "any new road is a good thing" will be given due consideration or even respect in this "planning" process. Thus the value of my continued participation and expenditure of personal time

and resources is highly questionable. Nevertheless I plan to attend the upcoming February 4, 2003 CAG meeting unless WCCMG designates another representative. However, if circumstances beyond my control prevent my attendance, I would like to receive copies of all meeting materials and handouts by mail to forward to our members for their edification.

Respectfully,

Joey Roberts



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

January 27, 2003

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

**RE: Planning Studies, Warren & Edmonson Counties, KY
I-66 Scoping Study & Bowling Green Eastern Outer Beltline Scoping Study**

Dear Ms. Coffey:

Thank you for your early coordination with us regarding the above-referenced projects. Our meeting with you on January 16, 2003 was also informative. We reviewed the information you provided, in accordance with Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act. The purpose of this letter is to provide you with early coordination regarding the project, in response to your request in the November 26, 2002 letter you sent us.

We appreciate your systematic approach in screening preliminary corridors for the two projects. Per your presentation at the recent meeting, we understand that the future of these projects is uncertain at the present time, due to funding issues. Assuming that one or both projects proceed, more detailed environmental studies would be needed. Our enclosed preliminary comments pertain to known issues in the geographic area, and are subject to change when more detailed information becomes available. It appears that your screening process identified several priority environmental issues, which would require further evaluation if the either of the projects proceed.

We look forward to reviewing the forthcoming NEPA documents for this project, and a continued productive working relationship with you. If you have any questions or need more information, please contact Ramona McConney of my staff at (404) 562-9615.

Sincerely,

A handwritten signature in dark ink, appearing to read "H. Mueller", is positioned above the typed name.

Heinz J. Mueller, Chief
Office of Environmental Assessment

**EPA Comments on
Planning Studies, Warren & Edmonson Counties, KY
I-66 Scoping Study & Bowling Green Eastern Outer Beltline Scoping Study**

General: We understand that if one or both projects proceed, further environmental studies and data gathering will be conducted. Our preliminary comments pertain to known issues in the geographic area, and are subject to change when more detailed information becomes available.

Alternatives: The NEPA document(s) prepared for the I-66 segment should discuss the status of the adjacent I-66 segments, as well as identify and provide an analysis of different alternative termini locations within the Study Area in relation to the termini of the neighboring segments.

EPA recommends that the Draft EIS prepared for either project identify a preferred alternative. This minimizes some of the issues associated with rating every action alternative, and enables us to provide a thorough review of the environmental issues associated with the preferred alternative.

The preferred alternative should avoid or minimize adverse impacts, so that the need for mitigation of impacts will be lessened or eliminated. A critical factor of the analysis of alternatives is the avoidance or minimization of adverse impacts. When alternatives are rejected, a rationale for rejection should be provided. The rationales should include environmental reasons, along with other considerations.

In addition, we note that I-66 Corridors 12 and 23 would result in the least number of environmental impacts. The data shown for the Outer Beltline project shows comparable impacts for the potential corridors. As part of the NEPA process, the no-action alternative must also be carefully evaluated.

Karst: We note that preliminary screening for karst features was completed, and that some I-66 corridors under consideration have known potential to impact karst features. All the Bowling Green Outer Beltline corridors under consideration would have a high potential for impacts on the sinkhole plain.

Due to the karst nature of the area, avoidance and/or mitigation measures will play an important role in either project, and should be planned as the projects progress.

Induced Travel: Please describe the short and long-term effects the project is expected to have on induced travel. Clarify the anticipated effect of the project on the number of car trips, since the presumption is that adding either the I-66 segment or the Outer Beltline will result in enhanced access and traffic flow.

Threatened and Endangered Species: I-66 Corridors 2, 4, and 5 would potentially impact TE species. EPA principally defers to the FWS regarding endangered species assessments and encourages continued coordination with the FWS as appropriate.

Cultural and Historic Resources: Your data notes that some potential I-66 and Bowling Green Outer Beltline Corridors would impact sites with historic and/or cultural significance. Coordination with the State Historic Preservation Officer of Kentucky will be needed to address impacts and compliance with Section 106 of the National Historic Preservation Act. We

recommend that updated information from the Section 106 review process be included in future NEPA documents for the projects.

Noise: Construction and operational noise should be predicted for the no build and each of the build alternatives. State-of-the-art noise modeling should be utilized.

FISH & WILDLIFE COMMISSION

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



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

February 3, 2003

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

Re: I-66 Scoping Study and Bowling Green Eastern Outer Beltline Scoping Study, Item No. 03-66.00 – Bowling Green I-66 and Item No. 03-103.00 – Bowling Green Eastern Outer Beltline, Warren and Edmonson Counties, Kentucky

Dear Ms. Coffey:

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

Corridor 23 would have least impacts on the karst and sinkhole system associated with the Mammoth Cave area. Corridors 4 and 10 and corridors 5 and 11 would combine the I-66 and Bowling Green Outer Beltlines and would have less impacts overall. The alternative chosen should have minimal impacts overall to the environment and threatened and endangered species.

In areas where gray bats are known to occur, any cave entrances that exist within the project area (i.e. the right-of-way and regeneration sites) should be surveyed for potential use by gray bats. Because gray bats are cave residents year-round and maternity colonies are generally found in close proximity to rivers, streams and lakes, any caves within the project area could offer potentially valuable habitat to resident gray bats. If a bat survey is necessary, please contact this office at (502) 564-7109 or the US Fish and Wildlife Service office at (931) 528-6481 for information on how to proceed.

The federally endangered Indiana Bat (*Myotis sodalis*) inhabits this area. It forms maternity colonies and roosts with its young under the bark of trees along streams and adjacent upland areas, usually from the middle of May to the middle of August. Disturbance in riparian areas during this time period should be avoided in order to minimize potential impacts to the species.



2003 FEB -7 A 9:43
DIV OF PLANNING

Page Two
Ms. Coffey
February 3, 2003

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

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

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

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

Sincerely,



Marla T. Barbour
Fisheries Biologist III

cc: Environmental Section File



DIV OF PLANNING

2003 FEB 12 A 9:08

James C. Codell, III
Secretary of Transportation

Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

Paul E. Patton
Governor

Clifford C. Linkes, P.E.
Deputy Secretary

MEMORANDUM

TO: Annette Coffey, Director
Division of Planning

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

DATE: February 11, 2003

SUBJECT: Item No. 03-66.00 – Bowling Green I-66
Item No. 03-103.00 – Bowling Green Eastern Outer Beltline
Warren and Edmonson Counties

Bowling Green has been designated as a new Metropolitan Planning Organization (MPO) in Kentucky after reaching the required population in the 2000 Census. The new MPO will be responsible for completing required planning documents, including a Long Range Plan and Transportation Improvement Program. As the MPO is the decision-making authority for all transportation-related projects, close consultation with the MPO about these projects would be ideal. However, at this point in its early stages of formation, the MPO is not organized adequately to comment as an agency. Until the summer of 2003, comments should be solicited from the MPO membership: the County Judge-Executive and the Mayor of Bowling Green.

This Division's responsibilities include air quality conformity requirements in both rural and urban areas. The environmental screening reports for both projects note the "potential to affect air quality standards." Projects would not affect the "standards", but could affect the ability of the area to meet the National Ambient Air Quality Standards (NAAQS). The screening needs to report if the projects have the potential to change the "status" (attainment or non-attainment) of these national standards. In addition, Edmonson County is currently in "attainment" of the ozone standard, but is in the maintenance phase. This means that any project (alternative) that impacts the county is subject to the



conformity process. Projects must conform to the Clean Air Act by ensuring that it will not adversely affect air quality. Any project that increased vehicle miles traveled (VMT) impacts air quality and the conformity process. Therefore, at a minimum, any project in Edmonson County should show "high" potential to affect air quality "status". Warren County, the likely source of most of Edmonson County's air quality concerns, is currently in attainment status and not subject to conformity requirements. However, recent data indicated that it will be designated non-attainment for ozone based on the 8-hour NAAQS. When this happens, Warren County will be subject to the conformity process. The subject projects will increase VMT, which means they will have a high potential to affect the air quality status of Warren County.

Other Kentucky MPO areas are facing the consequences of sprawling development that strains already overburdened infrastructure resources considerably. Although fully controlled access facilities generally limit sprawl, the potential for significant impact of uncontrolled development should be analyzed by determining both projects' sprawl potential. In addition, the local officials need to be informed of this issue so they can act to reduce sprawl potential through good planning and zoning well before the projects are completed.

Please contact Charles Schaub of this Division, for more information about air quality concerns, Smart Growth issues, MPO documents, previous Small Urban Area (SUA) studies in the area, and the MPO planning process.

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

One of the I-66 project goals is to "improve access and mobility in depressed or impoverished regions." Although Kentucky Interstate bridges and facilities traditionally do not accommodate bicycles or pedestrians, including additional modes of travel will help meet that project goal. All of the preferred seven corridors mention a new bridge except for Alternate 20. This Division recommends a separate bicycle and pedestrian path be incorporated in the design of the bridge, if the chosen alternate includes a bridge. Other states have expanded Interstate bridges allowing bicycle and pedestrian access, including Pennsylvania and Oregon. Examples of this type of access can be provided upon request. Please contact Paula Nye of this Division, at (502) 564-7686, for any questions about bicycle and pedestrian concerns.

We look forward to working with your Division to facilitate your study efforts in our MPO areas, air quality non-attainment and maintenance areas, and by increasing awareness of bicycle and pedestrian issues.

MLH/LJS/CPS/PEN/AJT



United States Department of the Interior
FISH AND WILDLIFE SERVICE
3761 GEORGETOWN ROAD
FRANKFORT, KY 40601

January 31, 2003

DIV OF PLANNING
2003 FEB 11 A 10:37

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

Subject: FWS #03-0445, KTC Item No. 03-66.00 and 03-103.00

Dear Ms. Coffey:

The Fish and Wildlife Service (Service) has received your November 26, 2002, correspondence that requested our review and comments on the proposed alignments associated with the planning studies for Item No. 03-66.00 (Bowling Green I-66 Southern Kentucky Corridor) and Item No. 03-103.00 (Bowling Green Eastern Outer Beltline). We have reviewed the information that was provided, and we have a number of comments as outlined below.

Our field office in Cookeville, Tennessee, provided you with general comments on these projects in correspondence dated June 14, 2002. Please note that we now have a fully functional field office in Frankfort, Kentucky, that will assume the lead role in coordinating these projects in the future. The Kentucky Field Office address is listed above.

The comments provided by the Cookeville Field Office identified a number of issues that we believe you should consider during the siting process for these two road alternatives. These issues included the potential effects of these road alternatives on sensitive karst ecosystems and federally-listed species. We note that the number of alternatives that may produce high levels of impacts to listed species has been reduced, and we appreciate your efforts to eliminate many of the most environmentally-damaging alternatives, particularly those that have the potential to have adverse effects on listed species. Further, we support the continued efforts of the Kentucky Transportation Cabinet to further avoid and/or minimize environmental impacts while still meeting the public's need for the project.

Since no final alternative for either project has been identified, we cannot provide detailed comments on the likely effects of the proposed projects on federal trust resources, such as migratory birds, listed species, and aquatic habitats. Instead, we recommend that you consider the following issues and recommendations as you continue to analyze the remaining proposed alternatives. These issues and recommendations will be central to our future evaluation(s) and coordination with you on these projects.

- 1) We continue to be concerned about those alternatives that have the potential to impact sensitive karst resources, particularly those associated with the listed and other at-risk species that occur on and in the vicinity of Mammoth Cave National Park. Alternatives that avoid or minimize potential impacts to surface and subsurface hydrologic systems are preferred by the Service. Controlling contaminant and sediment inputs into these systems and limiting hydrologic alterations to these systems will be integral to protecting them.
- 2) We also continue to be concerned about potential impacts to federally-listed species. For these projects, we hope that you will be able to avoid impacts to all terrestrial, listed species in the vicinity. However, we also recognize that it may be impossible for you to completely avoid impacts to listed aquatic species due to the numerous stream crossings that will be necessary. As such, we are committed to working with you to minimize impacts where possible and to identify any further minimization and mitigation measures that may be necessary.
- 3) The Barren and Green River systems are important for the aquatic biodiversity that they contain. In order to adequately protect this important resource, we recommend that you focus on proposed alignments that either (1) utilize existing road alignments as much as possible and (2) avoid and minimize impacts to streams and wetlands to the maximum extent possible. Further, we also recommend that the chosen alternatives bridge all perennial streams and utilize the most stringent erosion and sediment control measures possible to protect aquatic resources.
- 4) We also recommend that the chosen alignments be as close to Bowling Green as possible. This will help minimize the amount of long-term, chronic habitat degradation that often results from construction of high-flow road corridors and the associated development that follows.

Once the final alternatives are chosen, a biological assessment should be prepared that evaluates the effects of those alternatives on federally-listed species known to occur in the vicinity. This biological assessment should also contain a determination of whether or not the proposed projects are likely to adversely effect those species. A copy of this biological assessment and any supporting data and analysis that goes with its findings should be submitted to this office at the address listed above for our review and potential concurrence.

Thank you for the opportunity to comment on these projects. If you have any questions or comments on this letter, please contact me at 502/695-0468.

Sincerely,

Virgil Lee Andrews, Jr.
Field Supervisor

xc: L. Barclay, FWS, Cookeville FO