

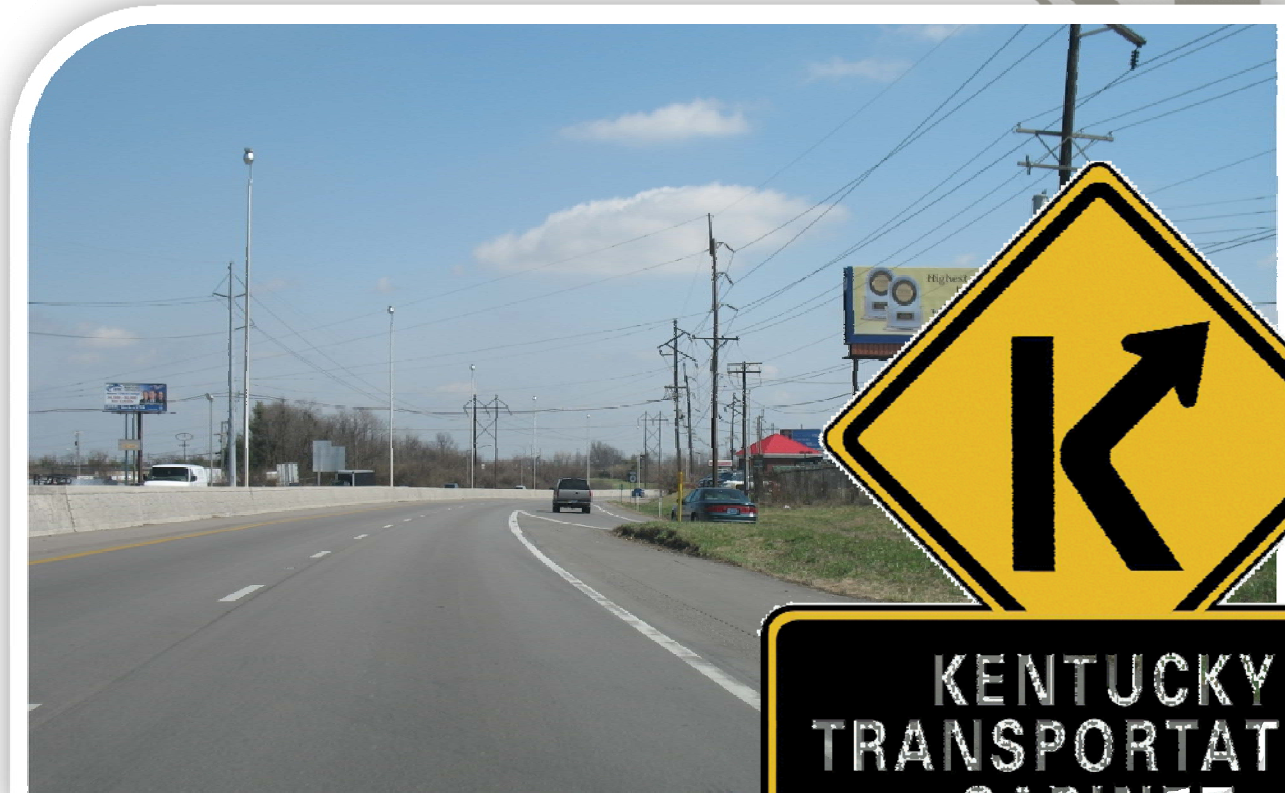
# Categorical Exclusion Level 2

New Circle Road (KY 4) Reconstruction and Major Widening from  
Georgetown Road to Boardwalk/Colesbury Circle  
Lexington, Fayette County, Kentucky

Item No. 7-366.00

Submitted to:

Kentucky Transportation Cabinet  
District 7  
Lexington, Kentucky



October 2011



# KENTUCKY TRANSPORTATION CABINET CATEGORICAL EXCLUSION ENVIRONMENTAL DETERMINATION CHECKLIST

## 1. PROJECT INFORMATION

SYP Project #: 07-366.00	Route: KY 4 (New Circle Rd)	Work Type: Reconstruction and Major Widening	County: Fayette
Project Description: Widening of New Circle Road from Georgetown Road to Boardwalk including Newtown Pike interchange and the addition of frontage roads		Purpose and Need: The purpose and need of this project is to improve safety, capacity, and system linkages between Georgetown Road and Newtown Pike.	
Roadway Conditions and Setting: Uncontrolled access to/from New Circle Road in urban, commercial area between Georgetown Road and Newtown Pike		Traffic Volume: Current- <u>62,000</u> ADT Design Year (2030)- <u>83,450</u> ADT	
Project Length: <u>1.284</u> miles Begin MP: <u>8.731</u> End MP: <u>10.015</u> Note: If project length is > 1 mile and on a new alignment, project may not be eligible for CE Level 1 and DEA and FHWA must be consulted.		Number of alternative(s) considered including "No Build": <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 4 - <u>Discuss all alternatives in Section 3</u>  <u>See Section 3. Alternatives Summary</u>	

## 2. ENVIRONMENTAL DETERMINATION

☒ Categorical Exclusion- Level 2 (Attach all project correspondence and documentation)

### APPROVAL SIGNATURES

Becun Banica  
District Environmental Coordinator

8/2/11  
Date

Robert Whaley  
Project Manager

8/2/11  
Date

☐ All appropriate project commitments/mitigation and identified required future work have been entered into the CAP

Daniel M. Waldner  
Division of Environmental Analysis  
(required for Level 2)

10/25/11  
Date

\_\_\_\_\_  
Federal Highway Administration  
(required for Level 3)

\_\_\_\_\_  
Date



**3. ALTERNATIVES SUMMARY**

*Describe all alternatives that were evaluated, their impacts and the reason(s) for elimination or selection.*

**REQUIRED ATTACHMENTS:** ☒ Location Map ☒ Plan Map/Sheet(s)

The initial planning study for the signalized portion of New Circle Road was completed in April 2002. In a July 13, 2005 meeting, four alternatives from this planning study were presented to the project team (i.e., 1 through 4). In the March 2006 planning study addendum, eight alternatives, some of which had been eliminated from further study, were described.

Alternative 1 was developed so that non-through traffic would to utilize service roads and funnel all traffic through traffic signals. This alternative was eliminated during development of the planning study addendum in 2006; however, service roads have been incorporated into other alternatives currently being considered.

Alternative 2 would have provided slip ramps for a portion of the traffic entering and leaving New Circle Road. Alternative 2 was modified in November 2007 to create Alternative 6. Alternative 6 was almost immediately eliminated because it would need to be constructed in phases due to lack of funding.

Alternative 3 would have eliminated weaving between Georgetown Road and Newtown Pike through the use of additional bridges to braid the ramps. Alternative 3 was eliminated during development of the planning study addendum in 2006 because the project team felt that the costs associated with constructing additional bridges would be much larger than funding would allow.

Alternative 4 would have provided Collector-Distributor (C-D) Roads that would begin west of Georgetown Road and merge east of Newtown Pike. Alternative 4 would have had a higher cost than the other alternatives, and property would have been acquired from Lexmark for right-of-way. In addition, this alternative would have been much more difficult to construct in phases due to the lengths of the ramps. This alternative was modified in November 2007 to create Alternative 5 because the project team felt that the size of this alternative might be much larger than funding would allow.

After eliminating Alternatives 1, 2, 3, 4, and 6, four alternatives, including the No-Build Alternative, were evaluated for the proposed reconstruction of the KY4/New Circle Road mainline from Boardwalk/Colesbury Circle to Georgetown Road. Six alternatives were considered for the South Frontage Road and two alternatives were considered for the North Frontages Road. Each of these alternatives is compatible with the Georgetown Road ramp improvements that were recently constructed; a barrier-divided median was also constructed throughout the project area.

**MAINLINE****No-Build Alternative**

The No-Build Alternative is used to designate the default situation that is the likely occurrence to not implement any construction actions. The purpose of defining a No-Build option and estimating its consequences is to establish a benchmark against which all viable alternatives are compared. For this project, the No Build Alternative is defined as no new alignment/no reconstruction.

The short merging length (300 feet) from Georgetown Road onto KY 4/New Circle Road combined with high traffic volumes make merging difficult. Accidents and congestion will continue and likely increase with the No-Build Alternative.

The No-Build Alternative would also be expected to fail to supply adequate transportation support of existing economic activities throughout the project area. Inadequate transportation systems increase the costs of obtaining supplies and raw materials required for production and create difficulties for workers in reaching employment locations in terms of time, predictability, economy, and safety of travel. This could lead to increased personnel and shipping costs and harmful erosion of competitive advantages for certain businesses and industries, ultimately resulting in displacement or relocation.

Based on the above discussion, the No-Build Alternative is not expected to meet the project purpose and need nor provide

an acceptable solution for the transportation problems identified. The No-Build option is not in the best overall public interest and is not considered a prudent and feasible choice.

### **Build Alternatives**

#### **Alternative 5: SPUI Alternative with Ramp Modifications**

Alternative 5 includes improvements to the existing Georgetown Road interchange ramps, a complete redesign of the Newtown Pike interchange, and the widening of KY 4/New Circle Road to six 11- to 12-foot lanes; auxiliary lanes will be added in both directions between the Georgetown Road/New Circle Road interchange and the Newtown Pike/New Circle Road interchange.

**Georgetown Road:** Under KYTC Item Numbers 7-114, 7-115, and 7-116, several changes were made to the Georgetown Road/New Circle Road interchange. The westbound Georgetown Road off-ramp from New Circle Road was recently widened to accommodate forecasted traffic volumes; the ramp includes dual left turn lanes and an exclusive right turn lane at Georgetown Road. The eastbound Georgetown on-ramp remained a single lane ramp with a slight shift in the horizontal alignment near KY 4. An additional lane was added to New Circle Road to improve the weaving between Georgetown Road and Newtown Pike.

**Newtown Pike:** The Newtown Pike interchange is proposed to be replaced with a single point urban interchange (SPUI). This configuration will require one signalized intersection by aligning the left turn movements of the exit ramps (onto Newtown Pike) opposite one another; in all, a single intersection is formed at the center of the grade-separated structure. To accommodate this type of intersection, the current Newtown Pike bridge will be replaced by a new structure. All left-turning on and off-ramps will be two lanes and will merge with one-lane, right-turning on-ramps. The east- and west-bound two-lane off-ramps will split into two left-turning lanes and one right-turning lane. Two six-foot bike lanes, one in both traffic directions, will be added to Newtown Pike.

**New Circle Road:** New Circle Road will be widened to allow for six 11- to 12-foot lanes, 10-foot outside shoulders, and a 10-foot inside shoulder with a median barrier separating the travel way. In addition, New Circle Road will be built with auxiliary lanes, one in each direction, from the Georgetown Road/New Circle Road interchange to the Newtown Pike/New Circle Road interchange. The Georgetown Road bridge over New Circle Road will not be reconstructed to provide for six lanes on New Circle Road; therefore, New Circle Road will widen to six lanes east of the Georgetown Road bridge. Direct access to New Circle Road will be eliminated for businesses between the Georgetown Road and Newtown Pike Interchanges. Frontage roads will be required to provide access to the businesses between Georgetown Road and Newtown Pike that will lose access as a result of the widening.

**Boardwalk/Colesbury Circle:** New Circle Road access to Lexmark will remain extant: right-in, right-out. This alternative will require the replacement of the bridge connecting the Lexmark campuses due to the additional New Circle Road lanes. The median will remain open at Boardwalk/Colesbury Circle during this phase but is planned to be closed as a result of future widening.

#### **Build Alternative 7: Tight Diamond Interchange**

Alternative 7 includes improvements to the existing Georgetown Road interchange ramps, a complete redesign of the Newtown Pike Interchange, and the widening of New Circle Road to six 11- to 12-foot lanes; auxiliary lanes will be added in both directions between the Georgetown Road/New Circle Road interchange and the Newtown Pike/New Circle Road interchange.

**Georgetown Road:** The Georgetown Road intersection improvements for Alternative 7 are consistent with those of Alternative 5.

**Newtown Pike:** The Newtown Pike interchange is proposed to be replaced with a tight diamond interchange. This configuration will eliminate the current partial cloverleaf pattern and associated merging and weaving conditions at all on



and off-ramps by implementing two signalized intersections at both ends of the grade-separated interchange. A new interchange structure over New Circle Road will need to be constructed. Each on-ramp will consist of two lanes, whereby left-turning traffic will have two lanes from which to access New Circle Road. To accommodate capacity from east-bound New Circle Road, the ramp will consist of three turning lanes, whereby left-turning traffic will have three lanes from which to access north-bound Newtown Pike. The west-bound off-ramp will consist of two lanes, whereby left-turning traffic will have two lanes from which to access south-bound Newtown Pike. Two six-foot bike lanes, one in each direction, will be added to Newtown Pike. Newtown Pike will be constructed with curb-and-gutter, 10-foot shoulders, and a 32-foot median in non-intersection areas.

**New Circle Road:** New Circle Road will be widened to allow for six 11- to 12-foot lanes, 10-foot outside shoulders, and a 10-foot inside shoulder with a median barrier separating the travel way from Georgetown Road to Boardwalk/Colesbury Circle. In addition, New Circle Road will be built with auxiliary lanes, one in each direction, from the Georgetown Road/New Circle Road interchange to the Newtown Pike/New Circle Road interchange. The Georgetown Road bridge over New Circle Road will not be reconstructed to provide for six lanes on New Circle Road; therefore, New Circle Road will widen to six lanes east of the Georgetown Road bridge. Direct access to New Circle Road will be eliminated for businesses between the Georgetown Road and Newtown Pike Interchanges. Frontage Roads will be required to provide access to the businesses between Georgetown Road and Newtown Pike that will lose access as a result of the widening.

**Boardwalk/Colesbury Circle:** The proposed Boardwalk/Colesbury Circle improvements for Alternative 7 are consistent with those of Alternative 5.

#### **Build Alternative 8: Partial Cloverleaf Interchange**

Alternative 8 includes improvements to the existing Georgetown Road interchange ramps, elimination of one cloverleaf Newtown Pike interchange ramp, and the widening of New Circle Road to six 11- to 12-foot lanes; auxiliary lanes will be added in both directions between the Georgetown Road/New Circle Road interchange and the Newtown Pike/New Circle Road interchange.

**Georgetown Road:** The Georgetown Road intersection improvements for Alternative 8 are consistent with those of Alternatives 5 and 7.

**Newtown Pike:** The Newtown Pike interchange is proposed to be modified to a partial cloverleaf interchange. A new interchange structure over New Circle Road will need to be constructed. The cloverleaf on-ramp from north-bound Newtown Pike to west-bound New Circle Road will be replaced by a two-lane on-ramp north of New Circle Road that merges with a one-lane on-ramp from south Newtown Pike. This three-lane ramp will taper to two lanes before merging with west-bound New Circle Road. The southern-most ramp lane and the northern most west-bound New Circle Road lane will merge while the outermost will continue to the Georgetown Road off-ramp. The remaining portions of the partial cloverleaf interchange will be unchanged. Two six-foot bike lanes, one in both traffic directions, will be added to Newtown Pike. Newtown Pike will be constructed with curb-and-gutter, 10-foot outside shoulders, and a 32-foot median in non-intersection areas.

**New Circle Road:** New Circle Road will be widened to allow for six 11- to 12-foot lanes, 10-foot outside shoulders, and a 10-foot inside shoulder with a median barrier separating the travel way. In addition, New Circle Road will be built with auxiliary lanes, one in each direction, from the Georgetown Road/New Circle Road interchange to the Newtown Pike/New Circle Road interchange. The Georgetown Road bridge over New Circle Road will not be reconstructed to provide for six lanes on New Circle Road; therefore, New Circle Road will widen to six lanes east of the Georgetown Road bridge. Direct access to New Circle Road will be eliminated for businesses between the Georgetown Road and Newtown Pike Interchanges. Frontage roads will be required to provide access to the businesses between Georgetown Road and Newtown Pike that will lose access as a result of the widening.

**Boardwalk/Colesbury Circle:** The proposed Boardwalk/Colesbury Circle improvements for Alternative 8 are consistent with those of Alternatives 5 and 7.

**SOUTH FRONTAGE ROAD****No-Build**

No provisions would be made for businesses whose only access is currently to/from New Circle Road. In addition, no improvements would be made to the Finney Drive and Georgetown Road intersection, which uses the New Circle Road off-ramp signal.

**Alternative 1**

Alternative 1 realigns the west end of Finney Drive from its current location to the south at the intersection of Georgetown Road and Lima Drive. The east end of Finney Drive would connect to Newtown Pike via Adcolor Drive through the Janell, Inc. parking lot. This alternative would require the relocation of four businesses: Water Works Car Wash; Finney Mechanical, Inc. (office building only); Tire Discounters; and Hands On Originals. Improvements to Adcolor Drive would also be required to accommodate increases in the amount and types of vehicles.

**Alternative 2**

Alternative 2 also realigns the west end of Finney Drive from its current location to the south at the intersection of Georgetown Road and Lima Drive. The east end of Finney Drive would end with a cul-de-sac west of Janell, Inc. This alternative would require the relocation of four businesses: Water Works Car Wash; Finney Mechanical, Inc. (office building only); Tire Discounters; and Hands On Originals.

**Alternative 3 (Blue)**

Alternative 3 also realigns the west end of Finney Drive from its current location to the south at the intersection of Georgetown Road and Lima Drive. The east end of Finney Drive would be extended to Adcolor Drive and Kennedy Drive through the Janell, Inc. parking lot. This alternative would require the relocation of four businesses: Water Works Car Wash; Finney Mechanical, Inc. (office building only); Tire Discounters; and Hands On Originals. Improvements to Adcolor Drive and Kennedy Drive would be required to accommodate increases in the amount and types of vehicles.

**Alternative 4 (Red)**

Alternative 4 also realigns the west end of Finney Drive from its current location to the south at the intersection of Georgetown Road and Lima Drive. The east end of Finney Drive would connect to Newtown Pike via Kennedy Drive and Adcolor Drive through the C&M Giant Tire building. This alternative would require the relocation of four businesses: Water Works Car Wash; Finney Mechanical (office building only); Tire Discounters; and C&M Giant Tire. Improvements to Adcolor Drive and Kennedy Drive would be required to accommodate increases in the amount and types of vehicles.

**Alternative 5 (Yellow)**

Alternative 5 also realigns the west end of Finney Drive from its current location to the south at the intersection of Georgetown Road and Lima Drive. A cul-de-sac would be built on the east end of Finney Drive to accommodate truck traffic, but would connect to Adcolor Drive. This alternative would require the relocation of four businesses: Water Works Car Wash; Finney Mechanical, Inc. (office building only); Tire Discounters; and Hands On Originals. Improvements to Adcolor Drive would be required to accommodate increases in the amount and types of vehicles.

**NORTH FRONTAGE ROAD****Alternative 1**

This alternative would allow access to businesses whose only access is currently to/from New Circle Road; however, the construction of this frontage road will eliminate parking and reasonable access to three businesses that rely upon tractor



NA Y N

trailers to deliver products or to service for their business: Justice Shamrock Glass; Fleet Services, Inc.; and United Auto Center. Double B Distributors would have access, but they would be the only business to benefit from the construction of the frontage road.

### **Alternative 2 (No-Build)**

This alternative does not allow access to existing businesses whose only access is currently to/from New Circle Road. Three businesses would be relocated as a result of lack of access: Double B Distributors; Justice Shamrock Glass; D&J Auto Repair & Towing; and Fleet Services, Inc.

## **PREFERRED ALTERNATIVES**

### **Mainline**

**Alternative 8** was chosen because of expected LOS, the elimination of weaving near Newtown Court, and less stopping points than the other alternatives. Although the public preferred Alternative 5, traffic may not move as freely with Alternative 5 as it would with Alternative 8 considering the amount of tractor-trailer traffic that travels the route. The Newtown Pike interchange will vary in Level of Service (LOS) and Average Vehicle Delay:

- o Alternative 5 has an LOS of "D" and an average delay of 37.5 seconds/vehicle;
- o Alternative 7 has an LOS of "D" and an average delay of 41.7 seconds/vehicle on the inner loop and a LOS of "C" and an average delay of 23.9 seconds/vehicle on the outer loop; and
- o Alternative 8 has an LOS of "B" and varies from 19.2 (inner) to 16.5 (outer) seconds/vehicle. Weaving is moved away from Newtown Court due to the elimination of the northbound cloverleaf, and sometime in the future, the southbound movement on Newtown Pike will need to be signalized.

Alternative 8 will have two 12-foot travel lanes and a posted speed limit of 55 miles per hour west of Newtown Pike. East of Newtown Pike, New Circle Road will have two 11-foot lanes and a 45 mile per hour posted speed limit.

### **South Frontage Road**

At a project team meeting on March 3, 2010, **Alternative 2** was designated as the preferred alternative. This alternative provides adequate and safe access to Finney Drive from Georgetown Road, but does not require improvements to Adcolor Drive or Kennedy Drive. The frontage road will consist of two 12-foot lanes in a curb-and-gutter typical cross section. The posted speed limit and design speed of the project will be 25 miles per hour.

### **North Frontage Road**

The **No-Build Alternative** was designated as the preferred alternative due to the amount of business parking and direct access lost to construction of the frontage road. At a stakeholders' meeting on December 11, 2007, property owners potentially affected by the frontage road generally preferred the no-build alternative. Double B Distributors, the only business that would retain enough parking and proper access to maintain a business if the frontage road were built, stated that they are not partial to their existing location; they could continue their business if the frontage road were built or if they were required to relocate because their building were acquired. The No-Build Alternative may leave some uneconomic remnants, which are remnant properties that have been determined by the Cabinet as having little or no utility to the owner; however, remnant pieces may be sold to adjoining property owners or another state agency.

## **4. COMMENTS AND COORDINATION**

*Attach all letters, meeting minutes and copies of any newspaper advertisements.*

1. Will the project have public, local government and resource agency outreach?

**YES****NO**

Project: 07-366.00County: FayetteRoute: KY 4TC 58-48  
Rev. 03/08**NA** **Y** **N***Identify type of outreach used:*Meeting(s) ☒ Date(s): December 11, 2007, May 3, 2007, and March 7, 2008Newspaper Adv. ☒ Newspaper Name Lexington Herald-Leader Date(s): April 18 and 26, 2007Meeting(s) with local government and affected property owners ☒ Date(s): December 11, 2007, May 3, 2007, and March 7, 20082. Was there public or agency controversy on the project? *If "Yes", explain in #*☐☒

3. Additional work needed to resolve all public, resource agency, and property owners concerns?

☐☒*If "Yes" explain plans for resolution in #4 below.*4. *Describe any unresolved issues:* One public meeting and two stakeholder meetings were held. On October 30 and 31, 2007, and November 19, 2007, field visits and contacts were made to interview property and business owners in the project area. No known unresolved issues exist. The public meeting summary is on file at the KYTC District 7 Office.**5. ENVIRONMENTAL COMMITMENTS, MITIGATION, REQUIRED FUTURE ACTIONS AND OTHER COMMENTS**1. Does the project have environmental commitments, mitigation measures, additional environmental investigations, studies or approvals still to be completed? *If "Yes", DEC should advise Project Manager for consideration of CAP entry in Oracle.***YES**☒**NO**☐

2. Identify all issues: A USACE LON will be required for construction of the proposed project. In addition, the project appears to be in the 100-year floodplain; analysis and coordination by KYTC will be required.

3. Other unique environmental or engineering factors that require consideration through the remaining project development (excess excavation needs, utility considerations, drainage problems, geotechnical issues, topographic constraints, mines, acidic rock, drinking water wells, etc.): If land is acquired from H&amp;R Oil or Janell, Inc. (Former Great Midwest Storage &amp; Moving), further hazardous materials/underground storage tank investigations are recommended.



Project: 07-366.00County: FayetteRoute: KY 4TC 58-48  
Rev. 03/08**NA** **Y** **N****6. ENVIRONMENTAL CONDITIONS AND CONSEQUENCES****A. Right-of-Way Impacts:**

1. Does the project require the acquisition of right-of-way?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Business or residential relocations required. No. of relocations: Residential <u>0</u> Business: <u>8</u> *	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Suitable properties available: Residential: <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown Describe "NO" in A.8		
Business: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown Describe "NO" in A.8		
3. Full or partial property acquisition required. Estimated acreage: Fee Simple: <u>9.91 acres</u> Permanent Easement: <u>  </u> *	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Will excess excavation sites be required? <input type="checkbox"/> Designated <input type="checkbox"/> Permitted/Available for Contractor <input type="checkbox"/> Unknown (must note in Sec. 5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Property transfer from a State or Federal agency required. List agency(ies) in A. 8 below	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Last resort housing required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Cemetery affected by project	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>* If total acreage &gt;10 acres or total relocations are &gt;5 –consult with DEA</p> <p>* If total acreage is &gt;25 acres or total relocations are &gt;10 DEA consults with FHWA</p>		

8. Describe Impacts/Comments: The north frontage road will not be constructed (see explanation in Section 3 of this checklist and Section 4.7 in attached documentation); therefore, four business relocations will result from the elimination of access along westbound New Circle Road: Fleet Services, Inc.; D&J Auto Repair & Towing; Justice Shamrock Glass; and Double B Distributors. An additional four business relocations will result from the elimination of access along eastbound New Circle Road and the construction of the southern frontage road: Water Works Car Wash; Finney Mechanical (one building); Tire Discounters; and Hands On Originals. Figure 1 depicts business relocations as a result of the project. No residential relocations or excess excavation sites will be required.

**B. Economic Impacts:**

1. The project will have economic impacts on the regional and/or local economy, such as effects on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. The project will affect established businesses or business districts.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Describe Impacts/Benefits: The proposed project will relocate several businesses that contribute to Fayette County tax revenues. Businesses south of New Circle Road will not be accessed from New Circle Road; instead, a frontage road will be built that will be accessed from Georgetown Road. It is expected that the businesses that remain will have better access once the frontage road is complete. Four businesses north of New Circle Road will lose access because no frontage road will be built to serve them. Businesses outside the project area may benefit from better driving conditions through the project area. Indirectly, employment opportunities will decrease initially due to the removal of businesses, but the remaining businesses may increase employment due to better driving conditions and safer access in the project area.		

**C. Social Impacts:**

- |   |                                     |                                     |
|---|-------------------------------------|-------------------------------------|
| 1. The project will affect neighborhoods or community cohesion for the various social groups.   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 2. The project will affect travel patterns and accessibility (e.g., vehicular, commuter, bicycle, or pedestrian).   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 3. The project will affect school districts, churches, businesses, police and fire protection, etc. Include the direct impacts and the indirect impacts that may result from the displacement of households and businesses.   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 4. The project will affect publicly owned public park, recreation area, or wildlife or waterfowl refuge. <i>If "Yes", Section 4(f) must be completed.</i>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 5. Was Land and Water Conservation Fund Act funding used for any purpose at the publicly owned public park, recreation area, or wildlife or waterfowl refuge? <i>If "Yes", Section 6(f) must be completed.</i>  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 6. The project will impact the elderly, handicapped, nondrivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged.  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 7. The project will significantly or disproportionately impact minorities or disadvantaged persons (Environmental Justice, E.O. 12898).   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 8. Describe Impacts/Benefits: No residential relocations are expected as a result of the proposed project; therefore, no neighborhoods or communities will be affected. Figure 2 depicts Census Tract divisions in the project area. Access to schools and churches will not be altered. Vehicular travel patterns and accessibility will be altered. Through traffic will experience better travel conditions; however, direct access will be decreased for businesses along New Circle Road. Eight businesses will be relocated as a result of the project; the remaining businesses will no longer have direct access to New Circle Road. Lexington Fayette Urban County Government Fire Engine House #10 is located at 1128 Finney Drive. Existing Finney Drive parallels the eastbound Georgetown Road ramp onto New Circle Road and is located approximately 60 feet from the ramp's entrance. Finney Drive is proposed to be moved approximately 230 feet south of Georgetown Road to create a safer interchange with New Circle Road and intersection with Georgetown Road; as a result, fire trucks will have safer access to Georgetown Road. |                                     |                                     |

**D. Local Land Use and Transportation Plan:**

- |   |                          |                                     |                          |
|---|--------------------------|-------------------------------------|--------------------------|
| 1. Project consistent with local land use plan. <i>(NA if no plan exists)</i>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Project consistent with local transportation plan. <i>(NA if no plan exists)</i>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Project would induce adverse or beneficial secondary and cumulative effects.   |                          | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. Are there any existing and/or planned bike or pedestrian walkways  |                          | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 5. Describe Impacts: The proposed project is listed in the Lexington Metropolitan Planning Organization's (MPO) FY 2010-FY 2013 Transportation Improvement Plan (TIP) on page 29. The project is consistent with the goals and objectives listed in the Lexington Fayette County 2007 Comprehensive Plan. The proposed project's indirect and cumulative impacts are outlined in the attached documentation. Bicycle and pedestrian facilities are proposed along Newtown Pike and would connect to the Legacy Trail, which passes through Lexmark. Bicycle and pedestrian facilities are discussed in Section 4.7.5 of the attached documentation. |                          |                                     |                          |

**E. Historic Resources:**

- |  |                                     |                          |
|--|-------------------------------------|--------------------------|
| 1. Are NRHP listed eligible/potentially eligible sites/districts present within the project viewshed?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <i>If "No", document means for assessing ages of structures within project viewshed or attach memorandum from DEA historian documenting no historic properties affected.</i><br><i>If "Yes", indicate level of impact:</i><br><input checked="" type="checkbox"/> - "No Effect" (attach SHPO concurrence letter or DEA Historian memo)<br><input type="checkbox"/> - "No Adverse Effect" (attach SHPO concurrence letter)<br><input type="checkbox"/> - "Adverse Effect" (attach FHWA and SHPO concurrence letter)-Section 4(f) may need to be completed.* |                                     |                          |



Memorandum of Agreement is required? SHPO signature date:

☒ NA☐ Y☒ N*\* If Individual 4(f) required, project is not eligible for CE Level 1 or 2*

2. Describe historic resource impacts: A Cultural Historic Resources Report was prepared in 2007. Thirteen sites were found to exist within the Area of Potential Effect (APE): two previously recorded sites (9 and 10) and 11 new sites. Site 10, Douglass High School, is listed in the National Register of Historic Places. In a letter dated January 28, 2008, KHC determined that the undertaking, as proposed, will not impact Site 10. In a letter dated March 12, 2008, KHC determined that Site 7 (FA-W-51) and Site 9 (FA-W-30) were eligible for listing in the NRHP, and they will not be affected by the proposed undertaking; therefore, there will be No Effect to Site 7 and Site 9 from the project, as proposed. See Appendix B for the SHPO letters and Figure 3 for site locations.

**F. Archaeological Resources:**

1. Does project involve the acquisition or easement of new right of way ☒ ☐
2. Are new right-of-way areas undisturbed? *If "No" state basis for conclusion in box F.9.* ☐ ☒
3. Are known archaeological resources affected by the project (per OSA database) ☐ ☒
4. Is there potential for archaeological resources within the project?  
*If "Yes", to #2 or #3, consult with DEA District archaeologist for survey.* ☒ ☐
5. Will project impact archaeological resources. *If "Yes", list site number(s) that can not be avoided: \_\_\_\_\_* ☐ ☒
6. Are/were sites recommended for Phase II work? *(attach SHPO concurrence letter)*  
*If "Yes", list site number(s): \_\_\_\_\_* ☐ ☒
7. Are NRHP eligible/potentially eligible sites affected by the project?  
*If "Yes", indicate level of impact; If "No", attach SHPO concurrence letter:*  
☐ - "No Adverse Effect" *(attach SHPO concurrence letter)*  
☐ - "Adverse Effect" *(attach FHWA and SHPO concurrence letter)-Section 4(f) must be completed if preservation in-place is required.\** ☐ ☒
- Memorandum of Agreement required? SHPO signature date: \_\_\_\_\_ FHWA signature date: \_\_\_\_\_ ☐ ☐ ☒
8. Is Native American Consultation (NAC) required? *If "No", explain why in F.9 below; If "Yes", document dates of consultation below and describe the outcome in F.9 below.* ☐ ☒
- Dates NAC conducted: Phase I \_\_\_\_\_; Phase II \_\_\_\_\_; MOA \_\_\_\_\_  
FHWA Closure Date: Phase I \_\_\_\_\_; Phase II \_\_\_\_\_; MOA \_\_\_\_\_
- Tribal request for additional consultation:   
{

 Phase I ☒ ☐ ☐  
 Phase II ☒ ☐ ☐  
 MOA ☒ ☐ ☐
- Further Native American Consultation is required ☒ ☐ ☐
9. Describe archaeological resource impacts: An Archaeological Overview was completed in 2007 for the proposed project. A review of the OSA database indicated that no surveys or previously identified sites are located in the project area boundaries. The project area exhibits severe disturbances from road construction, road maintenance, and utilities. Because the project area has been completely disturbed previously and the overview did not identify any culturally sensitive information, Native American Consultation was not recommended. An archaeological survey of the proposed reconstruction, conducted in 2010, found no evidence of prehistoric or early historic occupation. No additional archaeological work was recommended. In a letter dated February 16, 2011, KHC concurred with the findings of the archaeological survey.

**NA Y N****G. SECTION 4(f):**

1. Are 4(f) properties affected by the project? <i>If "Yes", notify DEA EPM who will consult with FHWA to determine applicability of Section 4(f).</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Is the project adjacent to a 4(f) resource? <i>If "Yes", DEA EPM consult with the FHWA to determine applicability of "constructive use." If Questions 1 and 2 are both "No", go to Section H.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Prudent and feasible means to avoid 4(f) properties were fully considered but resource can not be avoided <input checked="" type="checkbox"/> Only determined in consultation with FHWA; Indicate 4(f) type below <input type="checkbox"/> Dminimis Finding <input type="checkbox"/> Programmatic Section 4(f) <input type="checkbox"/> Full Section 4(f) Statement <i>If an Individual 4(f) Statement is required, the project can not be completed as a CE Level 1 or 2 document. However, if the impacts can be satisfied by completing a Programmatic 4(f) Statement or a Dminimis Finding, the CE can be completed as a CE Level 1 or 2 project.</i>	<input type="checkbox"/>	<input type="checkbox"/>
4. Describe process followed, consultation completed and attach documentation developed to resolve 4(f) issue: No Section 4(f) properties will be affected by the proposed project.		

**H. SECTION 6(f):**

1. Are 6(f) properties affected by the project? <i>If "Yes", consult with DEA and FHWA to determine applicability of Section 6(f). *</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Has discussion been initiated with the Governor's Office of Local Development and the agency having responsibility for the administration of the publicly owned park, recreation area, or wildlife or waterfowl refuge.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Will a Memorandum of Agreement be required? Final Signature Date: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>* Project may only be processed as a CE Level 3 if Section 6(f) applies.</i>		
4. Describe parties involved, property involved, process followed and consultation completed to resolve 6(f) issue: No Section 6(f) properties are located in the project area.		

**I. Noise Impact (23 CFR Part 772):**

1. There are noise sensitive receivers/land uses adjacent to the proposed project (e.g., residences, businesses, schools, parks, etc.).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Indicate if any of the following are applicable, which would necessitate a noise analysis: <input type="checkbox"/> New roadway on new alignment; <input checked="" type="checkbox"/> Addition of one or more through travel lanes; <input type="checkbox"/> Significant change in vehicle mix or traffic speed; <input checked="" type="checkbox"/> Significant change in horizontal or vertical alignment; <input type="checkbox"/> A change in roadway character that substantially reduces the shielding effect of landforms or noise barriers.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Noise analysis demonstrates that noise impacts exceed the KYTC Noise Abatement Criteria Policy. <i>If "Yes", a significant impact may be associated with this project. Consultation with DEA is required.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. There are feasible and reasonable measures that can reduce impacts. <i>If "Yes", discuss in I.5 below</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Describe noise impact and abatement measures (if applicable): A Traffic Noise Impact Analysis was completed for the proposed project in 2007. Noise-sensitive land uses throughout the project area consist predominantly of industrial/commercial uses, with one identified area of concentrated residential development, represented as Receptor 2. In addition to residential land uses, three hotels and one privately owned recreation area were identified near New Circle Road in the project study area. No sound-level impacts for the Existing, No-Build, or Build scenarios are expected. Construction of the proposed project is not expected to result in any substantive change in project area land uses, development patterns, or traffic volumes and vehicle mix; therefore, the project is not expected to result in any indirect or cumulative sound-level impacts for noise-sensitive receptors in the project area.		

**J. Air Quality Impacts:**

1. The project is located in an air quality nonattainment or maintenance area	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. The project is listed in an approved STIP and/or TIP. <i>If not in STIP, notify DEA SME</i> STIP # _____ Page # _____ TIP Page # <u>PRJ-23 (Lexington Area TIP FY 2005-2008)</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Is project controversial <u>or</u> does the project HAVE or ADD a signalized intersection with a projected "open to traffic" year ADT > 80,000 vehicles per day? <i>(If "Yes" analysis may be required. Clearance memo from DEA SME is required and must be attached. If "No", check box below)</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> This project does not exceed the Kentucky CO screening criteria for project-level analysis and is not expected to produce a violation of the CO standards (35 ppm over a one-hour period or 9 ppm over an eight-hour period)		
4. Is the project type included in the Exempt Project list found at 40 CFR 93.126? <i>If "Yes", indicate project type as described in the list: _____</i> <i>If "No", contact DEA SME for assistance and attach related correspondence.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Project is considered to be exempt or of no potential for meaningful MSAT effects.		
5. The project is in an area requiring PM 2.5 consideration (Boone, Boyd, Bullitt, Campbell, Jefferson, Kenton or part of Lawrence) Date Inter-agency Consultation completed _____;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Project Status: <input type="checkbox"/> Exempt <input type="checkbox"/> Not Exempt, Not of Concern <input type="checkbox"/> Of Concern		
<i>If PM 2.5 analysis is required, attach checklist, consultation emails, etc. to document findings.</i>		
6. Impacts/Comments: An Air Quality Analysis was completed in 2007 for the proposed project. Fayette County is currently in attainment for all transportation-related pollutants. All existing and future carbon monoxide (CO) concentrations are below the one-hour standard of 35 ppm and the eight-hour standard of 9 ppm. Based on current and future one-hour and eight-hour carbon monoxide levels, the proposed project will not have a negative impact on the ambient air quality of Fayette County. The proposed project is identified as having a low-potential for MSAT emissions. Additional discussion of air quality and MSATs is located in Section 4.1.2 of the attached documentation.		

**K. Hazardous Materials:**

1. Are known or potentially contaminated sites (service stations, landfills, automotive repair, junkyard, structures with asbestos, etc.) along the project corridor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Is ROW required from, or extensive excavation required adjacent to a potentially contaminated site? <i>If "Yes" Phase II testing is required and should be completed prior to ROW authorization request. Deferral must be approved by FHWA.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Phase II analysis indicated the existing and/or proposed ROW is contaminated. <i>Extent and estimated remediation cost to be provided by DEA SME to Div. of ROW and Project Team.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Will any bridges or standing structures be demolished for completion of the work? Status of inspection of bridges and structures for asbestos containing materials (ACM) <input type="checkbox"/> Complete <input type="checkbox"/> Required <input checked="" type="checkbox"/> Not Required <i>(Identify bridges and structures, discuss results of assessment, if completed, reason not required or future work in K.6 and Sec. 5)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. If bridges are to be removed, refurbished or repainted, will there be lead-based paint wastes to address?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>* If more than minor amounts of ACM, project may not be eligible for CE Level 1 and DEA must be consulted.</i>		



NA Y N

6. Discuss significance of any "Yes" marked in 1-5 and any deferred necessary activities (deferrals also discussed in Section 5 - Commitments): A Phase I Environmental Site Assessment was completed in 2007 for the proposed project. Two properties are of potential concern from the construction of the frontage road: H&R Oil Company and Former Great Midwest Moving & Storage (currently Janell, Inc.). Thirteen USTs were removed from H&R Oil Company; soil and groundwater contamination were discovered during removal, and groundwater wells were installed. At Former Great Midwest Moving & Storage, groundwater monitoring wells were installed on the property in September 1994: four wells are located in the fenced area east of the building; one well is located northwest of the building; and three wells are located in the outdoor storage area east of the building. If the project is proposed to impact any of these wells, proper closure and relocation of the impacted wells is recommended. Because soil and groundwater contamination are possible, Phase II investigations are recommended if ROW is acquired from these properties.

**L. Threatened and Endangered Species (T&E):**

- |   |                                     |                                     |
|---|-------------------------------------|-------------------------------------|
| 1. Sources considered to identify potential impacts to federally threatened and endangered species (attach copies):<br><input checked="" type="checkbox"/> USFWS Species List <input checked="" type="checkbox"/> KSNPC Web site <input checked="" type="checkbox"/> KDFWR Web site<br>Species Identified: <u>Indiana bat (<i>Myotis sodalis</i>); running buffalo clover (<i>Trifolium stoloniferum</i>); gray bat (<i>Myotis grisescens</i>); American burying beetle (<i>Nicrophorus americanus</i>)</u> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 2. Habitat Assessment indicates Federally listed T&E <u>habitat</u> present in vicinity<br>No Effect determined for: <u>gray bat; running buffalo clover; American burying beetle</u><br>BA required for: <u>none</u>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 3. Indiana bat ( <i>Check all that apply</i> ):<br><input type="checkbox"/> To be Determined <input type="checkbox"/> No Effect; <input type="checkbox"/> KYTC NLTAA Finding; <input checked="" type="checkbox"/> IBCF;<br><input type="checkbox"/> Tree Cutting Restrictions <input type="checkbox"/> BA Complete; <input type="checkbox"/> BA to be scheduled; <input type="checkbox"/> To be Determined  |                                     |                                     |
| 4. Project located upstream of or within Designated Critical Habitat ( <i>Consultation with DEA required</i> )  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 5. Biological Assessment required:<br><input type="checkbox"/> Completed (attach USFWS letter) <input type="checkbox"/> To complete before Construction ( <i>CAP entry recommended and include in Section 5</i> )   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| 6. Project may adversely affect federally listed T&E (formal consultation required)*<br><i>* If the project is likely to affect a Federally listed T&amp;E species it is not eligible for CE Level 1 or 2 and DEA and FHWA must be consulted.</i>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

7. Describe T&E species concerns/protective measures: The project does not involve changes to the location of the New Circle Road centerline, and construction work outside of existing ROW is expected to be limited and restricted to the minimum necessary to complete the planned improvements. A No Effect determination was for gray bat, running buffalo clover, and American burying beetle on June 15, 2010. KYTC will contribute to the Indiana Bat Conservation Fund (IBCF) for taking 2.71 acres that include growth along ROW fencing, inside interchange medians, and some landscaping trees. The No Effect determination and the IBCF documentation are located in Appendix A.

Project: 07-366.00

County: Fayette

Route: KY 4

TC 58-48  
Rev. 03/08

NA Y N

**M. Water Resource Impacts:**

1. Project impacts State Listed Special Use Waters or tributaries to a Special Use Water? <i>(indicate all types below and consult DEA Permit SME prior to issuance of the CE)</i> <input type="checkbox"/> Cold Water Aquatic Habitat <input type="checkbox"/> Outstanding National Resource Water <input type="checkbox"/> Exceptional Waters <input type="checkbox"/> Reference Reach Stream <input type="checkbox"/> Outstanding State Resource Water <input type="checkbox"/> State Wild River <input type="checkbox"/> Federally Designated Wild River <input type="checkbox"/> Federally Designated Scenic River <input type="checkbox"/> Federal T&E Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Project will involve surface disturbance greater than one acre <i>If "Yes", note need for KPDES KYR10 storm water permit in box M.12.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Project is located partially or wholly within a designated MS4 community <i>If "Yes", identify any local ordinances, restrictions, local permits or other local requirements that require consideration before, during and after construction and specify in box M.13 below and, if appropriate, Section 5.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Project encroaches upon 100-year floodplain <i>If Yes, determinations regarding No Rise Certifications, FEMA Map Revisions, etc. to be made by KYTC Design, Drainage Section during final design.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Project could potentially impact surface or groundwater drinking water supplies (public or private)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Project involves impacts to a stream below Ordinary High Water Mark (OHWM) <i>(If answer is "No" then the reply to questions 7 and 8 will also be "No")</i>  Estimate total number of impacts below OHWM: 5  Identify all applicable types of impact occurring below OHWM: <input type="checkbox"/> Bridge/Pier Abutment <input checked="" type="checkbox"/> Relocation/Channelization <input type="checkbox"/> Temporary Diversion <input checked="" type="checkbox"/> Culvert <input type="checkbox"/> Low Water Crossing <input type="checkbox"/> Excess Excavation Site <input type="checkbox"/> Bank Stabilization <input type="checkbox"/> Other (describe): _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Project involves impacts below the OHWM to streams defined as ephemeral? Estimate length and area of the single largest ephemeral impact: 481.7 feet and ____acres  <i>For largest single impact: &lt;0.1 ac = ACE LON; between 0.1 and 0.5 ac = ACE NW; &gt; 0.5 acre = ACE IP</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Project involves impacts below OHWM to streams defined as intermittent or perennial? Estimate length and area of the <u>single largest</u> intermittent/perennial impact: 253.1 feet and ____acres  <i>Impact &lt;300' = ACE LON; Impact between 300' &amp; 500' = ACE NW + mitig.; Impact &gt;500' = ACE IP + mitig</i> <i>Impact &lt;0.1 ac = ACE LON; Impact between 0.1 ac &amp; 0.5 ac = ACE NW + mitig; Impact &gt;0.5 ac = ACE IP + mitig</i> <i>Impact &gt;300' = Ind. WQC + mitig.; Cumulative impact in HUC 14 &gt;500' = Ind. WQC + mitig.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Project will impact a lake or pond requiring its draining or filling (note characteristics below) <input type="checkbox"/> A stream enters the lake or pond <input type="checkbox"/> A stream exits the lake or pond <i>If stream is exiting lake or pond, 404 permit is required</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project: 07-366.00

County: Fayette

Route: KY 4

TC 58-48  
Rev. 03/08

NA Y N

## 10. Project will result in loss of a Special Aquatic Site (SAS) (indicate types below)

☐ Riffle Pool Complex (#) \_\_\_\_\_ ☐ Wetland (estimated acreage)

Wetland consideration/delineation:

- ☐ Project affects areas delineated as wetlands on the National Wetlands Inventory Map
- ☐ Project affects soils designated as hydric, hydric inclusive or potentially hydric on the County Soil Survey
- ☐ Project affects areas identified by field inspection as having wetland characteristics
- ☐ Wetland boundaries delineated by (name):

☐ Project Team has evaluated all practicable alternatives and minimization measures to the proposed construction in wetlands?☐ Project Team has complied with the Wetlands Finding Agreement? *If "No", the project can not be approved as a CE**If > 5.0 acres wetland impact, project may not be eligible for Level 2 (consult with FHWA)*

## 11. Permit Requirements

401/404 Permits are likely to be required for this project (indicate type below and in Section 5)

*If any permits are expected to be required, submit CE Request for Assistance to DEA SME*Stream/Lake/Pond Impacts: ☒ ACE LON; ☐ ACE NW; ☐ ACE IP; ☐ DOW IWQCMitigation required by: ☐ ACE; ☐ DOWWetland Impacts: ☐ ACE LON; ☐ ACE NW; ☐ ACE IP; ☐ DOW IWQCMitigation required by: ☐ ACE; ☐ DOWWill this project affect navigable Waters of the U.S. as defined by USACE and require a Section 10 permit? *If "Yes", then coordination with DEA is required*Will this project affect a navigable water body requiring a Coast Guard, Section 9 permit? *If "Yes", then coordination with Div. of Structural Design is required*

Will this project require a KPDES storm water permit (KYR10) for construction?

Will this project require any additional permits from a local MS4? (discuss requirements in box M.13)

Will construction in the floodplain require analysis and coordination by KYTC Design-Drainage Section to assure that potential flooding impacts are thoroughly addressed?

## 12. Project is within the watershed of a significant Water Resource (private or public drinking water supply, wellhead protection area, Special Use Waters, etc.)

☐ Project is candidate for application of KYTC Karst Policy

## 13. Describe Water Resource Investigations Conducted, Impacts Identified and Permits Required: An Ecological Resources Impact Assessment was prepared in October 2007 for the proposed project. Fayette County is a Phase I MS4. Surface disturbances will be greater than one acre and will require the KPDES KYR10 stormwater permit. Additionally, the project is within the Phase I MS4 community of Lexington-Fayette County; however, local ordinances are not applicable, and KYTC is not subject to local environmental permitting requirements. The proposed project may potentially cause minimal impacts to the 100-year floodplain of Cane Run. No wetlands will be impacted; however, five streams (two intermittent and three ephemeral) will be impacted. Stream and floodplain impacts are depicted on Figure 5 and discussed in Section 4.3 of the attached documentation.

**N. Construction Impacts:**

Discuss potential impacts of construction activities pertaining to water quality, stream diversion, air quality, detours and delays of traffic, businesses, noise, etc:

**MAINTENANCE OF TRAFFIC**

Traffic will be maintained in two phases for this project. Phase IA will include construction of the South Frontage Road. Phase IB will maintain traffic on the existing roadway during construction of the outside lanes of New Circle Road. Existing access points along New Circle will be closed. The culvert at station 201+13 will be extended. Finally, Phase IB will widen Newtown Pike and replace the bridge. Phase II shifts New Circle traffic to the newly constructed outside lanes while the median is constructed. The existing ramps will remain open during construction while the proposed ramp is developed. Following the proposed ramps completion, the existing loop ramp will be removed. Finally, the Lexmark bridge will be constructed in Phase II.

**NOISE**

Noise resulting from construction activities, if any at all, will be temporary.

**AIR**

Any increase in particulate matter in the air due to construction activities will be temporary and will not be detrimental to the health and welfare of local residences and employees. Dust pollution may be an unavoidable, minor nuisance, and every feasible effort will be made to minimize issues with dust. Exhaust from construction equipment will be a minor impact on ambient air quality. Any open burning will be completed in compliance with state regulations and local ordinances.

**WATER QUALITY**

The project is located in an area with soils that are indicated as having no to slight-moderate potential for erosion. The disruption of vegetation and use of heavy equipment during construction will expose areas of erodible soils, resulting in potential adverse impacts to adjacent streams, including a) temporary increases in dissolved solids, nutrients, settleable solids and suspended solids; b) the destruction or displacement of aquatic fauna whose foraging, reproduction or locomotion is hindered by silt; c) temporary increase in turbidity, which may reduce light penetration, pH, oxygen levels and/or the buffering capacity of the streams; and/or d) increased water temperatures that may cause oxygen demands and damage or destroy aquatic biota. The greatest potential for adverse construction related impacts is expected to occur where erodible soils are disturbed in cut sections of the project immediately above surface streams; however, short-term construction-related impacts to surface streams by the project are not expected to be substantial given strict adherence to Best Management Practices for erosion control during daily construction activities and rigid application of KYTC's Standard Specifications for erosion control.

## TABLE OF CONTENTS

1.0	PURPOSE AND NEED .....	1
1.1	Project Setting and Description .....	1
1.2	Project Purpose and Need .....	1
2.0	ALTERNATIVES .....	2
2.1	Previously Considered Alternatives.....	2
2.2	No-Build Alternative.....	3
2.3	Build Alternatives.....	3
	2.3.1 Mainline .....	3
	2.3.1.1 Alternative 5.....	3
	2.3.1.2 Alternative 7.....	4
	2.3.1.3 Alternative 8.....	5
	2.3.2 South Frontage Road .....	6
	2.3.2.1 No-Build .....	6
	2.3.2.2 Alternative 1.....	6
	2.3.2.3 Alternative 2.....	6
	2.3.2.4 Alternative 3 (Blue) .....	6
	2.3.2.5 Alternative 4 (Red).....	6
	2.3.2.6 Alternative 5 (Yellow).....	7
	2.3.3 North Frontage Road.....	7
	2.3.3.1 Alternative 1.....	7
	2.3.3.2 Alternative 2 (No-Build).....	7
	2.3.4 Preferred Alternatives .....	7
3.0	Project Area Characteristics.....	8
3.1	Population .....	8
3.2	Race and Ethnicity .....	9
3.3	Poverty .....	9
3.4	Income and Employment.....	9
3.5	Agriculture .....	10
4.0	ENVIRONMENTAL IMPACTS .....	10
4.1	Air Quality.....	10
	4.1.1 Carbon Monoxide and Particulate Matter .....	10
	4.1.2 Mobile Source Air Toxics (MSATs).....	11
	4.1.2.1 MSAT Health Impacts.....	12
	4.1.2.2 Qualitative Analysis .....	15
	4.1.2.3 MSAT Mitigation Strategies .....	16
4.2	Noise .....	17
4.3	Ecological.....	18
	4.3.1 Stream Impacts.....	18
	4.3.2 Floodplains .....	19
	4.3.3 Wetlands.....	19
	4.3.4 Terrestrial Environment .....	19
	4.3.4.1 Floral.....	19
	4.3.4.2 Faunal.....	20
	4.3.5 Threatened and Endangered Species.....	20
4.4	Cultural Resources.....	21
	4.4.1 Historic Structures or Districts .....	21
	4.4.2 Archaeological Sites .....	22
4.5	Hazardous Materials .....	22



4.6	Land Use .....	23
4.7	Socioeconomic .....	23
4.7.1	Relocations and Displacements .....	23
4.7.2	Community.....	24
4.7.3	Environmental Justice.....	24
4.7.4	Accessibility .....	24
4.7.5	Bicycle and Pedestrian Facilities .....	24
4.8	Visual .....	25
5.0	CONSTRUCTION IMPACTS .....	25
5.1	Water Quality.....	25
5.2	Maintenance of Traffic .....	26
5.3	Air .....	26
5.4	Noise .....	26
6.0	COMMENTS AND COORDINATION.....	26

## LIST OF FIGURES

- 1 Business Relocations
- 2 Census Tracts
- 3 Historic Structures
- 4 Noise Receptors
- 5 Ecological Features

## LIST OF APPENDICES

- 1 No Effect Determination and IBCF Information
- 2 SHPO Concurrence Letters
- 3 Public Meeting Summary

## 1.0 PURPOSE AND NEED

### 1.1 Project Setting and Description

Fayette County has a land area of 284.5 square miles of gently rolling terrain. Lexington, which includes all of Fayette County, is the county seat. Interstates 75 and 64 pass through Fayette County to the east and north, respectively, of downtown Lexington. New Circle Road/KY 4, which circles downtown Lexington, is an approximately 19-mile-long principal arterial and is a state secondary road in the State Maintained Highway System. Access along nearly 75 percent of New Circle Road is fully controlled. The proposed project is located north of downtown from Georgetown Road to Boardwalk/Colesbury Circle. This section of New Circle Road is access-by-permit only.

Land cover in the project area is urban, dominated by commercial and industrial land uses. Lexmark, the largest employer in the project area, is located at the east terminus of the project. Most residential land uses are found south of New Circle Road.

Plans for this section include widening KY 4 to six through lanes and reconstructing the interchange at Newtown Pike. The improvements also incorporate a frontage road to provide fully controlled access south of New Circle Road.

### 1.2 Project Purpose and Need

The purpose of this project is to increase safety, mobility, and system linkages that will support continued and sustainable economic development along New Circle Road between Georgetown Road and Newtown Pike.

The Kentucky Transportation Cabinet (KYTC) provided accident data for New Circle Road for from July 1996 to July 1999. Within that three-year period, there were 210 accidents at the Georgetown Road, Newtown Pike, and Boardwalk Avenue/Colesbury Circle intersections with New Circle Road. As outlined in the *Planning Study for the Signalized Portion of New Circle Road*, completed in April 2002, the entire signalized portion, which includes the project area, was above the statewide Critical Rate.

**Table 1.1.** Accident Data at Intersecting Roads

Intersection Accidents	
Road Intersecting at New Circle Road	Number of Accidents
Georgetown Road	67
Newtown Pike	99
Boardwalk/Colesbury Circle	44

Level of Service (LOS) is a qualitative measure of traffic flow. LOS ranges from A to F, with A being the best quality of flow, and F being the poorest quality of flow. LOS is dependent upon Average Control Delay; this is the delay (in seconds) a vehicle experiences given the presence of a traffic signal and/or conflicting traffic.

If the proposed project is not constructed an LOS of F is expected to occur by 2025 at the inner New Circle Road ramp at Georgetown Road. The outer New Circle Road ramp at Georgetown Road is expected to have an LOS of E. Alternative 8 is expected to have an LOS of B in 2030.

**Table 1.2.** Level of Service and Average Delay of Alternatives

	Future No-Build		Alternative 5 SPUI		Alternative 7 Compressed Diamond		Alternative 8 Partial Cloverleaf		Diverging Diamond	
	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)
<b>Newtown Pike</b>										
Inner NCR Ramp	-	-	-	-	D	41.7	B	19.2	C	28.3
Outer NCR Ramp	-	-	D	37.5	C	23.9	B	16.5	C	29.3
<b>Georgetown Road</b>										
Inner NCR Ramp	F	213.3	D	36.3	-	-	-	-	-	-
Outer NCR Ramp	E	59.2	D	39.4	-	-	-	-	-	-

## 2.0 ALTERNATIVES

### 2.1 Previously Considered Alternatives

The initial planning study for the signalized portion of New Circle Road was completed in April 2002. In a July 13, 2005 meeting, four alternatives from this planning study were presented to the project team (i.e., 1 through 4). In the March 2006 planning study addendum, eight alternatives, some of which had been eliminated from further study, were described.

Alternative 1 was developed so that non-through traffic would to utilize service roads and funnel all traffic through traffic signals. This alternative was eliminated during development of the planning study addendum in 2006; however, service roads have been incorporated into other alternatives currently being considered.

Alternative 2 would have provided slip ramps for a portion of the traffic entering and leaving New Circle Road. Alternative 2 was modified in November 2007 to create Alternative 6. Alternative 6 was almost immediately eliminated because it would need to be constructed in phases due to lack of funding.

Alternative 3 would have eliminated weaving between Georgetown Road and Newtown Pike through the use of additional bridges to braid the ramps. Alternative 3 was eliminated during development of the planning study addendum in 2006 because the project team felt that the costs associated with constructing additional bridges would be much larger than funding would allow.

Alternative 4 would have provided Collector-Distributor (C-D) Roads that would begin west of Georgetown Road and merge east of Newtown Pike. Alternative 4 would have had a higher cost than the other alternatives, and property would have been acquired from Lexmark for right-of-way. In addition, this alternative would have been much more difficult to construct in phases due to the lengths of the ramps. This alternative was modified in November 2007 to create Alternative 5 because the project team felt that the size of this alternative might be much larger than funding would allow.

The No-Build Alternative and Alternatives 5, 7, and 8 have not been eliminated and are discussed in this Categorical Exclusion documentation.

## **2.2 No-Build Alternative**

The No-Build Alternative is used to designate the default situation, which is the likely occurrence to not implement construction. The purpose of defining a No-Build option and estimating its consequences is to establish a benchmark against which all viable alternatives are compared. For this project, the No-Build Alternative is defined as no new alignment/no reconstruction.

The scope of the proposed project is to widen New Circle Road and reconstruct the Newtown Pike Interchange. As discussed in Section 1.0, the project is needed to construct an improved transportation facility that will increase safety, mobility, and system linkages that will support continued and sustainable economic development. The No-Build Alternative would not directly achieve any of these objectives; therefore, the No-Build Alternative would not satisfy the project purpose and need.

The No-Build Alternative is expected to fail to supply adequate transportation support of existing economic activities throughout the surrounding area. Inadequate transportation systems increase the costs of obtaining supplies and raw materials required for production and create difficulties for workers in reaching places of employment in terms of time, predictability, economy, and safety of travel. This could lead to increased personnel and shipping costs and deterioration of competitive advantages for certain businesses and industries, ultimately resulting in displacement or relocation.

Based on the above discussion, the No-Build Alternative is not expected to meet the project purpose and need nor provide an acceptable solution for the transportation problems identified. The No-Build option is not in the best overall public interest and is not considered prudent and/or feasible.

## **2.3 Build Alternatives**

### **2.3.1 Mainline**

Three build alternatives were considered for the reconstruction of KY 4 from Georgetown Road to Colesbury Circle/Boardwalk. This part of the project is designated as "Mainline."

#### **2.3.1.1 Alternative 5: SPUI Alternative with Ramp Modifications**

Alternative 5 includes improvements to the existing Georgetown Road interchange ramps, a complete redesign of the Newtown Pike interchange, and the widening of KY 4/New Circle Road to six 11- to 12-foot lanes; auxiliary lanes will be added in both directions between the Georgetown Road/New Circle Road interchange and the Newtown Pike/New Circle Road interchange.

**Georgetown Road:** Under KYTC Item Numbers 7-114, 7-115, and 7-116, several changes were made to the Georgetown Road/New Circle Road interchange. The westbound Georgetown Road off-ramp from New Circle Road was recently widened to accommodate forecasted traffic volumes; the ramp includes dual left turn lanes and an exclusive right turn lane at Georgetown Road. The eastbound Georgetown on-ramp remained a single lane ramp with a slight shift in the horizontal alignment near KY 4. An additional lane was added to New Circle Road to improve the weaving between Georgetown Road and Newtown Pike.

**Newtown Pike:** The Newtown Pike interchange is proposed to be replaced with a single point urban interchange (SPUI). This configuration will require one signalized intersection by aligning the left turn movements of the exit ramps (onto Newtown Pike) opposite one another; in all, a single intersection is formed at the center of the grade-separated structure. To accommodate this type of intersection, the current Newtown Pike bridge will be replaced by a new structure. All left-turning on and off-ramps will be two lanes and will merge with one-lane, right-turning on-ramps. The east- and west-bound two-lane off-ramps will split into two left-turning lanes and one right-turning lane. Two six-foot bike lanes, one in both traffic directions, will be added to Newtown Pike.

**New Circle Road:** New Circle Road will be widened to allow for six 11- to 12-foot lanes, 10-foot outside shoulders, and a 10-foot inside shoulder with a median barrier separating the travel way. In addition, New Circle Road will be built with auxiliary lanes, one in each direction, from the Georgetown Road/New Circle Road interchange to the Newtown Pike/New Circle Road interchange. The Georgetown Road bridge over New Circle Road will not be demolished to provide for six lanes on New Circle Road; therefore, New Circle Road will widen to six lanes east of the Georgetown Road bridge. Direct access to New Circle Road will be eliminated for businesses between the Georgetown Road and Newtown Pike Interchanges. Frontage roads will be required to provide access to the businesses between Georgetown Road and Newtown Pike that will lose access as a result of the widening.

**Boardwalk/Colesbury Circle:** New Circle Road access to Lexmark will remain extant: right-in, right-out. This alternative will require the replacement of the bridge connecting the Lexmark campuses due to the additional New Circle Road lanes. The median will remain open at Boardwalk/Colesbury Circle during this phase but is planned to be closed as a result of future widening.

### **2.3.1.2**

#### **Alternative 7: Tight Diamond Interchange**

Alternative 7 includes improvements to the existing Georgetown Road interchange ramps, a complete redesign of the Newtown Pike Interchange, and the widening of New Circle Road to six 11- to 12-foot lanes; auxiliary lanes will be added in both directions between the Georgetown Road/New Circle Road interchange and the Newtown Pike/New Circle Road interchange.

**Georgetown Road:** The Georgetown Road intersection improvements for Alternative 7 are consistent with those of Alternative 5.

**Newtown Pike:** The Newtown Pike interchange is proposed to be replaced with a tight diamond interchange. This configuration will eliminate the current partial cloverleaf pattern and associated merging and weaving conditions at all on and off-ramps by implementing two signalized intersections at both ends of the grade-separated interchange. A new interchange structure over New Circle Road will need to be constructed. Each on-ramp will consist of two lanes, whereby left-turning traffic will have two lanes from which to access New Circle Road. To accommodate capacity from east-bound New Circle Road, the ramp will consist of three turning lanes, whereby left-turning traffic will have three lanes from which to access north-bound Newtown Pike. The west-bound off-ramp will consist of two lanes, whereby left-turning traffic will have two lanes from which to access south-bound Newtown Pike. Two six-foot bike lanes, one in each direction, will be added to Newtown Pike. Newtown Pike will be constructed with curb-and-gutter, 10-foot shoulders, and a 32-foot median in non-intersection areas.



**New Circle Road:** New Circle Road will be widened to allow for six 11- to 12-foot lanes, 10-foot outside shoulders, and a 10-foot inside shoulder with a median barrier separating the travel way from Georgetown Road to Boardwalk/Colesbury Circle. In addition, New Circle Road will be built with auxiliary lanes, one in each direction, from the Georgetown Road/New Circle Road interchange to the Newtown Pike/New Circle Road interchange. The Georgetown Road bridge over New Circle Road will not be demolished to provide for six lanes on New Circle Road; therefore, New Circle Road will widen to six lanes east of the Georgetown Road bridge. Direct access to New Circle Road will be eliminated for businesses between the Georgetown Road and Newtown Pike Interchanges. Frontage Roads will be required to provide access to the businesses between Georgetown Road and Newtown Pike that will lose access as a result of the widening.

**Boardwalk/Colesbury Circle:** The proposed Boardwalk/Colesbury Circle improvements for Alternative 7 are consistent with those of Alternative 5.

### **2.3.1.3                                      Alternative 8: Partial Cloverleaf Interchange**

Alternative 8 includes improvements to the existing Georgetown Road interchange ramps, elimination of one cloverleaf Newtown Pike interchange ramp, and the widening of New Circle Road to six 11- to 12-foot lanes; auxiliary lanes will be added in both directions between the Georgetown Road/New Circle Road interchange and the Newtown Pike/New Circle Road interchange.

**Georgetown Road:** The Georgetown Road intersection improvements for Alternative 8 are consistent with those of Alternatives 5 and 7.

**Newtown Pike:** The Newtown Pike interchange is proposed to be modified to a partial cloverleaf interchange. A new interchange structure over New Circle Road will need to be constructed. The cloverleaf on-ramp from north-bound Newtown Pike to west-bound New Circle Road will be replaced by a two-lane on-ramp north of New Circle Road that merges with a one-lane on-ramp from south Newtown Pike. This three-lane ramp will taper to two lanes before merging with west-bound New Circle Road. The southern-most ramp lane and the northern most west-bound New Circle Road lane will merge while the outermost will continue to the Georgetown Road off-ramp. The remaining portions of the partial cloverleaf interchange will be unchanged. Two six-foot bike lanes, one in both traffic directions, will be added to Newtown Pike. Newtown Pike will be constructed with curb-and-gutter, 10-foot outside shoulders, and a 32-foot median in non-intersection areas.

**New Circle Road:** New Circle Road will be widened to allow for six 11- to 12-foot lanes, 10-foot outside shoulders, and a 10-foot inside shoulder with a median barrier separating the travel way. In addition, New Circle Road will be built with auxiliary lanes, one in each direction, from the Georgetown Road/New Circle Road interchange to the Newtown Pike/New Circle Road interchange. The Georgetown Road bridge over New Circle Road will not be demolished to provide for six lanes on New Circle Road; therefore, New Circle Road will widen to six lanes east of the Georgetown Road bridge. Direct access to New Circle Road will be eliminated for businesses between the Georgetown Road and Newtown Pike Interchanges. Frontage roads will be required to provide access to the businesses between Georgetown Road and Newtown Pike that will lose access as a result of the widening.

**Boardwalk/Colesbury Circle:** The proposed Boardwalk/Colesbury Circle improvements for Alternative 8 are consistent with those of Alternatives 5 and 7.

### **2.3.2 South Frontage Road**

Six alternatives, including a no-build alternative, were evaluated for the construction of a southern frontage road from Georgetown Road to Newtown Pike.

#### **2.3.2.1 No-Build**

No provisions would be made for businesses whose only access is currently to/from New Circle Road. In addition, no improvements would be made to the Finney Drive and Georgetown Road intersection, which uses the New Circle Road off-ramp signal.

#### **2.3.2.2 Alternative 1**

Alternative 1 realigns the west end of Finney Drive from its current location to the south at the intersection of Georgetown Road and Lima Drive. The east end of Finney Drive would connect to Newtown Pike via Adcolor Drive through the Janell, Inc. parking lot. This alternative would require the relocation of four businesses: Water Works Car Wash; Finney Mechanical, Inc. (office building only); Tire Discounters; and Hands On Originals. Improvements to Adcolor Drive would also be required to accommodate increases in the amount and types of vehicles.

#### **2.3.2.3 Alternative 2**

Alternative 2 also realigns the west end of Finney Drive from its current location to the south at the intersection of Georgetown Road and Lima Drive. The east end of Finney Drive would end with a cul-de-sac west of Janell, Inc. This alternative would require the relocation of four businesses: Water Works Car Wash; Finney Mechanical, Inc. (office building only); Tire Discounters; and Hands On Originals.

#### **2.3.2.4 Alternative 3 (Blue)**

Alternative 3 also realigns the west end of Finney Drive from its current location to the south at the intersection of Georgetown Road and Lima Drive. The east end of Finney Drive would be extended to Adcolor Drive and Kennedy Drive through the Janell, Inc. parking lot. This alternative would require the relocation of four businesses: Water Works Car Wash; Finney Mechanical, Inc. (office building only); Tire Discounters; and Hands On Originals. Improvements to Adcolor Drive and Kennedy Drive would be required to accommodate increases in the amount and types of vehicles.

#### **2.3.2.5 Alternative 4 (Red)**

Alternative 4 also realigns the west end of Finney Drive from its current location to the south at the intersection of Georgetown Road and Lima Drive. The east end of Finney Drive would connect to Newtown Pike via Kennedy Drive and Adcolor Drive through the C&M Giant Tire building. This alternative would require the relocation of four businesses: Water Works Car Wash; Finney Mechanical (office building only); Tire Discounters; and C&M Giant Tire. Improvements to Adcolor Drive and Kennedy Drive would be required to accommodate increases in the amount and types of vehicles.

### **2.3.2.6 Alternative 5 (Yellow)**

Alternative 5 also realigns the west end of Finney Drive from its current location to the south at the intersection of Georgetown Road and Lima Drive. A cul-de-sac would be built on the east end of Finney Drive to accommodate truck traffic, but would connect to Adcolor Drive. This alternative would require the relocation of four businesses: Water Works Car Wash; Finney Mechanical, Inc. (office building only); Tire Discounters; and Hands On Originals. Improvements to Adcolor Drive would be required to accommodate increases in the amount and types of vehicles.

### **2.3.3 North Frontage Road**

Two alternatives, including a no-build alternative, were evaluated for the construction of a northern frontage road from Georgetown Road to Newtown Pike.

#### **2.3.3.1 Alternative 1**

This alternative would allow access to businesses whose only access is currently to/from New Circle Road; however, the construction of this frontage road will eliminate parking and reasonable access to two businesses that rely upon tractor trailers to deliver products or to service for their business: Justice Shamrock Glass; and Fleet Services, Inc. Double B Distributors would have access, but they would be the only business to benefit from the construction of the frontage road.

#### **2.3.3.2 Alternative 2 (No-Build)**

This alternative does not allow access to existing businesses whose only access is currently to/from New Circle Road. Four businesses would be relocated as a result of lack of access: Double B Distributors; Justice Shamrock Glass; D&J Auto Repair & Towing; and Fleet Services, Inc.

### **2.3.4 Preferred Alternatives**

**Mainline Alternative 8** was chosen because of expected LOS, the elimination of weaving near Newtown Court, and less stopping points than the other alternatives. Although the public preferred Alternative 5, traffic may not move as freely with Alternative 5 as it would with Alternative 8 considering the amount of tractor-trailer traffic that travels the route. The Newtown Pike interchange varies in Level of Service (LOS) and Average Vehicle Delay:

- Alternative 5 has an LOS of D and an average delay of 37.5 seconds/vehicle;
- Alternative 7 has an LOS of D and an average delay of 41.7 seconds/vehicle on the inner loop and a LOS of C and an average delay of 23.9 seconds/vehicle on the outer loop; and
- Alternative 8 has an LOS of B and varies from 19.2 (inner) to 16.5 (outer) seconds/vehicle. Weaving is moved away from Newtown Court due to the elimination of the northbound cloverleaf, and sometime in the future, the southbound movement on Newtown Pike will need to be signalized.

Alternative 8 will have two 12-foot travel lanes and a posted speed limit of 55 miles per hour west of Newtown Pike. East of Newtown Pike, New Circle Road will have two 11-foot lanes and a 45 mile per hour posted speed limit.

At a project team meeting on March 3, 2010, **South Frontage Road Alternative 2** was designated as the preferred alternative. This alternative provides adequate and safe access to Finney Drive from Georgetown Road, but does not require improvements to Adcolor Drive or Kennedy Drive. The frontage road will consist of two 12-foot lanes in a curb-and-gutter typical cross section. The posted speed limit and design speed of the project will be 25 miles per hour.

The **No-Build Alternative** was designated as the preferred alternative for the **North Frontage Road** due to the amount of business parking and direct access lost to construction of the frontage road. At a property/business owners's meeting on December 11, 2007, property owners potentially affected by the frontage road generally preferred the no-build alternative. Double B Distributors, the only business that would retain enough parking and proper access to maintain a business if the frontage road were built, stated that they are not partial to their existing location; they could continue their business if the frontage road were built or if they were required to relocate because their building were acquired. The No-Build Alternative may leave some uneconomic remnants, which are remnant properties that have been determined by the Cabinet as having little or no utility to the owner; however, remnant pieces may be sold to adjoining property owners or another state agency.

### 3.0 PROJECT AREA CHARACTERISTICS

#### 3.1 Population

Population growth percentages over the next forty years in Fayette County are expected to outpace those of the Commonwealth. As shown in Table 3.1, Fayette County is projected to have 300,000 people within the next 10 years, and Kentucky is projected to exceed 5,000,000 people within the next 20 years.

**Table 3.1.** Current Population and Population Projections for Kentucky and Fayette County

Area	Census	Projection				
	2000	2010	2020	2030	2040	2050
Kentucky	4,041,769	4,338,878	4,669,801	5,001,748	5,277,618	5,508,928
Fayette County	260,512	285,921	312,190	341,326	367,343	396,787

The project area is composed of portions of Census Tracts 11, 12, 37, and 38.01. The majority of the project area is commercial and industrial, and very few residences are in the immediate vicinity. Populations for Block Groups through which the proposed project passes, are listed in Table 3.2. Very little population growth is expected to occur in these Census Tract Block Groups because little developable land is available.

**Table 3.2.** Current Population for the Project Area Census Tract Block Groups

	Census Tract 11		Census Tract 12	Census Tract 37	Census Tract 38.01	
	Block Group 1	Block Group 3	Block Group 1	Block Group 3	Block Group 1	Block Group 2
Population	812	1,779	250	1,552	5,836	1,294

3.2 Race and Ethnicity

As shown in Table 3.3, minority populations exist in the project area at higher percentages than that of the state and county.

Table 3.3. Race and Ethnicity of Project Area

	Kentucky	Fayette County	Census Tract 11		Census Tract 12	Census Tract 37	Census Tract 38.01		
			Block Group 1 Block 1000	Block Group 3 Block 3000	Block Group 1 Block 1001	Block Group 3 Block 3060	Block Group 1 Block 1026	Block Group 1 Block 1027	Block Group 2 Block 2012
White	3,610,112	206,238	169	136	0	0	0	0	2
Black or African American	291,735	34,728	73	578	0	0	0	0	110
American Indian & Alaska Native	8,424	643	1	0	0	0	0	0	0
Asian	28,697	5,786	1	1	0	0	0	0	0
Native Hawaiian & Other Pacific Islander	947	74	0	0	0	0	0	0	0
Some other race alone	3,303	341	1	0	0	0	0	0	0
Two or more races	42,137	4,025	3	13	0	0	0	0	0
Hispanic or Latino Origin	56,414	8,677	13	8	0	0	0	5	0
Total	4,041,769	260,512	261	736	0	0	0	5	112

3.3 Poverty

Four of six project area Census Tracts have higher rates of poverty than Fayette County; however, the immediate project area does not contain residential land uses that will be affected. Census Tract 12 Block Group 1 has the highest rate of poverty among all project area Block Groups.

Table 3.4. Percent of Project Area Residents in Poverty

	Kentucky	Fayette County	Census Tract 11		Census Tract 12	Census Tract 37	Census Tract 38.01	
			Block Group 1	Block Group 3	Block Group 1	Block Group 3	Block Group 1	Block Group 2
Percent in Poverty	15.8	12.9	29.3	13.8	50.0	0.3	22.2	9.7

3.4 Income and Employment

Per capita and median household incomes in much of the project area Block Groups are less than those of the county and state. Census Tract 12 Block Group 1 has the lowest per capita income and the highest poverty rate among all project area Block Groups.

Table 3.5. Per Capita and Median Household Incomes of Project Area Residents

	Kentucky	Fayette County	Census Tract 11		Census Tract 12	Census Tract 37	Census Tract 38.01	
			Block Group 1	Block Group 3	Block Group 1	Block Group 3	Block Group 1	Block Group 2
Per Capita Income	18,093	23,109	16,257	15,380	9,299	24,740	17,465	23,463
Median Household Income	33,672	39,813	23,438	26,444	0*	65,882	30,562	47,917

\*Likely to not be a correct tabulation



Due to recent economic downturns, unemployment rates have risen throughout most of the nation, including central Kentucky. Table 3.6 outlines employment figures during the last 10 years. The project area and its vicinity contain many businesses that are very important to central Kentucky's economy. Adequate and safe access to these businesses is an important factor in their existence.

**Table 3.6.** Employment Figures of Kentucky, Lexington MSA, and Fayette County

	Kentucky			Lexington MSA			Fayette County		
	Jan 2010	Jan 2005	Jan 2000	Jan 2010	Jan 2005	Jan 2000	Jan 2010	Jan 2005	Jan 2000
Labor Force	2,058,438	1,954,575	1,927,549	237,944	221,310	225,799	150,867	141,249	147,428
Employed	1,818,256	1,831,153	1,834,420	216,245	210,922	218,150	138,082	134,998	142,567
Unemployed	240,182	123,422	93,129	21,699	10,388	7,649	12,785	6,251	4,861
Unemployment Rate	11.7%	6.3%	4.8%	9.1%	4.7%	3.4%	8.5%	4.4%	3.3%

### 3.5 Agriculture

Fayette County's total market value of sold agricultural products increased 182 percent from \$178,892,000 to \$504,125,000 between 2002 and 2007; the number of farms, land in farms, and average size of farms increased accordingly. Over \$400,000,000 was the result of horse, pony, mule, burro, and donkey sales; Fayette County ranks highest in this industry among state counties and U.S. counties. Agricultural activities are not present in the project limits. The project area is located entirely within urban boundaries; therefore, the provisions of the Farmland Protection Policy Act (7 CFR 658) do not apply, and no farmland impact assessment rating is required.

## 4.0 ENVIRONMENTAL IMPACTS

### 4.1 Air Quality

#### 4.1.1 Carbon Monoxide and Particulate Matter

Fayette County, Kentucky, is currently in attainment for all transportation-related pollutants. Based on calculations of current and future one-hour and eight-hour carbon monoxide (CO) levels, the proposed reconstruction of New Circle Road/KY 4 will not have a negative impact on the ambient air quality of Fayette County. The proposed project will not have a negative impact on the Bluegrass Intrastate Air Quality Control Region when current and predicted CO levels are compared to the National Ambient Air Quality Standards (NAAQS).

Maximum existing CO concentrations, 2.5 parts per million (ppm) and 1.6 ppm for one-hour and eight-hour levels, respectively, and future CO concentrations, 2.5 ppm and 1.6 ppm for one-hour and eight hour levels, respectively, are below the one-hour standard of 35 ppm and eight-hour standard of 9 ppm specified in the NAAQS.

Fayette County is designated as being in attainment for PM<sub>2.5</sub>. Guidance contained within 40 CFR Part 93, Final Rule on PM<sub>2.5</sub> and PM<sub>10</sub> Hot Spot Analyses in Project-Level Transportation Conformity Determinations for the New PM<sub>2.5</sub> and Existing PM<sub>10</sub> National Ambient Air Quality Standards (71 FR 12468, March 10, 2006) identifies the KY 4 project as a project that is not an air quality concern; therefore, a hot spot analysis was not required.

Transportation control measures are not required pursuant to the Transportation Conformity Rule Amendments, August 2, 2004. Based on this air quality analysis, the proposed project is in compliance with the Kentucky State Implementation Plan for Attainment and Maintenance of National and State Ambient Air Quality Standards.

Indirect impacts on residential and commercial areas within the proposed project corridor are expected to be minor as future traffic volumes increase and improved access encourages redevelopment in the project vicinity. Favorable indirect impacts are expected to result from construction of the proposed project, as improvement in traffic patterns will allow for improved transportation and delivery of materials to and from the commercial areas adjacent to the project corridor.

Cumulative impacts of the proposed project are expected to be minimal. Additional transportation projects include the reconstruction of US 25 north of the project area and the widening of US 421 southwest of the project area; however, these projects are not expected to alter the commercial nature of the project corridor or the background CO levels.

#### **4.1.2 Mobile Source Air Toxics (MSATs)**

In addition to the criteria pollutants for which there are NAAQS, the United States Environmental Protection Agency (EPA) also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area source (e.g., dry cleaners), and stationary sources (e.g., factories or refineries).

Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The EPA is the lead Federal Agency for administering the Clean Air Act and has certain responsibilities regarding the health effects of MSATs. The EPA issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources, 66 FR 17229 (March 29, 2001). This rule was issued under the authority in Section 202 of the Clean Air Act. In its rule, EPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline (RFG) program; its national low emission vehicle (NLEV) standards; its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements; and its proposed heavy duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements. Between 2000 and 2020, FHWA projects that even with a 64% increase in VMT, these programs will reduce on-highway emissions of benzene, formaldehyde, 1,3 butadiene, and acetaldehyde by 57% to 65%, and reduce on-highway diesel Particulate Matter (PM) emissions by 87%.

As a result, EPA concluded that no further motor vehicle emissions standards or fuel standards were necessary to further control MSATs. The agency is preparing another rule under authority of CAA Section 201(l) that will address these issues and could make adjustments to the full 21 and six primary MSATs.

#### **4.1.2.1 MSAT Health Impacts**

The KY 4 project in Fayette County, Kentucky, includes a basic analysis of the likely MSAT emission impacts of this project. However, available technical tools do not enable us to predict the project-specific health impacts of the emission changes associated with the alternatives in the KY 4 project. Due to these limitations, the following discussion is included in accordance with CEQ regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information.

Information that is Unavailable or Incomplete: Evaluating the environmental and health impacts from MSATs on a proposed highway would involve several key elements, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

- Emissions: The EPA tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSATs in the context of highway projects. While MOBILE 6.2 is used to predict emissions at a regional level, it has limited applicability at the project level. MOBILE 6.2 is a trip-based model in that emission factors are projected based on a typical trip of 7.5 miles and on average speeds for this typical trip. This means that MOBILE 6.2 does not have the ability to predict emission factors for a specific vehicle operating condition at a specific location at a specific time. Because of this limitation, MOBILE 6.2 can only approximate the operating speeds and levels of congestion likely to be present on the largest-scale projects, and cannot adequately capture emissions effects of smaller projects. For particulate matter, the model results are not sensitive to average trip speed, although the other MSAT emission rates do change with changes in trip speed. Also, the emissions rates used in MOBILE 6.2 for particulate matter and MSATs are based on a limited number of tests of mostly older-technology vehicles. Lastly, in its discussions of PM under the conformity rule, EPA has identified problems with MOBILE 6.2 as an obstacle to quantitative analysis.

These deficiencies compromise the capability of MOBILE 6.2 to estimate MSAT emissions. MOBILE 6.2 is an adequate tool for projecting emissions trends and performing relative analysis between alternatives for very large projects, but is not sensitive enough to capture the effects of travel changes tied to smaller projects or to predict emissions near specific roadside locations.

- Dispersion: The tools to predict how MSATs disperse are also limited. The EPA's current regulatory models, CALINE3 and CAL3QHC were developed and validated more than a decade ago for the purpose of predicting episodic concentrations of carbon monoxide to determine compliance with the NAAQS. The performance of dispersion models is more accurate for predicting

maximum concentrations that can occur at some time at some location within a geographic area. This limitation makes it difficult to predict accurate exposure patterns at specific times at specific highway project locations across an urban area to assess potential health risk. The NCHRP is conducting research on best practices in applying models and other technical methods in the analysis of MSATs. This work also will focus on identifying appropriate methods of documenting and communicating MSAT impacts in the NEPA process and to the general public. Along with these general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations.

- **Exposure Levels and Health Effects:** Finally, even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project-specific health impacts. Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over a 70-year period. There are also considerable uncertainties associated with the existing estimates of toxicity of the various MSATs, because of factors such as low dose extrapolation and translation of occupational exposure data to the general population. Because of these shortcomings, any calculated difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with calculating the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against other project impacts that are better suited for quantitative analysis.

Summary of Existing Credible Scientific Evidence Relevant to Evaluating the Impacts of MSATS: Research into the health impacts of MSATs is ongoing. For different emissions types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses.

Exposures to toxics have been a focus of a number of EPA efforts. Most notably, the agency conducted the National Air Toxics Assessment (NATA) in 1996 to evaluate modeled estimates of human exposure applicable to the county level. While not intended for use as a measure of or benchmark for local exposure, the modeled estimates in the NATA database best illustrate the levels of various toxics when aggregated to a national or State level.

The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at <http://www.epa.gov/iris>. The following toxicity information for the six prioritized MSATs was taken from the IRIS database *Weight of Evidence Characterization* summaries. This information is taken verbatim from EPA's IRIS database and represents the Agency's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures.

- **Benzene** is characterized as a known human carcinogen.
- The potential carcinogenicity of **acrolein** cannot be determined because the existing data are inadequate for an assessment of human carcinogenic potential for either the oral or inhalation route of exposure.
- **Formaldehyde** is a probable human carcinogen based on limited evidence in humans and sufficient evidence in animals.
- **1,3-butadiene** is characterized as carcinogenic to humans by inhalation.
- **Acetaldehyde** is a probable human carcinogen based on increased incidence of nasal tumors in male or female rats and laryngeal tumors in male and female hamsters after inhalation exposure.
- **Diesel exhaust (DE)** is likely to be carcinogenic to humans by inhalation from environmental exposures. **Diesel exhaust** as reviewed in this document is the combination of diesel particulate matter and diesel exhaust organic gases.
- **Diesel exhaust** also represents chronic respiratory effects, possibly the primary non-cancer hazard from MSATs. Prolonged exposures may impair pulmonary function and could produce symptoms, such as cough, phlegm, and chronic bronchitis. Exposure relationships have not been developed from these studies.

There have been other studies that address MSAT health impacts in proximity to roadways, The Health Effects Institute, a non-profit organization funded by EPA, FHWA, and industry, has undertaken a major series of studies to research near-roadway MSAT hot spots, the health implications of the entire mix of mobile source pollutants, and other topics. The final summary of the studies is not expected for several years.

Some recent studies have reported that proximity to roadways is related to adverse health outcomes—particularly respiratory problems. Much of this research is not specific to MSATs, instead of surveying the full spectrum of both criteria and other pollutants. FHWA cannot evaluate the validity of these studies, but more importantly, they do not provide information that would be useful to alleviate the uncertainties listed above and enable us to perform a more comprehensive evaluation of the health impacts specific to this project.

Relevance of Unavailable or Incomplete Information to Evaluating Reasonably Foreseeable Significant Adverse Impacts on the Environment, and Evaluation of impacts based upon theoretical approaches or research methods generally accepted in the scientific community: Because of the uncertainties outlined above, a quantitative assessment of the effects of air toxic emissions impacts on human health cannot be made at the project level. While available tools do allow us to reasonably predict relative emissions changes between alternatives for larger projects, the amount of MSAT emissions from each of the project alternatives and MSAT concentrations or exposures created by each of the project alternatives cannot be predicted with

enough accuracy to be useful in estimating health impacts. (As noted above, the current emissions model is not capable of serving as a meaningful emissions analysis tool for smaller projects.) Therefore, the relevance of the unavailable or incomplete information is that it is not possible to make a determination of whether any of the alternatives would have “significant adverse impacts on the human environment”.

A qualitative assessment of MSAT emissions is provided relative to the various alternatives; the 2030 No-Build Alternative; 2030 Alternative 1; 2030 Alternative 2; 2030 Alternative 3; 2030 Alternative 4a; and 2030 Alternative 4b may result increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated.

#### 4.1.2.2 Qualitative Analysis

As discussed above, technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project. However, even though reliable methods do not exist to accurately estimate health impacts of MSATs at the project level, it is possible to qualitatively assess the level of future MSAT emissions under the project. Although a qualitative analysis cannot identify and measure health impacts from MSATs, it can give a basis for identifying and comparing the potential differences among MSAT emissions-if any –from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*, found at: [www.fhwa.dot.gov/environment/airtoxic/msatcompare/msatemissions.htm](http://www.fhwa.dot.gov/environment/airtoxic/msatcompare/msatemissions.htm).

For each alternative in the New Circle Road project, the amount of MSATs emitted would be proportional to the vehicle miles traveled (VMT), assuming that other variables such as fleet mix are the same for each alternative. The total VMT estimated for each of the Build Alternatives is lower than that for the No-Build Alternative, as the distances traveled coupled with the corresponding traffic volumes in ADT for the entire project corridor are reduced (see Table 4.1).

**Table 4.1. Project Vehicle Miles Traveled (Daily VMT)**

Facility	2030 No-Build	2030 Alternative 5	2030 Alternative 7	2030 Alternative 8
KY 4	120,920	99,922	106,651	110,478
US 25	6,618	6,641	5,738	6,508
KY 922	20,214	15,160	19,290	20,648
Ramps @ KY 4/US 25 Interchange	12,548	12,222	11,973	12,013
Ramps @ KY 4/KY 922 Interchange	13,017	13,861	9,491	11,870
<b>Total VMT</b>	<b>173,317</b>	<b>147,806</b>	<b>153,143</b>	<b>161,517</b>

In addition, because the estimated VMT under each of the design Alternatives are less than those of the No-Build Alternative, varying by 6.8% to 14.7%, it is expected that there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions will be likely lower than present levels in the design year as a result of EPA’s national control programs that are projected to reduce MSAT emissions by 57 to 87 percent from 2000 to 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after

accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes and businesses; therefore, under each alternative, there may be localized areas where ambient concentrations of MSATs could be higher under certain design Alternatives than the No-Build Alternative. The localized increases in MSAT concentrations would likely be more pronounced along the expanded roadway sections that would be built along KY 4 for each Design Alternative; however, as discussed above, the magnitude and duration of these potential increases compared to the No-Build Alternative cannot be accurately quantified due to the inherent deficiencies of current models. In sum, when a highway is widened and, as a result, moves closer to receptors, the localized level of MSAT emissions for the Design Alternatives could be higher relative to the No-Build Alternative, but this could be offset from increases in speeds and reductions in congestion, which are associated with lower MSAT emissions. Also, MSATs will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

#### **4.1.2.3 MSAT Mitigation Strategies**

Lessening the effects of mobile source air toxics should be considered for projects with substantial construction-related MSAT emissions that are likely to occur over an extended building period, and for post-construction scenarios where NEPA analysis indicates potentially meaningful MSAT levels. Such mitigation efforts should be evaluated based on the circumstances associated with individual projects and they may not be appropriate in all cases. However, there are a number of mitigation strategies and solutions for countering the effects of MSAT emissions.

Mitigating for Construction MSAT Emissions: Construction activity may generate a temporary increase in MSAT emissions. Project-level assignments that render a decision to pursue construction emission mitigation will benefit from a number of technologies and operational practices that should help lower short-term MSATs. In addition, SAFETEA-LU has emphasized a host of diesel retrofit technologies in the law's CMAQ provisions-technologies that are designed to lessen a number of MSATs.

Construction mitigation includes strategies that reduce engine activity or reduce emissions per unit of operating time. Operational agreements that reduce or redirect work or shift times to avoid community exposures can have positive benefits when sites are near vulnerable populations. For example, agreements that stress work activity outside normal hours of an adjacent school campus would be operations-oriented mitigation. Also on the construction emissions front, technological adjustments to equipment, such as off-road dump trucks and bulldozers, could be appropriate strategies. These technological fixes could include particulate matter traps, oxidation catalysts, and other devices that provide an after-treatment of exhaust emissions. The use of clean fuels, such as ultra-low sulfur diesel, also can be a very cost beneficial strategy.

EPA has listed a number of approved diesel retrofit technologies; many of these can be deployed as emissions mitigation measures for equipment used in construction. This listing can be found at: [www.epa.gov/otaq/retrofit/retroverifiedlist.htm](http://www.epa.gov/otaq/retrofit/retroverifiedlist.htm).



Post Construction Mitigation for Projects with Potentially Significant MSAT Levels: Longer-term MSAT emissions can be more difficult to control, as variables such as daily traffic and vehicle mix are elusive. Operational strategies that focus on speed limit enforcement or traffic management policies may help reduce MSAT emissions even beyond the benefits of fleet turnover. Well-traveled highways with high proportions of heavy-duty diesel truck activity may benefit from active Intelligent Transportation System programs such as traffic management centers or incident management systems. Similarly, anti-idling strategies, such as truck stop electrification can complement projects that focus on new or increased freight activity.

Planners also may want to consider the benefits of establishing buffer zones between new or expanded highway alignments and areas of vulnerable populations. Modifications of local zoning or the development of guidelines that are more protective also may be useful in separating emissions and receptors.

The initial decision to pursue MSAT emissions mitigation should be the result of interagency consultation at the earliest juncture. Options available to project sponsors should be identified through careful information gathering and the required level of deliberation to assure an effective course of action.

## 4.2 Noise

Six noise-sensitive receptors (i.e., Receptor 2), representing two residences, three hotels, and one privately-owned outdoor recreation area, were analyzed used FHWA TNM® 2.5 under Existing (2007) and Design Year (2030) conditions.

Under Existing (2007) conditions, none of the six receptors modeled are currently experiencing a sound-level impact. FHWA TNM® 2.5 predicts sound levels to range between 54.5 dBA and 63.5 dBA. Under Design Year (2030) No-Build conditions, none of the six receptors modeled will experience a sound-level impact. FHWA TNM® 2.5 predicts sound levels to range between 55.9 dBA and 65.0 dBA. Under Design Year (2030) Build conditions, seven of the 20 receptors modeled will experience a sound-level impact. FHWA TNM® 2.5 predicts sound levels to range between 54.5 dBA and 64.7 dBA.

Construction of the proposed project is not expected to result in any substantive change in project area land uses, development patterns, or traffic volumes and vehicle mix; therefore, the project is not expected to result in any indirect or cumulative sound-level impacts for noise-sensitive receptors in the project area.

**Table 4.2. Sound Level Impacts for Receptor 2**

Receptor	Number and Type of Receptor(s) Represented	NAC	Existing (2007) dBA (Leq)	Design Year (2030) dBA (Leq)				Increase (No build to Build)		
				No Build	Alt 5	Alt 7	Alt 8	Alt 5	Alt 7	Alt 8
2a	2 hotels	67	59.1	60.7	60.2	60.3	60.6	-0.5	-0.4	-0.1
2b	1 hotel		54.5	55.9	54.5	55.5	55.4	-1.4	-0.4	-0.5
2c	Private recreation area		58.7	60.2	60.4	60.4	60.5	0.2	0.2	0.3
2d	Private recreation area		62.7	64.2	64.3	64.3	64.3	0.1	0.1	0.1
2e	Private recreation area		63.5	65.0	64.7	64.7	64.7	-0.3	-0.3	-0.3
2f	2 single-family residences		55.7	57.3	57.6	57.6	57.6	0.3	0.3	0.3

## 4.3 Ecological

### 4.3.1 Stream Impacts

Six surface streams were identified in the project study area; five occur within the proposed construction limits of Alternatives 5, 7, and 8, and are expected to be impacted by the project. The placement of new or the extension of existing pipe or box culverts is anticipated for three of the five streams expected to be impacted by the project; two are small limited-quality non-USGS Ordinary High Water (OHW) features (Sites 5 and 6), and one is a limited-quality USGS feature (Site 4). Three stream relocations (Sites 2, 3, and 6) are expected to result; two are small, limited-quality non-USGS OHW features (Sites 2 and 6), and one is a limited-quality USGS feature (Site 3).

**Table 4.3.** Preliminary Stream Impacts by Alternative

Site	Stream Name	USGS Designation	Preliminary Impact Activity	Steam Impact by Alternative (linear feet)		
				Alternative 5	Alternative 7	Alternative 8
2	Unnamed Tributary #2 to Cane Run	None	Relocate channel to new roadside ditch	481.7	481.7	481.7
3	Unnamed Tributary #3 to Cane Run	Intermittent	Relocate channel to new roadside ditch	253.1	253.1	253.1
4	Unnamed Tributary #4 to Cane Run	Intermittent	Extend existing culverts	94.6	94.6	94.6
5	Unnamed Tributary #5 to Cane Run	None	Extend existing culverts	116.6	68.5	73.3
6	Unnamed Tributary #6 to Cane Run	None	Relocate channel and extend existing culverts	637.7	359.5	367.7
Total Expected USGS Stream Length Impact				347.7	347.7	347.7
Total Expected Non-USGS OHW Channel Length Impact				966.0	909.7	922.7
Grand Total Expected Stream Length Impact				1,313.7	1,257.4	1,270.4

No unique or high-quality stream segments or associated riparian corridors were found to occur within the project study area or within the proposed construction limits, and none of the stream segments crossed by the project are considered to be critical to the local environment. No Federal or state-listed aquatic species were identified from any of the streams surveyed for this project.

Stream conditions within the project study area are characterized by disturbed open or narrow wooded riparian corridors, Poor to Very Poor Bioregion Classification for macroinvertebrate species occurrence and Good to Excellent Ichthyo-Region Classification for fish species occurrence; however, this stream's provisional use designation support was determined to be "Not Supporting" for all stream features, due primarily to the occurrence of in-stream and adjacent semi-natural stream habitat disturbances within the project study area and proposed construction limits.

Adverse impacts to water quality and stream habitat structure by the project are not considered to be critical (minor to moderate only) due to pre-existing disturbed stream conditions.

### 4.3.2 Floodplains

According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM), the proposed project crosses the Cane Run 100-year floodplain (Zone AE) and the 500-year floodplain. Ecological features, particularly floodplains, are depicted in Figure 5.

### 4.3.3 Wetlands

No wetland features were identified during field surveys conducted for the proposed project; as a result, no wetland impacts are expected.

### 4.3.4 Terrestrial Environment

#### 4.3.4.1 Floral

Terrestrial habitat areas expected to be impacted by the proposed build alternatives are summarized in Table 4.4.

**Table 4.4.** Habitat Characteristics of Project Area

Habitat	Extent of Habitat Within Project Study Area (acres)	Net Habitat Impact by Alternative (acres)		
		Alternative 5	Alternative 7	Alternative 8
Existing ROW	79.7	35.61	33.19	35.05
ROW Wooded Fencerows	5.24	1.22	0.87	1.05
ROW Scrubby Woods	6.71	0.41	0.32	0.62
Commercial	25.68	12.09	10.54	11.29
TOTALS	117.33	49.33	44.92	48.01

Most of the area expected to be impacted by the three proposed alternatives (between 72 and 74 percent) consists of existing ROW followed by commercial habitat, which comprises between 23 and 25 percent of the area, depending on the alternative. The remaining area consists of wooded fencerows and scrubby woods within existing ROW.

No unique or high-quality terrestrial features or old-growth woodlands were identified in the project's construction limits. Overall, the terrestrial habitats expected to be impacted were determined to be relatively young, and all sustained some form of significant past or continuous present disturbance due to proximity to human activities and intense adjacent land uses. As a result, impacts to terrestrial ecological features and habitats by the proposed project are expected to be minor.

Terrestrial fauna inhabiting any of the habitat types in the project construction limits will be displaced or eliminated. Animal travel patterns may be temporarily disrupted as construction occurs. The elimination of scrubby woodland habitats will result in the loss of a small amount of foraging and nesting sites for locally common mammals and birds; however, disturbances to these habitats are considered to be minor due to the limited amount and generally low quality of woodland habitats impacted and the limited ecological value of other terrestrial habitats existing in the project area.

#### 4.3.4.2 Faunal

Due to the developed/commercial nature and intensity of human disturbances in the general vicinity, faunal activity in the project study area is generally poor. In general, species observed in the project area are characteristically tolerant and/or well adapted to proximity to humans. No unusual bird, reptile, amphibian or mammal populations were encountered during project field studies. No federally or state-listed species were encountered during field surveys for this project.

#### 4.3.5 Threatened and Endangered Species

A detailed survey of the project area to identify potential federally endangered running buffalo clover (*Trifolium stoloniferum*) individuals or suitable habitat was conducted. In addition, efforts were made during field surveys to identify potential species habitat for the remaining nine listed species and to determine the presence of any federally or state-listed species through careful identification of any collected individuals.

**Table 4.5.** Threatened and Endangered Federal and State-Listed Species

Species	Common	Status
<i>Myotis grisescens</i>	gray bat	Federal endangered
<i>Myotis sodalist</i>	Indiana bat	Federal and State endangered
<i>Nicrophorus americanus</i>	American burying beetle	Federal endangered
<i>Trifolium stoloniferum</i>	running buffalo clover	Federal endangered and state threatened
<i>Lesquerella globosa</i>	globe bladderpod	Federal candidate and state endangered
<i>Ammodramus henslowii</i>	Henslow's sparrow	Federal species management concern and state special concern
<i>Cistothorus platensis</i>	sedge wren	State special concern
<i>Dolichonyx oryzivorus</i>	bobolink	State special concern
<i>Passerculus sandwichensis</i>	Savannah sparrow	State special concern
<i>Tyto alba</i>	barn owl	State special concern

The project does not involve changes to the location of the New Circle Road centerline, and construction work outside of existing ROW is expected to be limited and restricted to the minimum necessary to complete the planned improvements. No suitable habitat for any of the ten federally or state-listed species with known ranges in the project area was identified within the project construction limits. A No Effect finding was issued by KYTC on June 15, 2010, for gray bat, running buffalo clover, and American burying beetle. The project area has little habitat; no survey was conducted for Indiana bat. Instead, KYTC will contribute to the Indiana Bat Conservation Fund (IBCF) for the 2.71 acres that include growth along ROW fencing, inside interchange medians, and some landscaping areas. No Effect and IBCF information is included in Appendix A.

Due to the high density of urban development, indirect development of the project area is expected to be minor and confined to areas near existing interchange location. Past and present actions in the existing New Circle Road project study area have likely resulted in some loss or modification to the area's ecological resources. Relevant foreseeable future actions as a result of this project include continued maintenance of the local road network, including New Circle Road, and continued commercial development concentrated near existing interchange locations; however, due to the existing limited and generally disturbed nature of ecological

resources in the project vicinity, indirect and cumulative impacts resulting from this project are not expected to have a critical effect upon these resources.

#### 4.4 Cultural Resources

##### 4.4.1 Historic Structures or Districts

Utilizing data acquired from records research and archival documentation, a historic context of the project area was developed, and an on-site survey of the study area was undertaken. Fourteen historic properties (three previously recorded and 11 new sites) were evaluated within the Area of Potential Effect (APE). Of the three previously recorded sites, FA-W-438 is no longer extant; and FA-W-30 (Site 9) and FA-W-39 (Site 10) are still standing. Site 10 is listed on the National Register of Historic Places (NRHP). Site 9 is a complex of buildings. Historic structures are depicted in Figure 3.

**Table 4.6.** Historic Properties Evaluated for the Proposed Project

Site No.	KHC Number	Building Type	NRHP Eligible	Effect of Project
1	FA-N-1	Lexmark manufacturing building	No	N/A
2	FA-W-46	Greenhouse complex	No	N/A
3	FA-W-47	One-story, frame house	No	N/A
4	FA-W-48	Four-door, concrete-block garage	No	N/A
5	FA-W-49	One-story, wood-frame shotgun house	No	N/A
6	FA-W-50	One-story, gable-front, wood-frame house	No	N/A
7	FA-W-51	One-story, gable-front, brick commercial building	Yes (Criterion C)	No Effect
8	FA-W-52	Two-story, concrete-block hotel	No	N/A
9	FA-W-30	Sanatorium	Yes (Criteria A, B, and C (Children's Building only))	No Effect
10	FA-W-39	Two-story, brick school building	Listed	No Effect
11	FA-W-53	Two-story, gable-front structure	No	N/A
12	FA-1046	One and one-half-story, three-bay, brick structure	No	N/A
13	FA-1047	Trane Company plant	No	N/A

In a letter dated January 28, 2008, the State Historic Preservation Office (SHPO) determined that the proposed undertaking will not impact Site 10, Douglass High School, which currently houses apartments.

Site 7, a commercial structure associated with Keller Florist, was determined eligible for listing in the NRHP under Criterion C for its distinctive style, particularly in an area of Fayette County where little commercial architecture from the 1930s is intact. Site 9 is a complex of buildings that once housed the Bluegrass/Julius Marks Sanatorium.

Since neither Site 7 nor Site 9 would be affected by the undertaking, the SHPO determined in a letter dated March 12, 2008, that there will be No Effect to Site 7 (FA-W-51) and Site 9 (FA-W-30) from this project, as proposed. The SHPO letter is located in Appendix B.

#### **4.4.2 Archaeological Sites**

According to the Office of State Archaeology (OSA) site files and database, six archaeological surveys have been conducted, and five archaeological sites have been identified within the 2.0-kilometer (km) buffer around the study area. Since very few archaeological surveys have been conducted within a 2.0-km buffer around the study area, the prehistoric and historic archaeological resources are largely unknown.

An examination of historic maps of the proposed alternatives was conducted to determine if any extant historic structures depicted on the maps are still present. The 1908 USGS Topographic quadrangle of Georgetown; the 1929 Topographic map of Lexington; and the 1941 General Highway Map of Fayette County, Kentucky, were used to determine the presence of historic structures in the study area. One historic structure, depicted on the 1908 USGS topographic quadrangle, suggests that the project area has a high potential for archaeological resources, particularly in proximity to historic transportation routes, such as Georgetown Road or Newtown Pike; however, the project area exhibits severe disturbances from road construction, road maintenance, and utilities. An archaeological survey of the proposed reconstruction, conducted in 2010, found no evidence of prehistoric or early historic occupation. No additional archaeological work was recommended. In a letter dated February 16, 2011, KHC concurred with the findings of the archaeological survey. The SHPO letter is located in Appendix B.

Induced growth as a result of roadway improvements would be the most likely indirect effect on cultural historic sites. Better access to KY 4 may make the area surrounding the project more desirable for redevelopment; therefore, cultural historic sites, particularly, historic structures, may be impacted by development. Over time, these indirect effects may lead to cumulative impacts.

#### **4.5 Hazardous Materials**

Several research and survey methods were utilized to complete the Phase I Environmental Site Assessment for this project. All assessment methods were completed in accordance with the scope and limitations of published ASTM Practice E 1527-05 and KYTC DEA guidance.

State and federal databases were consulted during the literature search and agency inquiry process. Information was provided for the locations of currently and formerly listed UST sites and mappable CERCLA, RCRA, and ERNS sites.

Three sites of environmental concern were located in the project area; of which, two have the potential for environmental impact on the project.

The Former Great Midwest Moving & Storage, Inc. property (now Janelle Concrete Equipment), located at 970 New Circle Road NW, is listed as a RCRA Small Quantity Generator and FINDS property. According to the database search, no violations were reported; however upon further investigation at the Kentucky Division of Solid Waste Management (KDSWM), violations were discovered. According to KDSWM records, groundwater monitoring wells were installed on the property in September 1994: four wells are located in the fenced area east of the building; one well is located northwest of the building; and three wells are located in the outdoor storage area east of the building. If the project is proposed to impact any of these wells, proper closure and relocation of the impacted wells is recommended.

H&R Oil Company, located at 1144 Finney Drive, is listed as having underground storage tanks (USTs) and being a closed State Hazardous Waste Site. In addition, the property has two visible aboveground storage tanks (ASTs). According to the database search, 14 USTs were removed, and four groundwater monitoring wells were installed. A closure letter was issued to the property owner in 1995. Potential for the proposed project to encounter soil contamination exists on this property. The ASTs, which appear to be in the proposed ROW, should be moved to another portion of the property prior to construction.

If ROW is acquired from the Former Great Midwest Moving & Storage, Inc. or H&R Oil Company, a Phase II Environmental Site Assessment is recommended.

Electrical transformers located within the project area that potentially contain polychlorinated biphenyls (PCBs) should be addressed prior to construction.

#### **4.6 Land Use**

Current land uses in the project area are primarily high-density commercial and industrial. In the project vicinity, residential areas are located south of New Circle Road and north of Colesbury Circle. Due to the intensity at which the project area is developed, very few changes in the type of land use is expected to remain unchanged. Since some businesses on the north side New Circle Road from Georgetown Road to Newtown Pike will lose existing access to New Circle Road, and they will not have access to Nandino Boulevard, they will be acquired. Lack of access may render these properties uneconomic remnants, which are remnant properties that have been determined by the Cabinet as having little or no utility to the owner. Remnant pieces may be sold to adjoining property owners or another state agency, and, in most instances, land use is expected to remain unchanged.

#### **4.7 Socioeconomic**

##### **4.7.1 Relocations and Displacements**

The proposed project is not expected to relocate any residences, schools, public services, organizations, or fire stations.

The proposed project is expected to relocate seven businesses between Georgetown Road and Newtown Pike. Four businesses (Water Works Car Wash (car wash); Finney Mechanical, Inc. (mechanical contractor); Tire Discounters (tire sales); and Hands On Originals (promotional products manufacturer)) will be relocated by the construction of the south frontage road. The lack of a northern frontage road will require an additional three business relocations: Double B Distributors (meat distributor); Justice Shamrock Glass (automotive, commercial, residential glass distributor and installer); and Fleet Service Incorporated (semi truck repair). Business relocations are depicted in Figure 1.

In 2007, interviews and meetings were conducted with business and property owners that may be relocated as a result of the proposed project. A stakeholder meeting was held on November 11, 2007, at which, business and property owners were presented with potential alignments. Additional alternatives for the southern frontage road were developed and investigated as a result of the meeting.



As of April 2011, 57 commercial properties, including ones with store fronts, were available for lease or purchase in the project vicinity; two hundred and seventy-four properties were available in Lexington-Fayette County.

#### **4.7.2 Community**

Community impacts as a result of direct impacts to the project area are expected to be minimal; however, changes in surrounding land uses from induced growth may occur. For example, businesses where people gather, particularly along Georgetown Road or Newtown Pike south of New Circle Road, may change to other businesses or types of land uses because of redevelopment or revitalization.

None of the alternatives considered will negatively impact any residences, schools, public services, organizations, or fire stations. The proposed south frontage road will improve access and safety for emergency vehicles that service hospitals and police services located in and around Lexington. LFUCG Fire Station No. 10 will directly benefit from the improved Finney Drive/Georgetown Road intersection. Currently, to exit Finney Road, fire trucks must enter opposite lanes of traffic to turn north on Georgetown Road, and they are unable to enter the eastbound ramp of New Circle Road from Finney Drive.

#### **4.7.3 Environmental Justice**

The purpose of Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, is to focus Federal attention on the environmental and human health condition in minority and low-income communities; to promote non-discrimination in Federal programs affecting human health and the environment; and to provide minority and low-income communities access to public information and an opportunity to participate in matters relating to the environment and human health. Social and economic information of the project area is listed in Section 3.0. Census Tracts and their associated poverty rates are depicted in Figure 2.

Although minority and low-income populations exist in the project area, disproportionately high and adverse human health or environmental effects on these groups are not anticipated from the construction of the proposed project. No residences will be displaced by the proposed project. Beneficial impacts are expected.

#### **4.7.4 Accessibility**

The build alternatives will not displace any schools, churches, or emergency service facilities, but it will improve access to these facilities and other areas in the project area.

Although accessibility from Georgetown Road to Newtown Pike will change from access by permit to controlled access, driving conditions and accessibility, particularly for tractor trailers entering and exiting businesses, are expected to improve with the construction of the proposed project.

#### **4.7.5 Bicycle and Pedestrian Facilities**

Bicycle and pedestrian facilities do not currently exist in the area surrounding the project. However, LFUCG is implementing a new plan to integrate bicycling and walking in Fayette

County. The plan calls for the design of complete streets, which allow cars, bikes, and pedestrians to travel together more efficiently. Additionally, the demand for bicycle and pedestrian facilities is expected to increase with the future extension of Newtown Pike to the University of Kentucky. The project team has incorporated bicycle and pedestrian facilities into the design, providing two six-foot bike lanes to accommodate bicycle traffic.

Newtown Pike has an eight-foot paved shoulder through the New Circle Road interchange. With the utilization of the paved shoulder as a bicycle lane, rumble strips will not be installed where they will interfere with bicycle traffic. With the proposed interchange reconfigurations eliminating the majority of the existing free-flow movements on Newtown Pike through the interchange, the safety of bicycle traffic will be greatly increased. Due to the limited-access nature of New Circle Road, bicycles lanes were not provided on New Circle Road. Significant pedestrian traffic is not expected at the Newtown Pike and New Circle Road interchange. Pedestrians that are on Newtown Pike can utilize the paved shoulder.

Furthermore, bicyclists and pedestrians will have access to a multi-use path that will extend from the Kentucky Horse Park to downtown Lexington via the Lexmark bridge.

#### **4.8 Visual**

The existing visual character of the project area is typical for the area and urban routes of Lexington and does not have any unique features or viewsheds that could be impacted by the proposed project. The view of the surrounding area from the roadway will be altered by construction of the project since several buildings will be eliminated. The view of the roadway from the surrounding area will be altered from the addition of the frontage road and change in interchange configuration. Vegetation will be temporarily altered until regrowth is established.

Indirect and cumulative impacts due to the project on the visual environment will be minimal.

### **5.0 CONSTRUCTION IMPACTS**

#### **5.1 Water Quality**

The project is located in an area with soils that are indicated as having no to slight-moderate potential for erosion. The disruption of vegetation and use of heavy equipment during construction will expose areas of erodible soils, resulting in potential adverse impacts to adjacent streams, including a) temporary increases in dissolved solids, nutrients, settleable solids and suspended solids; b) the destruction or displacement of aquatic fauna whose foraging, reproduction or locomotion is hindered by silt; c) temporary increase in turbidity, which may reduce light penetration, pH, oxygen levels and/or the buffering capacity of the streams; and/or d) increased water temperatures that may cause oxygen demands and damage or destroy aquatic biota. The greatest potential for adverse construction related impacts is expected to occur where erodible soils are disturbed in cut sections of the project immediately above surface streams; however, short-term construction-related impacts to surface streams by the project are not expected to be substantial given strict adherence to Best Management Practices for erosion control during daily construction activities and rigid application of KYTC's Standard Specifications for erosion control.

## **5.2 Maintenance of Traffic**

Traffic will be maintained in two phases for this project. Phase IA will include construction of the South Frontage Road. Phase IB will maintain traffic on the existing roadway during construction of the outside lanes of New Circle Road. Existing access points along New Circle will be closed. The culvert at station 201+13 will be extended. Finally, Phase IB will widen Newtown Pike and replace the bridge. Phase II shifts New Circle Road traffic to the newly constructed outside lanes while the median is constructed. The existing ramps will remain open during construction while the proposed ramp is developed. Following construction of the proposed ramps, the existing loop ramp will be removed. Finally, the Lexmark bridge will be constructed in Phase II.

## **5.3 Air**

Any increase in particulate matter in the air due to construction activities will be temporary and will not be detrimental to the health and welfare of local residences and employees. Dust pollution may be an unavoidable, minor nuisance, and every feasible effort will be made to minimize issues with dust. Exhaust from construction equipment will be a minor impact on ambient air quality. Any open burning will be completed in compliance with state regulations and local ordinances.

## **5.4 Noise**

With respect to construction noise, the contractor shall be required to provide such equipment as sound deadening devices, shields, and physical barriers, and take such noise abatement measures that may be necessary to restrict the transmission of noise in the immediate vicinity of schools, hospitals, rest homes, churches, libraries, museums, parks, and other noise-sensitive sites. Aside from residential land uses, three hotels, one church, one preschool, one public park, and one privately owned recreational area were identified adjacent to New Circle Road in the project area. Measures to restrict construction noise may include, but are not necessarily limited to: provide sound-proof housing or enclosures for stationary noise-producing machinery, such as drills, augers, cranes, derricks, compactors, pile drivers, etc.; provide silencers on equipment air intakes; provide air intake and exhaust mufflers on internal combustion engines; perform proper maintenance on all equipment to prevent excessive vibration of metal surfaces; restrict construction operations in the vicinity of noise-sensitive locations to periods of the day when excessive noise could be least harmful; and take other measures as necessary to prevent construction noise from becoming a public nuisance or detriment to public health. It shall be the responsibility of KYTC to monitor construction noise and advise the contractor of violations of the maximum allowable noise levels.

## **6.0 COMMENTS AND COORDINATION**

Nineteen members of the public signed in at the public meeting held on May 3, 2007, at the KYTC District 7 Office. All individuals who returned questionnaires were owners or representatives of commercial properties. The public meeting summary is located in Appendix C. On October 30 and 31, 2007, and November 19, 2007, field visits and contacts were made to interview property and business owners in the project area. As a result, a property/business owner meeting was held on November 29, 2007. Discussions, particularly about the frontage roads, took place that prompted additional design of the southern frontage road by the project team. An additional meeting was held on March 7, 2008, to present the additional southern

frontage road alternatives. The property and business owners were generally pleased with the alternatives presented at the meeting. No known unresolved issues exist.





**BUSINESS KEY**

#

= Relocated Business

#

= Non-Relocated Business

1

Water Works Car Wash

2

Finney Mechanical

3

LFUCG Fire Station #10

4

H & R Oil Company

5

Tree Pro

6

Lexington Herald-Leader Distribution

7

United Auto Center

8

Fayette Rental

9

C & M Giant Tire

10

Tire Discounters

11

Hands On Originals

12

Janell, Inc.

13

Candlewood Suites

14

Roberts Towing

15

Commercial Trucks of KY

16

Red Eagle Trucking

17

D&J Auto Repair & Towing

18

Fleet Services, Inc.

19

Justice Shamrock Glass

20

Double B Distributors

**FIGURE 1**  
**BUSINESS**  
**RELOCATIONS**

**NEW CIRCLE ROAD/KY 4**  
from  
Georgetown Road  
to  
Broadway/Colesbury Circle  
Leixngton, Fayette Co., Kentucky

Item No.: 7-366.00

**Legend**

**South Frontage Road**

—

Alternative 2

**Mainline**

—

Centerline

—

Edge of Pavement

—

Shoulder

K

KENTUCKY  
TRANSPORTATION  
CABINET

N

0125250500

Feet



# FIGURE 2 CENSUS TRACT LOCATION MAP

**NEW CIRCLE ROAD/KY 4**  
from  
Georgetown Road  
to  
Broadway/Colesbury Circle  
Leixngton, Fayette Co., Kentucky

Item No.: 7-366.00



Census Tract 11, Block Group 1



Census Tract 11, Block Group 3



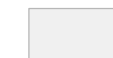
Census Tract 12, Block Group 1



Census Tract 37, Block Group 3



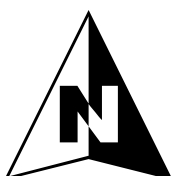
Census Tract 38.01, Block Group 1



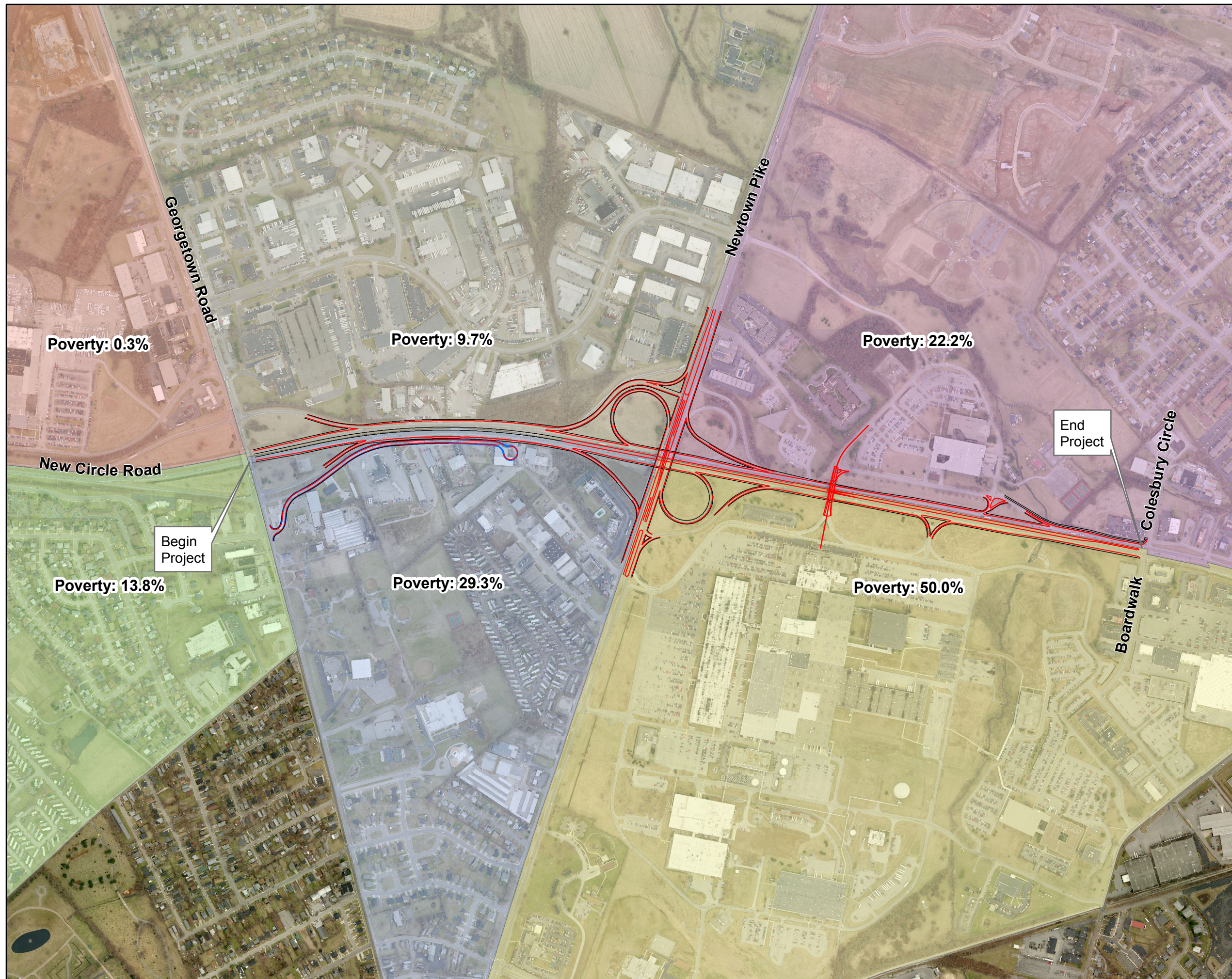
Census Tract 38.01, Block Group 2



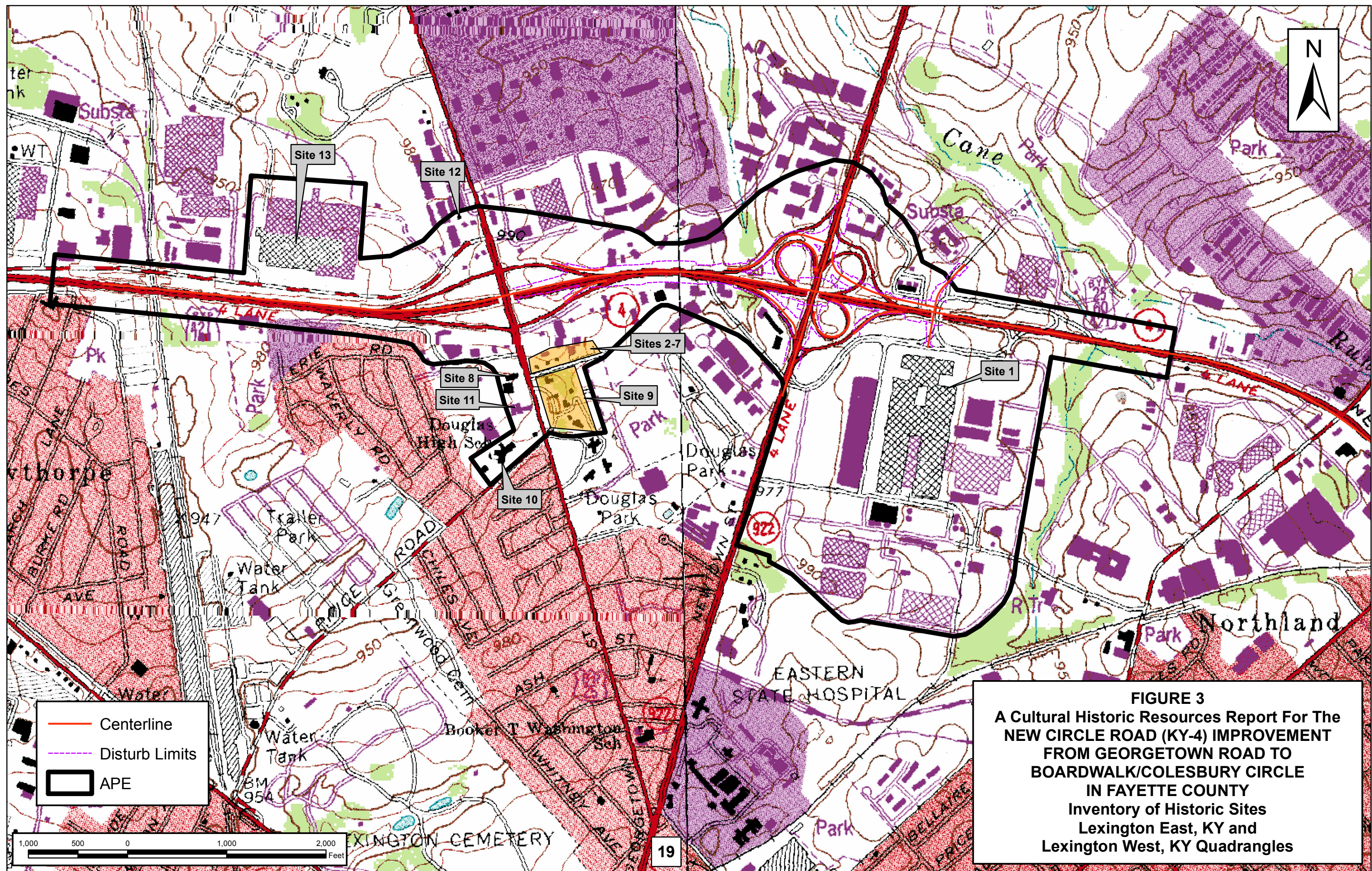
KENTUCKY  
TRANSPORTATION  
CABINET



0 250 500 1,000  
Feet







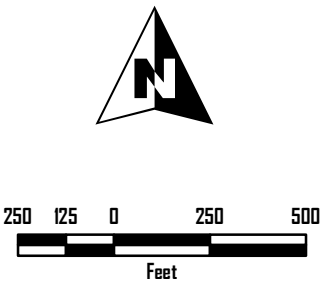




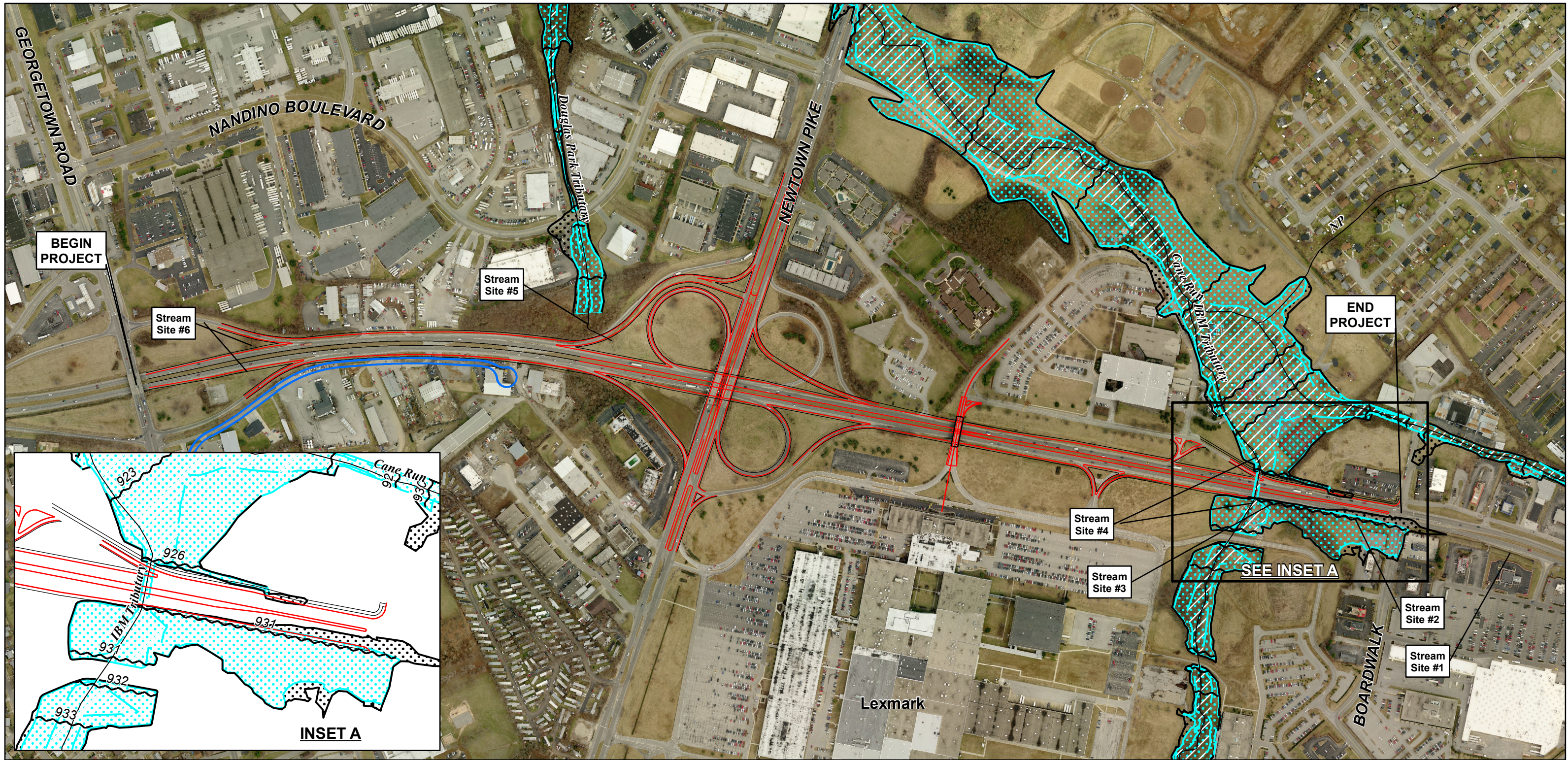
**Legend**

- Receptor Type*
- Field Sound-level Measurement Location
  - Representative Noise-Sensitive Receptor
- Proposed Alternative*
- Edge of Pavement
  - Shoulder

**FIGURE 4**  
**NOISE RECEPTORS**  
**NEW CIRCLE ROAD/KY 4**  
from  
Georgetown Road  
to  
Broadway/Colesbury Circle  
Lexington, Fayette Co., Kentucky  
Item No.: 7-366.00










## **APPENDIX 1**

### **No Effect Determination and IBCF Information**

	<p style="text-align: center;">Kentucky Transportation Cabinet</p> <p style="text-align: center;">NO EFFECT FINDING</p>		
<b>KYTC Item No:</b>	7 - 366	<b>Route:</b>	New Circle Road (KY4)/Newtown Pike (KY 922) Interchange/Georgetown Rd (US 25) Interchange
<b>Quadrangle(s):</b>	Lexington West and Lexington East	<b>County(ies):</b>	Fayette
<b>Project Description:</b> (Type of improvement, areas to be impacted, crossroad improvements, easements, etc.)			
<p>55-mph improvement to address short merging length and storage of the interchanges. Project proposes lengthening the merging lanes and all ramps (eastern on and off ramps at US 25), removing the north east clover leaf at KY 922 Interchange, and widening KY 4 to six or eight 12' lanes. This will provide motorists with additional time to safely merge in with the New Circle Road (KY4) traffic and keep traffic from backing up onto the mainline during peak traffic volumes. The project will require right-of-way acquisitions and easements, and will likely impact several utilities.</p>			
<b>Listed Species:</b> (Attach copy of USFWS county list, KSNPC web site and KDFWR web site)			
Indiana Bat, Gray Bat, Running Buffalo Clover, American burying beetle			
<b>This assessment does not address Indiana Bat.</b> It is addressed through the IBCF.			
<b>Site Description:</b> (Habitats present, existing intrusions, landforms, waterways, vegetation, wetlands, land use, etc.)			
<p>The setting is urbanized rolling terrain in the inner-bluegrass region. The groundcover is dominated by fescue, which is regularly maintained by mowing. No clover was observed. In many places, the fence line is overgrown with bush honeysuckle. Mature fence-row trees were observed consisting mainly of black cherry, hackberry, and locust trees. Less observed trees included maple, ash, oak, walnut, box elder, elm, mulberry, sycamore, basswood, beech, and pine.</p>			





**Methodologies:** (Methods of assessment, who, what, when, resources, etc.)

The project area was assessed in the field by Becky Barrick on June 15, 2010. Photographs of the project area were taken.

Office research included on-line research to evaluate geology, terrain, soils and tree cover. Recent low-level aerial photography was also utilized to verify tree cover. Standard resource agency web-sites were consulted to determine potential and known federally listed species. Approximately 3 hours were spent in office review and evaluation.

**Results:** (Compare habitat used by listed species with available habitat)

Gray Bat: There are karst sinkhole features within 1.5 miles of the project area; however, no known open throated sinkholes are within this range. There is no foraging habitat contained within the project area.

Running Buffalo Clover (RBC): The project is in well-drained limestone soils; however, the soils are mainly acidic and would not support RBC. Also, there is a narrow band of trees along some of the fence lines, but bush honeysuckle has heavily shaded this area and regular mowing and dense fescue growth has eliminated any potential habitat outside of the honeysuckle. No clover was observed.

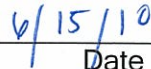
American Burying Beetle (ABB): ABB is considered extirpated from Fayette County.

**Recommendations:**

The project has been assessed in accordance with the provisions of Section 7 of the Endangered Species Act, and KYTC recommends a finding that the project will have No Effect on any listed species or their critical habitat.



KYTC Signature



Date





**U.S. Fish & Wildlife Service**  
Kentucky Ecological Services Field Office

**U.S. Fish & Wildlife Service**  
330 West Broadway, Rm 265  
Frankfort, KY 40601  
Phone: 502-695-0468  
Fax: 502-695-1024

Endangered, Threatened, & Candidate  
Species in FAYETTE County, KY

Group	Species	Common name	Legal <sup>†</sup> Status	Known <sup>†*</sup> Potential	Special Comments
Mammals	<i>Myotis sodalis</i>	Indiana bat	E	K	
	<i>Myotis grisescens</i>	gray bat	E	P	
Plants	<i>Lesquerella globosa</i>	globe bladderpod	C	K	
	<i>Trifolium stoloniferum</i>	running buffalo clover	E	K	
Insects	<i>Nicrophorus americanus</i>	American burying beetle	E	historic	considered extirpated

**NOTES:**

\* Key to notations: E = Endangered, T = Threatened, C = Candidate, CH = Critical Habitat

\*\*Key to notations: K = Known occurrence record within the county, P = Potential for the species to occur within the county based upon historic range, proximity to known occurrence records, biological, and physiographic characteristics.

County Report of Endangered, Threatened, and Special Concern Plants, Animals, and Natural Communities of Kentucky  
Kentucky State Nature Preserves Commission

County	Taxonomic Group	Scientific name	Common name	Statuses	Ranks	# of Occurrences						
						E	H	F	X	U		
Estill	Mammals	<i>Corynorhinus rafinesquii</i>	Rafinesque's Big-eared Bat	S /	G3G4 / S3	7	0	0	0	0		
Estill	Mammals	<i>Corynorhinus townsendii virginianus</i>	Virginia Big-eared Bat	E / LE	G4T2 / S1	2	0	0	0	0		
Estill	Mammals	<i>Myotis sodalis</i>	Indiana Bat	E / LE	G2 / S1S2	4	1	0	0	0		
Estill	Mammals	<i>Ursus americanus</i>	American Black Bear	S /	G5 / S2	1	0	0	0	0		
Estill	Communities	<i>Acidic sub-xeric forest</i>		N /	GNR / S5	1	0	0	0	0		
Estill	Communities	<i>Appalachian mesophytic forest</i>		N /	GNR / S5	4	0	0	0	0		
Estill	Communities	<i>Appalachian sub-xeric forest</i>		N /	GNR / S5	1	0	0	0	0		
Estill	Communities	<i>Calcareous mesophytic forest</i>		N /	GNR / S5	2	0	0	0	0		
Estill	Communities	<i>Calcareous sub-xeric forest</i>		N /	GNR / S5	1	0	0	0	0		
<b>Estill County Total:</b>						<b>70</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>		
Fayette	Vascular Plants	<i>Elymus svensonii</i>	Svenson's Wildrye	S /	G2G3 / S3	1	0	0	0	0		
Fayette	Vascular Plants	<i>Juglans cinerea</i>	White Walnut	S /	G3G4 / S3	0	0	1	0	0		
Fayette	Vascular Plants	<i>Lesquerella globosa</i>	Globe Bladderpod	E / C	G2 / S1	0	0	1	1	0		
Fayette	Vascular Plants	<i>Malvastrum hispidum</i>	Hispid Falsemallow	T /	G3G5 / S2?	1	0	0	0	0		
Fayette	Vascular Plants	<i>Oenothera triloba</i>	Stemless Evening-primrose	T /	G4 / S1S2	0	1	0	0	0		
Fayette	Vascular Plants	<i>Onosmodium mole ssp. hispidissimum</i>	Hairy False Gromwell	E /	G4G5T4 / S1	1	1	0	0	0		
Fayette	Vascular Plants	<i>Prenanthes crepidinea</i>	Nodding Rattlesnake-root	T /	G3G4 / S2	1	0	0	0	0		
Fayette	Vascular Plants	<i>Salix amygdaloides</i>	Peach-leaved Willow	H /	G5 / SH	0	1	0	0	0		
Fayette	Vascular Plants	<i>Schizachne purpurascens</i>	Purple Oat	T /	G5 / S2	1	0	0	0	0		
Fayette	Vascular Plants	<i>Stellaria fontinalis</i>	Water Stitchwort	T /	G3 / S2	1	0	0	1	0		
Fayette	Vascular Plants	<i>Trifolium stoloniferum</i>	Running Buffalo Clover	T / LE	G3 / S2S3	5	0	0	2	0		
Fayette	Vascular Plants	<i>Viburnum molle</i>	Softleaf Arrowwood	T /	G5 / S3?	1	0	0	0	0		
Fayette	Vascular Plants	<i>Viburnum rafinesquianum var. rafinesquianum</i>	Downy Arrowwood	T /	G5T4T5 / S2?	1	0	0	0	0		
Fayette	Vascular Plants	<i>Viola walteri</i>	Walter's Violet	T /	G4G5 / S2	1	0	0	0	0		
Fayette	Insects	<i>Nicrophorus americanus</i>	American Burying Beetle	H / LE	G2G3 / SH	0	1	0	0	0		
Fayette	Insects	<i>Pseudanophthalmus horni horni</i>	Garnan's Cave Beetle	S /	G3T3 / S2S3	1	0	2	0	0		
Fayette	Insects	<i>Satyrium favonius ontario</i>	Northern Hairstreak	S /	G4T4 / S2	0	1	0	0	0		
Fayette	Amphibians	<i>Rana pipiens</i>	Northern Leopard Frog	S /	G5 / S3	0	0	0	1	0		
Fayette	Breeding Birds	<i>Ammodramus henslowii</i>	Henslow's Sparrow	S /	G4 / S3B	1	0	0	0	0		
Fayette	Breeding Birds	<i>Cistothorus platensis</i>	Sedge Wren	S /	G5 / S3B	0	1	0	0	0		
Fayette	Breeding Birds	<i>Dolichonyx oryzivorus</i>	Bobolink	S /	G5 / S2S3B	1	0	0	0	0		
Fayette	Breeding Birds	<i>Nyctanassa violacea</i>	Yellow-crowned Night-heron	T /	G5 / S2B	1	0	0	0	0		
Fayette	Breeding Birds	<i>Passerculus sandwichensis</i>	Savannah Sparrow	S /	G5 / S2S3B,S2S3N	3	0	0	0	0		
Fayette	Breeding Birds	<i>Riparia riparia</i>	Bank Swallow	S /	G5 / S3B	1	0	0	0	0		
Fayette	Breeding Birds	<i>Tyto alba</i>	Barn Owl	S /	G5 / S3	0	0	1	0	0		
Fayette	Mammals	<i>Mustela nivalis</i>	Least Weasel	S /	G5 / S2S3	1	0	0	0	0		
Fayette	Mammals	<i>Myotis sodalis</i>	Indiana Bat	E / LE	G2 / S1S2	0	1	0	0	0		

County Report of Endangered, Threatened, and Special Concern Plants, Animals, and Natural Communities of Kentucky  
 Kentucky State Nature Preserves Commission

County	Taxonomic Group	Scientific name	Common name	Statuses	Ranks	# of Occurrences						
						E	H	F	X	U		
Fayette County Total:						23	21	5	5	0		
Fleming	Vascular Plants	<i>Rhynchospora recognita</i>	Globe Beaked-rush	S /	G5? / S3	1	0	0	0	0		
Fleming	Vascular Plants	<i>Solidago shortii</i>	Short's Goldenrod	E / LE	G1 / S1	2	0	0	0	0		
Fleming	Freshwater Mussels	<i>Cyprogenia stegaria</i>	Fanshell	E / LE	G1 / S1	1	0	0	0	0		
Fleming	Freshwater Mussels	<i>Epioblasma torulosa rangiana</i>	Northern Riffleshell	E / LE	G2T2 / S1	0	0	0	1	0		
Fleming	Freshwater Mussels	<i>Epioblasma triquetra</i>	Snuffbox	E /	G3 / S1	3	0	1	0	0		
Fleming	Freshwater Mussels	<i>Fusconaia subrotunda subrotunda</i>	Longsolid	S /	G3T3 / S3	11	0	1	0	0		
Fleming	Freshwater Mussels	<i>Plethobasus cyphus</i>	Sheepnose	E / C	G3 / S1	7	0	0	0	0		
Fleming	Freshwater Mussels	<i>Simpsonaias ambigua</i>	Salamander Mussel	T /	G3 / S2S3	1	0	0	0	0		
Fleming	Insects	<i>Dryobius sexnotatus</i>	Sixbanded Longhorn Beetle	T /	GNR / S1	1	0	0	0	0		
Fleming	Fishes	<i>Ichthyomyzon fossor</i>	Northern Brook Lamprey	T /	G4 / S2	1	0	0	0	0		
Fleming	Fishes	<i>Noturus stigmosus</i>	Northern Madtom	S /	G3 / S2S3	2	0	0	0	0		
Fleming	Fishes	<i>Percopsis omiscomaycus</i>	Trout-perch	S /	G5 / S3	0	1	0	0	0		
Fleming	Amphibians	<i>Cryptobranchus alleganiensis alleganiensis</i>	Eastern Hellbender	S /	G3G4T3T4 / S3	2	0	0	0	0		
Fleming	Breeding Birds	<i>Accipiter striatus</i>	Sharp-shinned Hawk	S /	G5 / S3B,S4N	2	0	0	0	0		
Fleming	Breeding Birds	<i>Ardea herodias</i>	Great Blue Heron	S /	G5 / S3B,S4N	1	0	0	0	0		
Fleming	Communities	<i>Bottomland hardwood forest</i>		N /	GNR / S2	1	0	0	0	0		
Fleming County Total:						36	2	2	1	0		
Floyd	Vascular Plants	<i>Erythronium rostratum</i>	Yellow Troutlily	S /	G5 / S2S3	2	0	0	0	0		
Floyd	Vascular Plants	<i>Hydrophyllum virginianum</i>	Eastern Waterleaf	T /	G5 / S2?	1	0	0	0	0		
Floyd	Vascular Plants	<i>Lathyrus venosus</i>	Smooth Veiny Peavine	S /	G5 / S2S3	3	0	0	0	0		
Floyd	Gastropods	<i>Patera panselenus</i>	Virginia Bladetooth	S /	G3G4 / S1	0	1	0	0	0		
Floyd	Freshwater Mussels	<i>Fusconaia subrotunda subrotunda</i>	Longsolid	S /	G3T3 / S3	0	1	1	0	0		
Floyd	Freshwater Mussels	<i>Quadrula cylindrica cylindrica</i>	Rabbitsfoot	T /	G3T3 / S2	0	0	0	1	0		
Floyd	Freshwater Mussels	<i>Villosa lienosa</i>	Little Spectaclecase	S /	G5 / S3S4	0	1	0	0	0		
Floyd	Insects	<i>Calopteryx dimidiata</i>	Sparkling Jewelwing	H /	G5 / SH	0	1	0	0	0		
Floyd	Insects	<i>Pseudanophthalmus hypolithos</i>	Ashtcamp Cave Beetle	T /	G1G2 / S2	1	0	0	0	0		
Floyd	Fishes	<i>Ichthyomyzon fossor</i>	Northern Brook Lamprey	T /	G4 / S2	1	1	0	0	0		
Floyd	Fishes	<i>Lampetra appendix</i>	American Brook Lamprey	T /	G4 / S2	0	1	0	0	0		
Floyd	Fishes	<i>Percina macrocephala</i>	Longhead Darter	E /	G3 / S1	0	1	0	0	0		
Floyd	Fishes	<i>Percopsis omiscomaycus</i>	Trout-perch	S /	G5 / S3	0	1	0	0	0		
Floyd	Reptiles	<i>Lampropeltis triangulum elapsoides</i>	Scarlet Kingsnake	S /	G5T5 / S3	0	1	0	0	0		
Floyd County Total:						8	10	1	1	0		
Franklin	Vascular Plants	<i>Aesculus pavia</i>	Red Buckeye	T /	G5 / S2S3	0	1	0	0	0		
Franklin	Vascular Plants	<i>Arabis perstellata</i>	Braun's Rockcress	T / LE	G2 / S2	34	0	0	4	0		
Franklin	Vascular Plants	<i>Elymus svensonii</i>	Svenson's Wildrye	S /	G2G3 / S3	17	0	0	0	0		



[search.kentucky.gov](http://search.kentucky.gov)

FISH AND WILDLIFE RESOURCES

[HOME](#) | [CONTACT US](#) | [BUY LICENSES](#) | [LINKS](#) | [EVENTS](#) | [WHAT'S NEW](#) | [KENTUCKY AFIELD](#) |**Species Information****KDFWR Maps****Public Hunting Area Maps****Game Maps****Download GIS Data****Links**

## Species Information

State Threatened, Endangered, and Special Concern Species observations for selected counties

Linked life history provided courtesy of [NatureServe Explorer](#).

**Records may include both recent and historical observations.**

[US Status Definitions](#)

[Kentucky Status Definitions](#)

List State Threatened, Endangered, and Special Concern Species observations in 1 selected county.

Selected county is: Fayette.

Scientific Name and Life History	Common Name and Pictures	Class	County	US Status	KY Status	WAP	Reference
<a href="#">Ammodramus henslowii</a>	<a href="#">Henslow's Sparrow</a>	Aves	Fayette	N	S	Yes	<a href="#">Reference</a>
<a href="#">Anas clypeata</a>	<a href="#">Northern Shoveler</a>	Aves	Fayette	N	E		<a href="#">Reference</a>
<a href="#">Anas discors</a>	<a href="#">Blue-winged Teal</a>	Aves	Fayette	N	T		<a href="#">Reference</a>
<a href="#">Cryptobranchus alleganiensis alleganiensis</a>	<a href="#">Eastern Hellbender</a>	Amphibia	Fayette	N	S	Yes	<a href="#">Reference</a>
<a href="#">Dolichonyx oryzivorus</a>	<a href="#">Bobolink</a>	Aves	Fayette	N	S	Yes	<a href="#">Reference</a>
<a href="#">Egretta caerulea</a>	<a href="#">Little Blue Heron</a>	Aves	Fayette	N	E	Yes	<a href="#">Reference</a>
<a href="#">Falco peregrinus</a>	<a href="#">Peregrine Falcon</a>	Aves	Fayette	PS:LE	E	Yes	<a href="#">Reference</a>
<a href="#">Fulica americana</a>	<a href="#">American Coot</a>	Aves	Fayette	N	E		<a href="#">Reference</a>
<a href="#">Junco hyemalis</a>	<a href="#">Dark-eyed Junco</a>	Aves	Fayette	N	S		<a href="#">Reference</a>
<a href="#">Mustela nivalis</a>	<a href="#">Least Weasel</a>	Mammalia	Fayette	N	S		<a href="#">Reference</a>
<a href="#">Myotis grisescens</a>	<a href="#">Gray Myotis</a>	Mammalia	Fayette	LE	T	Yes	<a href="#">Reference</a>
<a href="#">Myotis sodalis</a>	<a href="#">Indiana Bat</a>	Mammalia	Fayette	LE	E	Yes	<a href="#">Reference</a>
<a href="#">Nehalennia irene</a>	<a href="#">Sedge Sprite</a>	Insecta	Fayette	N	E		<a href="#">Reference</a>
<a href="#">Nyctanassa violacea</a>	<a href="#">Yellow-crowned Night-heron</a>	Aves	Fayette	N	T	Yes	<a href="#">Reference</a>
<a href="#">Nycticorax nycticorax</a>	<a href="#">Black-crowned Night-heron</a>	Aves	Fayette	N	T	Yes	<a href="#">Reference</a>
<a href="#">Passerculus sandwichensis</a>	<a href="#">Savannah Sparrow</a>	Aves	Fayette	N	S	Yes	<a href="#">Reference</a>

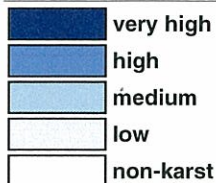






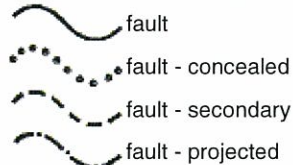
**Kentucky Geological Survey  
Geologic Information Service  
Map Legend**

**Karst Potential Index:**



**Symbols:**

**- contacts / structural features:**



sinkhole location

**PRINT THIS PAGE**

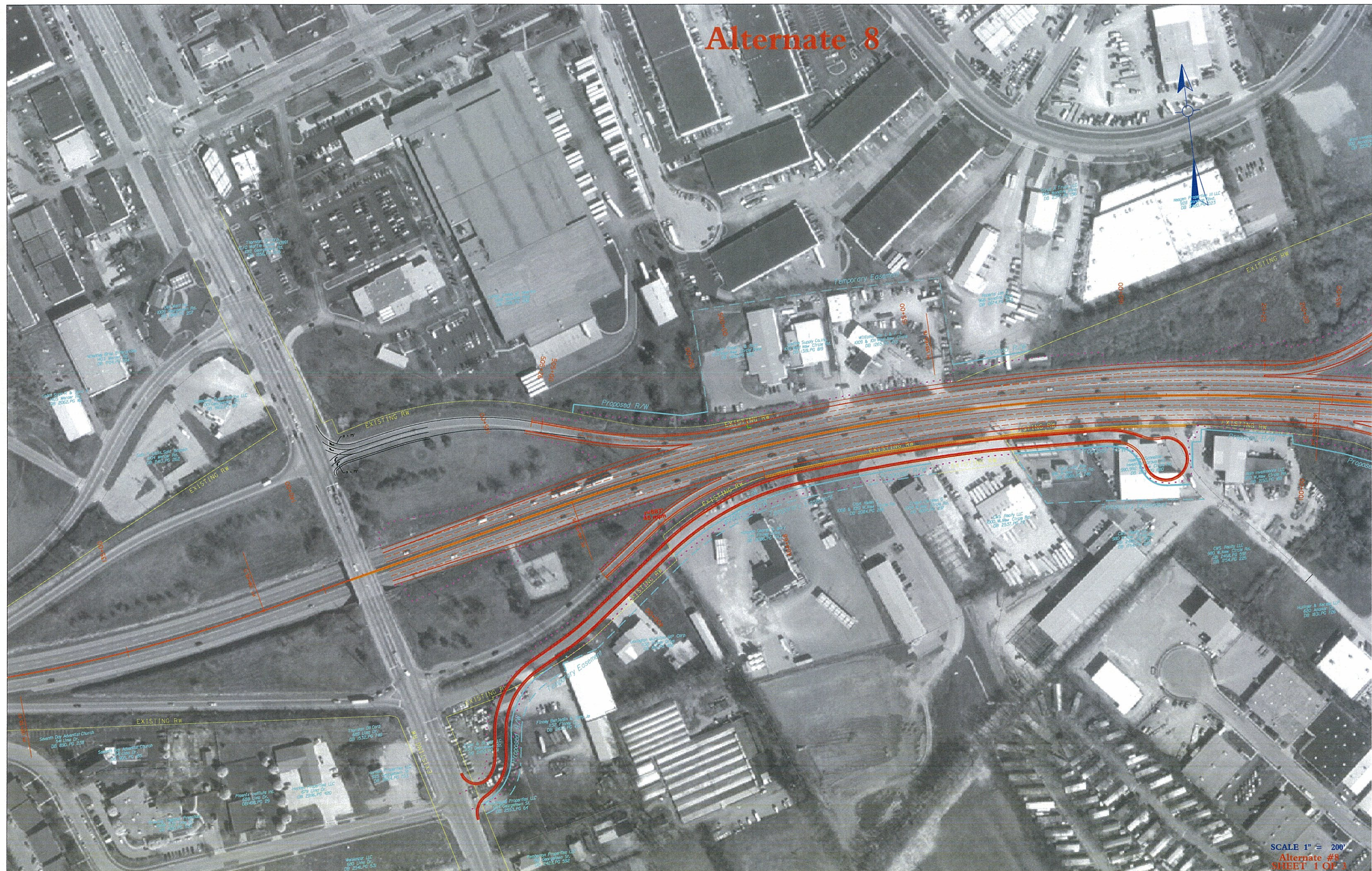
**NOTE:** in order to print colors, make sure your browser is enabled to print background colors.

**Internet Explorer Instructions:** Go to Tools --> Internet Options --> Advanced --> Under the "Printing" header, click the "Print background colors and images" box.

**Firefox Instructions:** Go to File --> Page Setup --> Click the "Print Background (colors & images)" box.

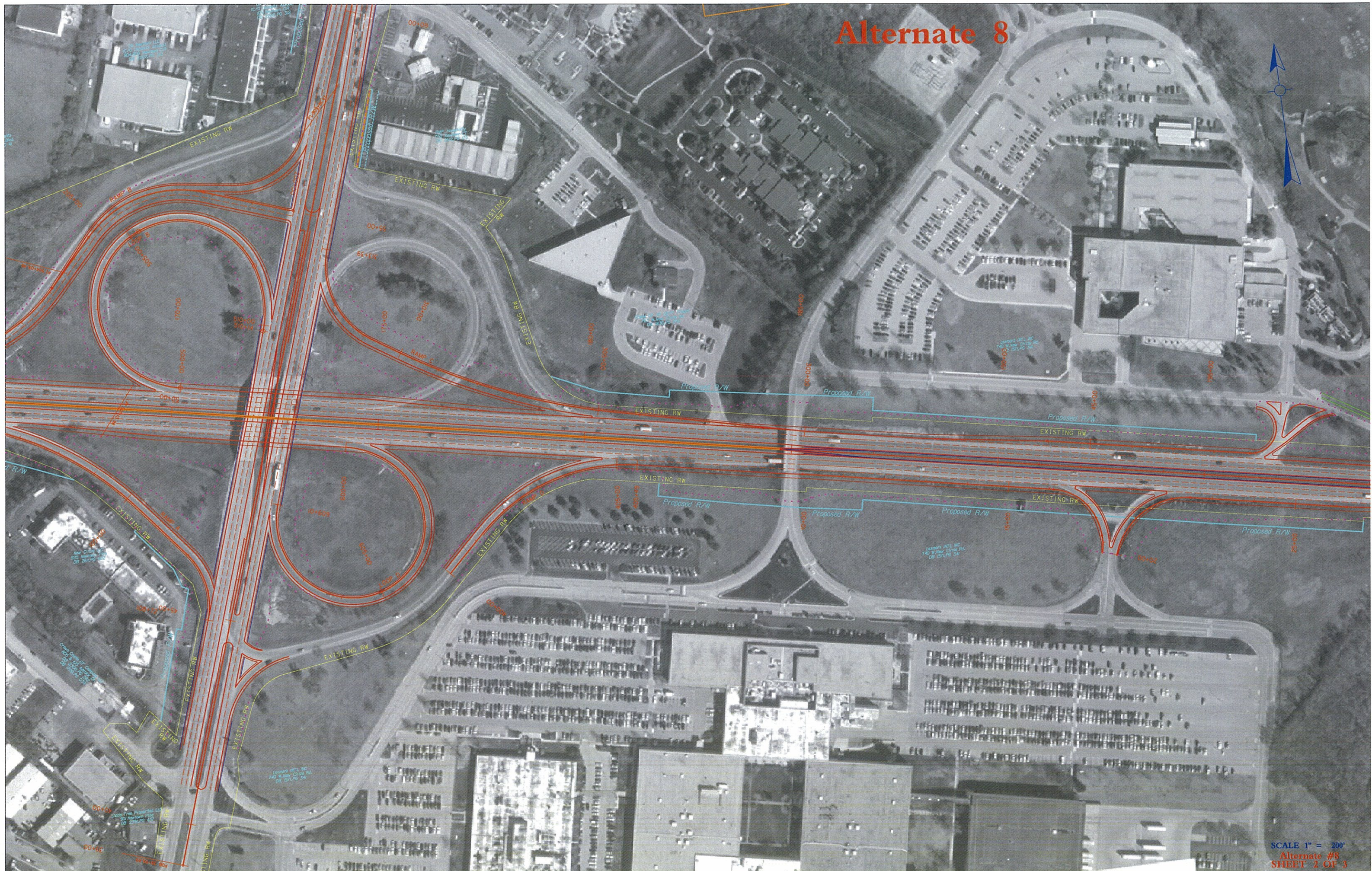


# Alternate 8



SCALE 1" = 200'  
Alternate #8  
SHEET 1 OF 3

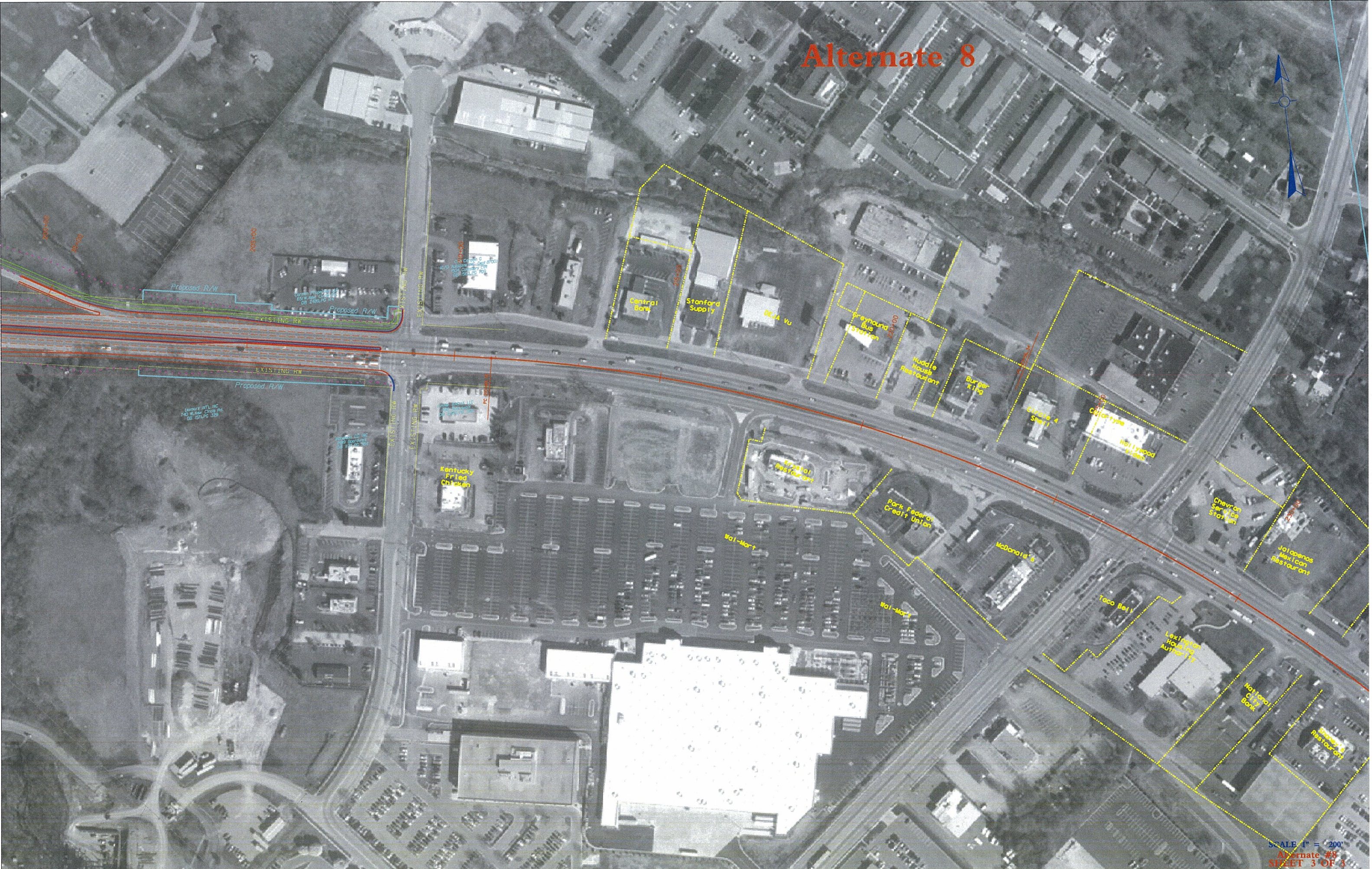




SCALE 1" = 200'  
Alternate #8  
SHEET 2 OF 3



# Alternate 8





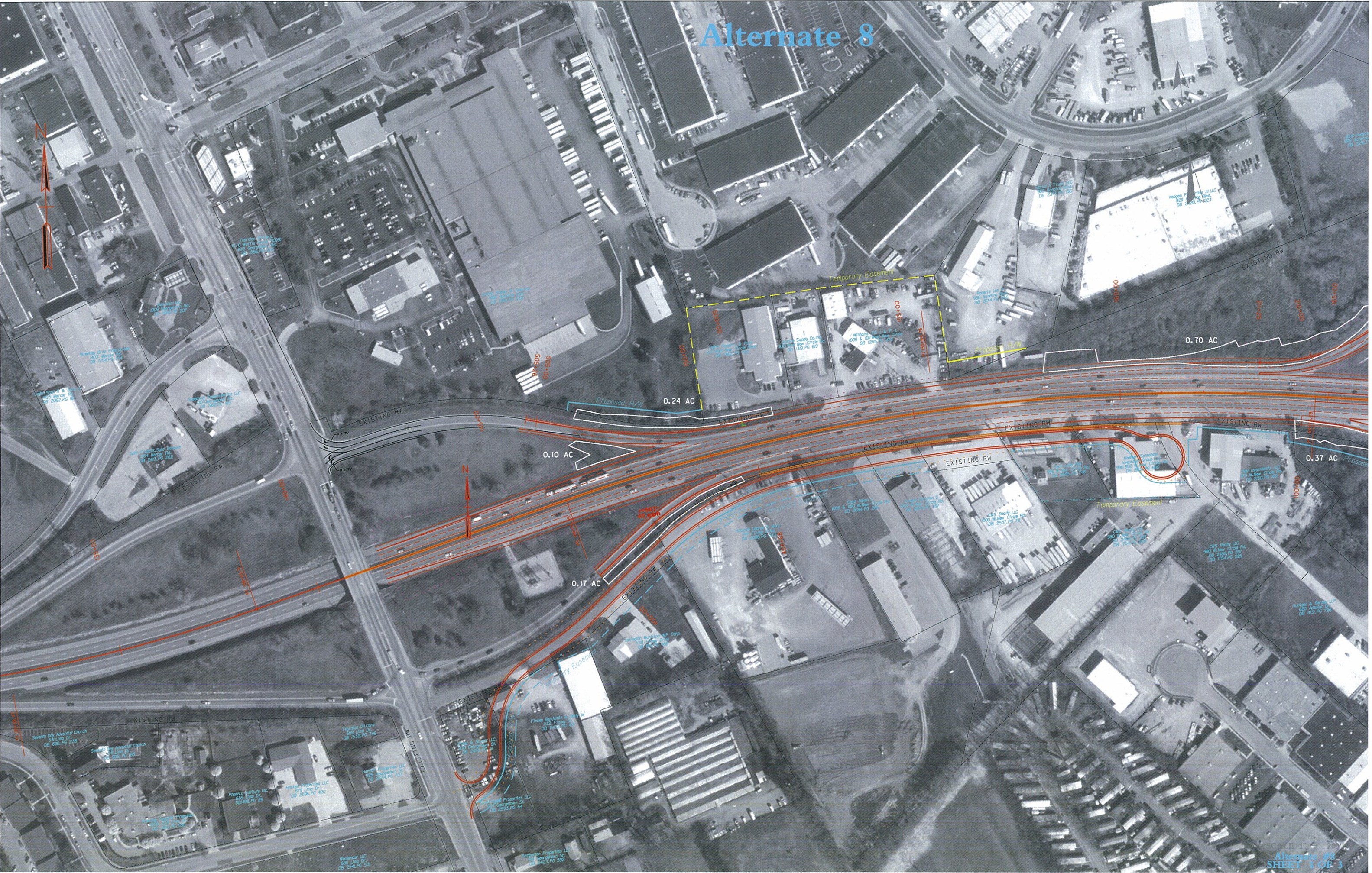
Reported to USFWS: \_\_\_\_\_  
Date Signature





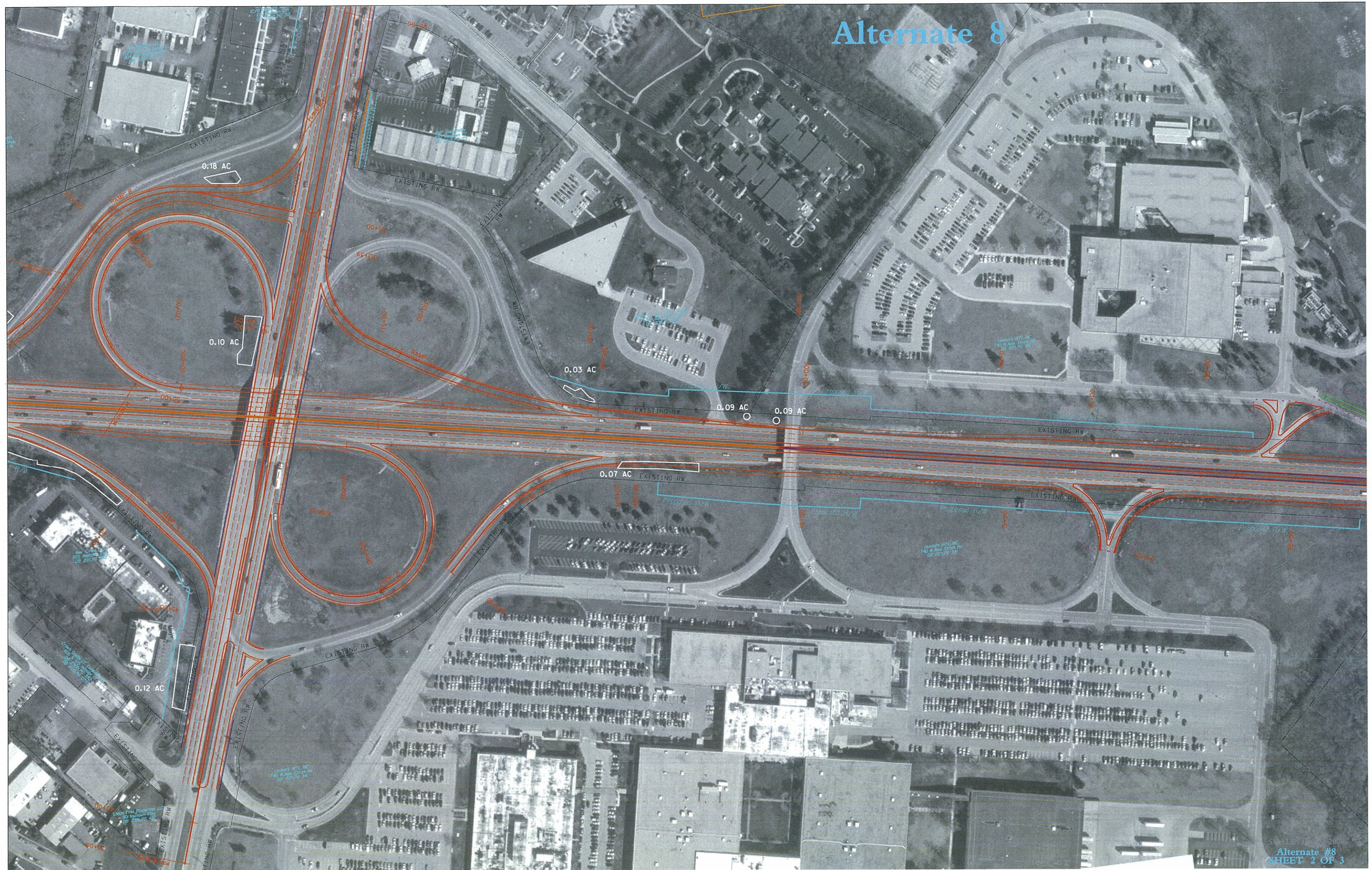


# Alternate 8



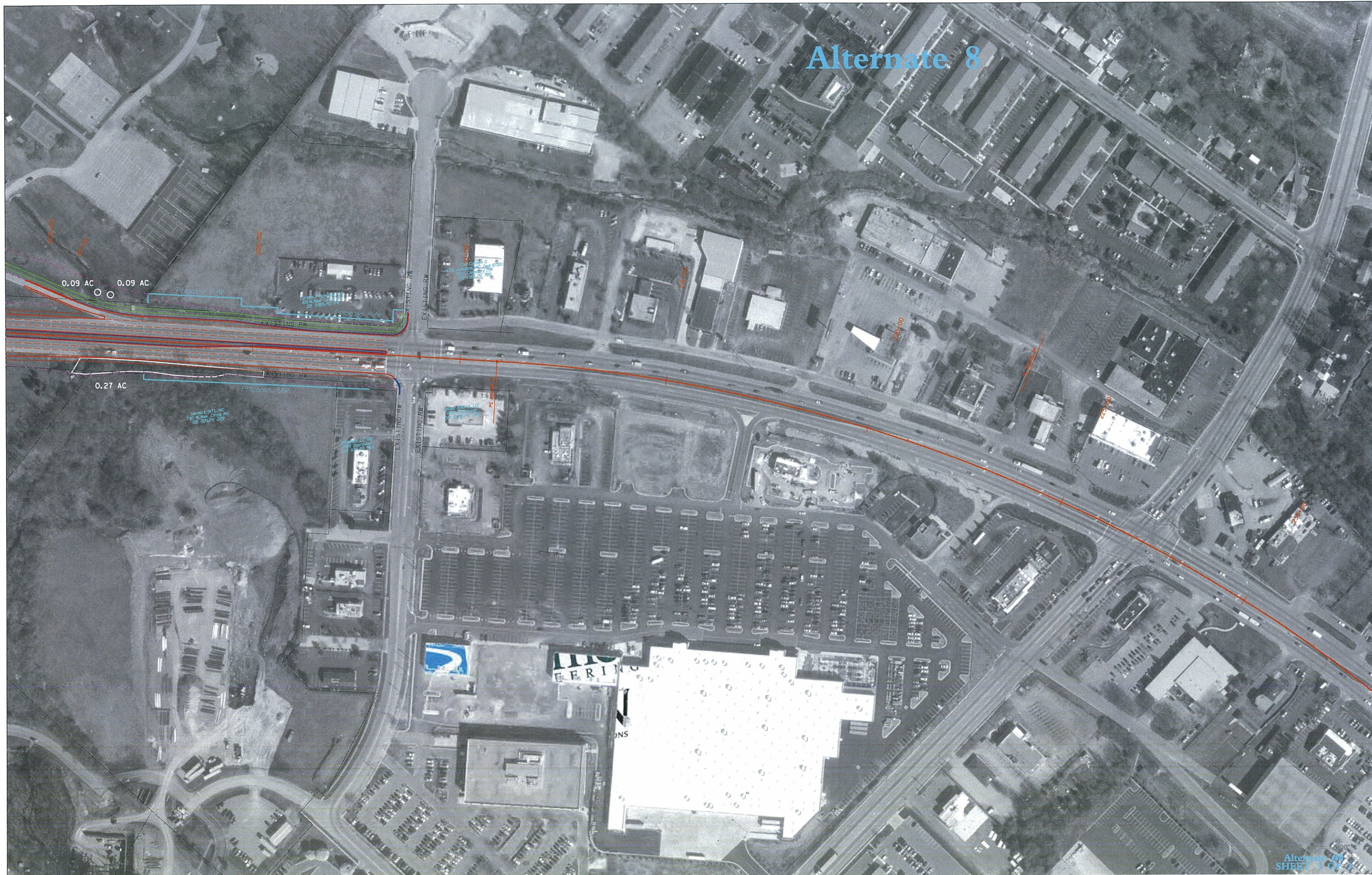


# Alternate 8





# Alternate 8





**APPENDIX 2**  
SHPO Concurrence Letters



COMMERCE CABINET  
KENTUCKY HERITAGE COUNCIL

Steven L. Beshear  
Governor

The State Historic Preservation Office  
300 Washington Street  
Frankfort, Kentucky 40601  
Phone (502) 564-7005  
Fax (502) 564-5820  
www.kentucky.gov

Marcheta Sparrow  
Secretary

Donna M. Neary  
Executive Director and  
State Historic Preservation Officer

March 12, 2008

Mr. David Whitworth, Transportation Specialist  
Federal Highway Administration  
330 West Broadway  
Frankfort, KY 40601

**Re: Determination of Effects for Site 7 and Site 9; A Cultural Historic Resources Report for the New Circle Road (KY-4) Improvement from Georgetown Road to Board/Colesbury Circle in Fayette County, Kentucky (Item No 7-113.00)**

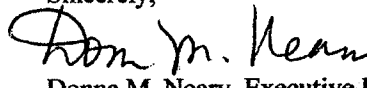
Dear Mr. Whitworth:

The State Historic Preservation Office determined, in a letter from this office dated January 28, 2008, that Site 7 (FA-W-51) and Site 9 (FA-W-30) located within the above-referenced undertaking's Area of Potential Effect, are eligible for listing in the National Register of Historic Places. Based on the information provided at the time, however, we were unsure as to the effects of this undertaking on these sites.

Based on additional information provided to this office, it is our determination that according to the currently proposed project plans, neither site would be impacted by this undertaking. Therefore, there will be **No Effect** to Site 7 (FA-W-51) and Site 9 (FA-W-30) from this project as proposed.

Should you have any questions regarding these comments, please feel free to contact Janie-Rice Brother of my staff at (502) 564-7005, extension 121.

Sincerely,

  
Donna M. Neary, Executive Director  
and State Historic Preservation Officer

Cc: David Waldner, Amanda Abner (KYTC-DEA)  
JRB: jrb



STEVEN L. BESHEAR  
GOVERNOR

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

MARCHETA SPARROW  
SECRETARY

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

MARK DENNEN  
EXECUTIVE DIRECTOR AND  
STATE HISTORIC PRESERVATION OFFICER

February 16, 2011

Mr. David M. Waldner, Director  
Division of Environmental Analysis  
Kentucky Transportation Cabinet  
200 Mero Street  
Frankfort, Kentucky 40622

**Re: An Archaeological Survey of the Proposed Reconstruction of New Circle Road between Georgetown Road and Boardwalk/Colesbury Circle, Fayette County, Kentucky, by Michael Curran (CRAI)**

**Fayette County  
KYTC Item Number 7-366.00**

Dear Mr. Waldner,

This office has received the above mentioned report for review. The survey found no evidence of prehistoric or early historic occupation in the project area. The authors recommend that no additional archaeological work should be undertaken for the current project. I concur with the author's findings. Therefore, we have no further comments and responsibility to consult with the Kentucky State Historic Preservation Officer under the Section 106 review process for archaeology on this project is fulfilled.

If you have any questions, please do not hesitate to contact Wes Stoner of my staff at (502) 564-7005 ext 151.

Sincerely,

Mark Dennen, Executive Director  
Kentucky Heritage Council and  
State Historic Preservation Officer

MD: wds  
cc. Charles M Niquette (CRAI)  
Dan Davis (KYTC-DEA)  
Dr. George Crothers (KY-OSA)

**APPENDIX 3**  
Public Meeting Summary

# New Circle Road Public Meeting

Widening of KY 4 from Georgetown Rd (Including Ramps)  
to Boardwalk/Colesbury Circle

Fayette County  
7-366.00 & 7-366.10  
KY 4 (New Circle Road)

May 3, 2007  
5:00 pm to 7:00 pm  
Transportation Cabinet District 7 Office

Endorsement: To the best of my knowledge the meeting summary is accurate and representative of the meeting held May 3, 2007.

---

Robert Sturgeon, PE  
Chief District Engineer – D7

---

Rob Sprague, PE  
KYTC Project Manager



# Table of Contents

## 1. Public Meeting Correspondence

Letter to Manager of Advertising Section of Newspaper

Public Meeting Advertisement

Tear Sheet from Newspaper

Project Limits

Letter to Property Owners

## 2. Public Meeting Handout Material

Handout

Questionnaire

## 3. Sign-in Sheets and Comments Sheets

## 4. Meeting Summary

Meeting Photographs

Presentation Slides

## 5. Responses to Comments

## SECTION 1

### Public Meeting Correspondence

**Stephen Sewell**

---

**From:** Sprague, Robin (KYTC-D07) [Robin.Sprague@ky.gov]  
**Sent:** Wednesday, May 30, 2007 4:10 PM  
**To:** Stephen Sewell  
**Subject:** FW: New Circle Ad  
**Attachments:** New Circle Rd Ad 5-3-2007.pdf

---

**From:** Sprague, Robin (KYTC-D07)  
**Sent:** Tuesday, April 03, 2007 3:42 PM  
**To:** 'McConnell, Tammy'  
**Cc:** Forrester, Diane (KYTC-D07); Thacker, David B (KYTC-D07)  
**Subject:** FW: New Circle Ad

Tammy,

I need the attached advertisement ran on Wednesday April 18<sup>th</sup> and Thursday April 26<sup>th</sup>. You have any questions about running the ad you can contact me or David Thacker at 246-2355 or by email at [robin.sprague@ky.gov](mailto:robin.sprague@ky.gov) or [davidb.thacker@ky.gov](mailto:davidb.thacker@ky.gov). Diane Forrester will be handling the bill for the ad. She can be contacted at the same number or by email at [diane.forrester@ky.gov](mailto:diane.forrester@ky.gov).

We believe it may take 3 columns to make it legible.

Please respond back, so I will know that the ad was received.

*Rob*

---

**From:** Stephen Sewell [mailto:ssewell@palmernet.com]  
**Sent:** Tuesday, April 03, 2007 3:09 PM  
**To:** Sprague, Robin (KYTC-D07)  
**Subject:** New Circle Ad

Rob

Take a look at this and let me know if you want to change anything or if I missed something.

Thanks  
Stephen

Stephen Sewell, PE  
Project Manager  
<mailto:ssewell@palmernet.com>  
Palmer Engineering  
400 Shoppers Drive  
Winchester, Ky. 40392-0747  
Tel: (859) 744-1218  
Fax: (859) 744-1266  
<http://www.palmernet.com>

5/31/2007

## **The Kentucky Transportation Cabinet NEEDS YOUR INPUT!**

*Concerning the Widening of KY 4 (New Circle Rd) from Georgetown Road (including ramps) to Boardwalk/Colesbury Circle in Fayette County*

*Item No 7-366.00 & 7-366.10*

### **Public Informational Meeting**

**Thursday, May 3**

**5:00pm - 7:00pm**

**Transportation Cabinet District 7 Office**

**763 West New Circle Rd.**

**Lexington, KY**

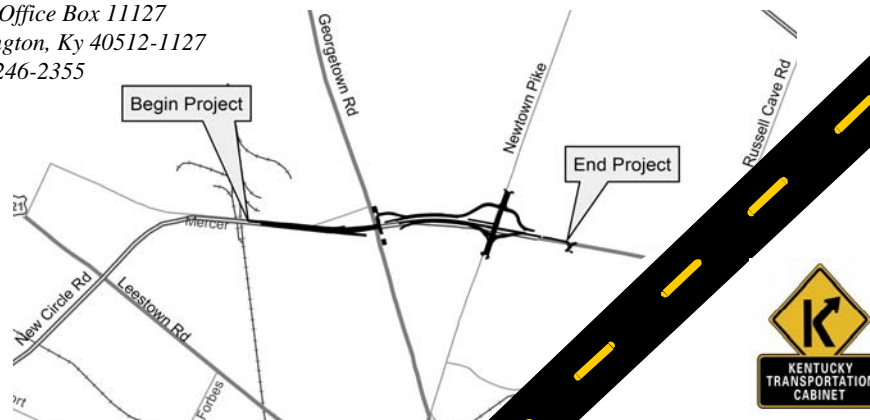
*This meeting is to present to the public the latest plans that have been developed for the project. Handouts, containing information about the project, comment sheets and displays will be available at the meeting. Representatives from the KY Transportation Cabinet and their consultants will be available to answer questions. Written and oral comments will be accepted during the meeting. Written comments will be accepted, and information made available, up to 15 days after the meeting at the District Seven office address listed above.*

*Written and oral comments from this meeting will become a part of the official record for the project. Once compiled, the meeting record will be made available for review and copying only after an Open Records Request has been received and approved. All Open Records Requests must be submitted to the Office of Legal Services, 200 Mero Street, Frankfort, Kentucky 40622.*

*In accordance with the Americans with Disabilities Act (ADA), if anyone has a disability and requires assistance, please notify Ken Huffine, no later than May 1, 2007. Please call 859-246-2355 or mail your request to the address listed below.*

*Please address any questions regarding this meeting or project to:*

**Rob Sprague**  
Post Office Box 11127  
Lexington, Ky 40512-1127  
859-246-2355



## INSULT | 'In Appalachia we call this cultural strip-mining'

From Page B1

years ago after it ran a cartoon depicting the breakup of a rustic couple with a caption, "Can we still be cousins?"

"Appalachia has long been fair game as the nation's whipping boy and, unfortunately, The New Yorker has jumped to the head of the line," he wrote. "In Appalachia, we call this cultural strip-mining."

Yorker, caught it, since they probably would have redacted it if it had popped out at them," Gordon wrote. "This is not an excuse for what I said, but I think a way of saying that the less obvious kinds of prejudices that we all have become opaque and sometimes we need to be reminded that they are offensive."

Yankin, for one, wasn't buying Gordon's explanation.

apology from some pompous bigot."

In a subsequent note to Yankin, Gordon said he was sorry she did not feel his apology was sincere.

"Perhaps you think that I am some high and mighty professor sitting in the Ivory Tower, pronouncing some pseudo-intellectual judgment on people, but that is not true," he wrote. "I'm truly humbled by this experi-

wrote, is "How can a professor at Columbia in the 21st century use such a stereotypical ethnic reference so casually it doesn't even register consciously, and how did the remark then pass unchallenged both by Mr. Colapinto and by the editorial staff of The New Yorker?"

Gordon told Ashland critic Denise Yankin that he asked the magazine's writer about the quote.

"He said that neither he, nor the copy editor of the New

### HOMEGROWN SPRING LETTUCES COMING IN!

Also spinach, green garlic, lots of homemade baked goods, garden bedding plants, seasonings, fresh herbs, local honey, handmade soaps, flower arrangements, eggs, butter, cheeses and more!

FREE PARKING

**EVERY SATURDAY!**  
Vine St. between  
Upper and Limestone  
7 AM until sold out

**EVERY SUNDAY!**  
Southland Dr.  
near Slone's  
11 AM till 3 PM

**TUES., MAY 1st!**  
Broadway/  
Maxwell  
opens

www.lexingtonfarmersmarket.com

## The Kentucky Transportation Cabinet NEEDS YOUR INPUT!

Concerning the Widening of KY 4 (New Circle Rd) from Georgetown Road (including ramps) to Boardwalk/Colesbury Circle in Fayette County

Item No 7-366.00 & 7-366.10

Public Informational Meeting

Thursday, May 3

5:00pm - 7:00pm

Transportation Cabinet District 7 Office  
763 West New Circle Rd.  
Lexington, KY

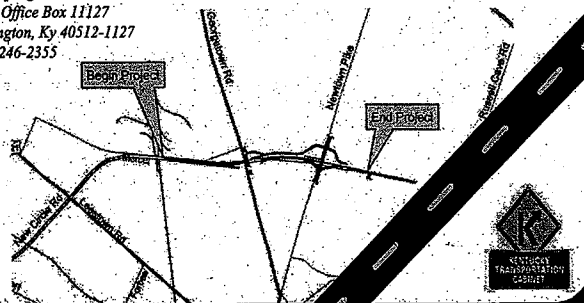
This meeting is to present to the public the latest plans that have been developed for the project. Handouts, containing information about the project, comment sheets and displays will be available at the meeting. Representatives from the KY Transportation Cabinet and their consultants will be available to answer questions. Written and oral comments will be accepted during the meeting. Written comments will be accepted, and information made available, up to 15 days after the meeting at the District Seven office address listed above.

Written and oral comments from this meeting will become a part of the official record for the project. Once compiled, the meeting record will be made available for review and copying only after an Open Records Request has been received and approved. All Open Records Requests must be submitted to the Office of Legal Services, 200 Mero Street, Frankfort, Kentucky 40622.

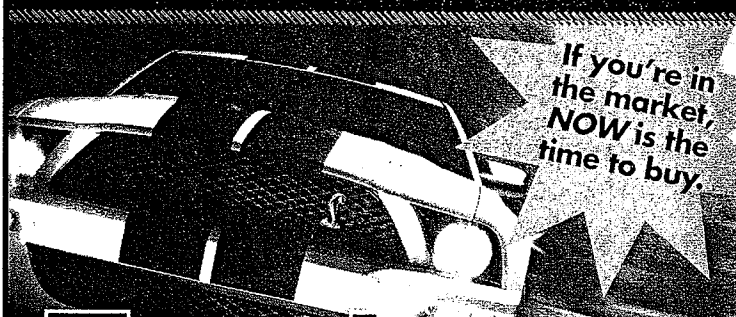
In accordance with the Americans with Disabilities Act (ADA), if anyone has a disability and requires assistance, please notify Ken Huffine, no later than May 1, 2007. Please call 859-246-2355 or mail your request to the address listed below.

Please address any questions regarding this meeting or project to:

Rob Sprague  
Post Office Box 11127  
Lexington, Ky 40512-1127  
859-246-2355



For a limited time, Man-O-War Ford is offering **EVERYONE** employee prices on over 250 brand new 2007 Ford cars, trucks, SUVs and vans.



If you're in the market, NOW is the time to buy.

No dealers; sale prices apply to in-stock vehicles.

\$12,990

2007 Ford F150 XL

Overdrive transmission, air conditioner, 15" wheels, rear defrost



Was \$14,400  
NOW \$9,997

Factory rebates up to \$5,000!

2007 Ford Focus SE

4-speed automatic transmission, 16" aluminum wheels, power mirrors

Was \$21,295  
NOW \$17,997

High trade-in offers during this sale.



2007 Ford Escape XLS

All new and pre-owned vehicles on sale at absolutely the lowest prices this year.

### CHECK OUT THESE PRE-OWNED DEALS

Year	Model	Price	Year	Model	Price	Year	Model	Price
2003	Dodge Neon	\$6,997	2002	Buick Regal	\$10,990	2006	Nissan Altima	\$15,949
2002	Ford F-150	\$7,988	2006	Chrysler PT Cruiser	\$11,988	2006	Toyota Camry	\$15,989
2005	Chevrolet Cavalier	\$8,497	2006	Ford Taurus SE	\$11,997	2006	Chrysler Town & Country, Stow & Go	\$15,989
2002	Chrysler Sebring	\$8,988	2003	Ford Windstar Ltd.	\$12,990	2006	Chevy HHR LT	\$15,997
2003	Mercury Grand Marquis, Low Miles	\$8,988	2006	Pontiac Vibe	\$12,998	2006	Chevy Monte Carlo	\$15,998
2005	Pontiac Grand Am	\$9,495	2005	Chevrolet Impala	\$13,495	2006	Ford Escape XLT 4WD	\$16,998
2004	Mitsubishi Lancer	\$9,899	2006	Hyundai Sonata	\$13,989	2005	Dodge Dakota V8 4x4	\$17,997

\*Prices shown are after rebate is applied.

Collins

MAN-O-WAR



859-271-1800

800-529-7605

www.manowarford.com

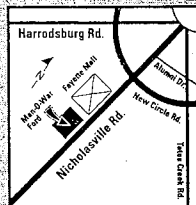
Get More.

Service and Parts Open  
Mon.-Fri. 7:30 A.M.-7 P.M.  
Sat. 8 A.M.-3 P.M.

Mon.-Sat. 9 A.M.-8 P.M.

Open Sunday

Se Habla Español.





## GE to sell plastics unit, CEO says

By Stephen Singer  
Associated Press

GREENVILLE, S.C. — General Electric Co. expects to sell its plastics unit in the second or third quarter this year, its chief executive said yesterday, divesting itself of a business that has slowed the company's earnings during recent years.

GE Chairman and Chief Executive Jeff Immelt, speaking to reporters at the company's an-

nual change services and car appearance products had been struggling for several quarters before showing signs of a turnaround in the first quarter.

Ashland said its Water Technologies division had operating income of \$6.2 million for the quarter that has just ended, compared with a \$1 million loss for the year-ago period. Sales and operating revenues rose by \$90 million during the quarter compared with a year ago, re-

## HOME SALES | Foreclosures yo-yo from Jan. to March

From Page C1

of the houses sold locally during the first quarter increased 1.7 percent to \$146,000, compared with \$143,500 one year earlier. Nationally, prices declined 8.1 percent.

"It is important to note that prices continue to show moderate but steady growth that we have experienced for the last decade or more," said Becky

parts of the country, the association said. Its Housing Affordability Index — a ratio of median family income to the income required to qualify for an 80 percent, fixed-rate mortgage to buy the median-priced home — was 1.5 in March, compared with the national average of 1.15, the Realtors said.

RealtyTrac said foreclosures, which occur when home buyers default on mortgages and the lender goes to court to have the house sold at auction, declined from 948 statewide in January to 628 in February before rising to 700 in March. In the six-county Lexington metro area, there were 207 foreclosures in the first quarter, including 197 in Fayette County. The total was



Commercial  
Building  
For Sale.

Over 2,500 square feet. P-1 Zoning.

110 Woodland Avenue. Shown by appointment.  
Gayle at Cravens Realty 859.533.7764

### The Kentucky Transportation Cabinet NEEDS YOUR INPUT!

Concerning the Widening of KY 4 (New Circle Rd) from Georgetown Road (including ramps) to Boardwalk/Colesbury Circle in Fayette County

Item No 7-366.00 & 7-366.10

Public Informational Meeting

Thursday, May 3

5:00pm - 7:00pm

Transportation Cabinet District 7 Office  
763 West New Circle Rd.  
Lexington, KY

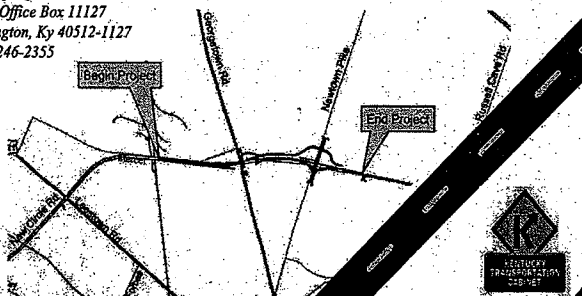
This meeting is to present to the public the latest plans that have been developed for the project. Handouts, containing information about the project, comment sheets and displays will be available at the meeting. Representatives from the KY Transportation Cabinet and their consultants will be available to answer questions. Written and oral comments will be accepted during the meeting. Written comments will be accepted, and information made available, up to 15 days after the meeting at the District Seven office address listed above.

Written and oral comments from this meeting will become a part of the official record for the project. Once compiled, the meeting record will be made available for review and copying only after an Open Records Request has been received and approved. All Open Records Requests must be submitted to the Office of Legal Services, 200 Mero Street, Frankfort, Kentucky 40622.

In accordance with the Americans with Disabilities Act (ADA), if anyone has a disability and requires assistance, please notify Ken Huffine, no later than May 1, 2007. Please call 859-246-2355 or mail your request to the address listed below.

Please address any questions regarding this meeting or project to:

Rob Sprague  
Post Office Box 11127  
Lexington, Ky 40512-1127  
859-246-2355



# SELL 'EM!

ADAMS  
Pontiac•Buick•GMC Truck

OFFICIAL  
VEHICLE  
ELIMINATION  
EVENT

Get The GM 100,000 Mile/ 5 Year  
Powertrain Warranty On '07 Models

THE GM  
100,000 MILE  
WARRANTY

<p>SAVE \$3,296</p> <p>AUTO, POWER WINDOWS, KEYLESS ENTRY MSRP \$19,195 STK #7154</p> <p><b>\$15,899</b></p>	<p>SAVE \$5,551</p> <p>2WD AIR, AUTOMATIC MSRP \$22,997 STK #7342</p> <p><b>\$17,446</b></p>
<p>NEW '07 GMC SIERRA 1500 EXT</p> <p>SAVE \$4,300</p> <p>2WD, AIR, AUTO, V8, NEW BODY STYLE MSRP \$27,000 STK #7320</p> <p><b>\$22,689</b></p>	<p>NEW '07 BUICK LUCERNE SEDAN</p> <p>SAVE \$3,932</p> <p>LOADED, NAVIGATION, MSRP \$26,705 STK #7377</p> <p><b>\$22,770</b></p>
<p>NEW '07 GMC SIERRA CREW SLT</p> <p>SAVE \$7,750</p> <p>4X4, SLT, LOADED, LEATHER MSRP \$37,749 STK #7173</p> <p><b>\$29,995</b></p>	<p>NEW '07 GMC YUKON SLT 4x4</p> <p>SAVE \$7,940</p> <p>LOADED, LEATHER, SUNROOF MSRP \$47,940 STK #7940</p> <p><b>\$39,995</b></p>



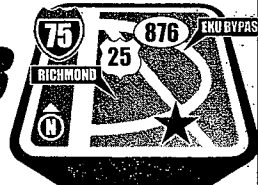
VEHICLES ARE SUBJECT TO PRIOR SALE. SALE PRICES ARE PLUS TAX, TITLE, LICENSE. PRICES INCLUDE ALL POSSIBLE INCENTIVES AND DISCOUNTS. PHOTOS ARE FOR ILLUSTRATION PURPOSES ONLY. DEALER NOT RESPONSIBLE FOR TYPO ERRORS. SEE DEALER FOR COMPLETE DETAILS. OFFERS END APR 30, 2007.

# ADAMS

Pontiac•Buick•GMC Truck

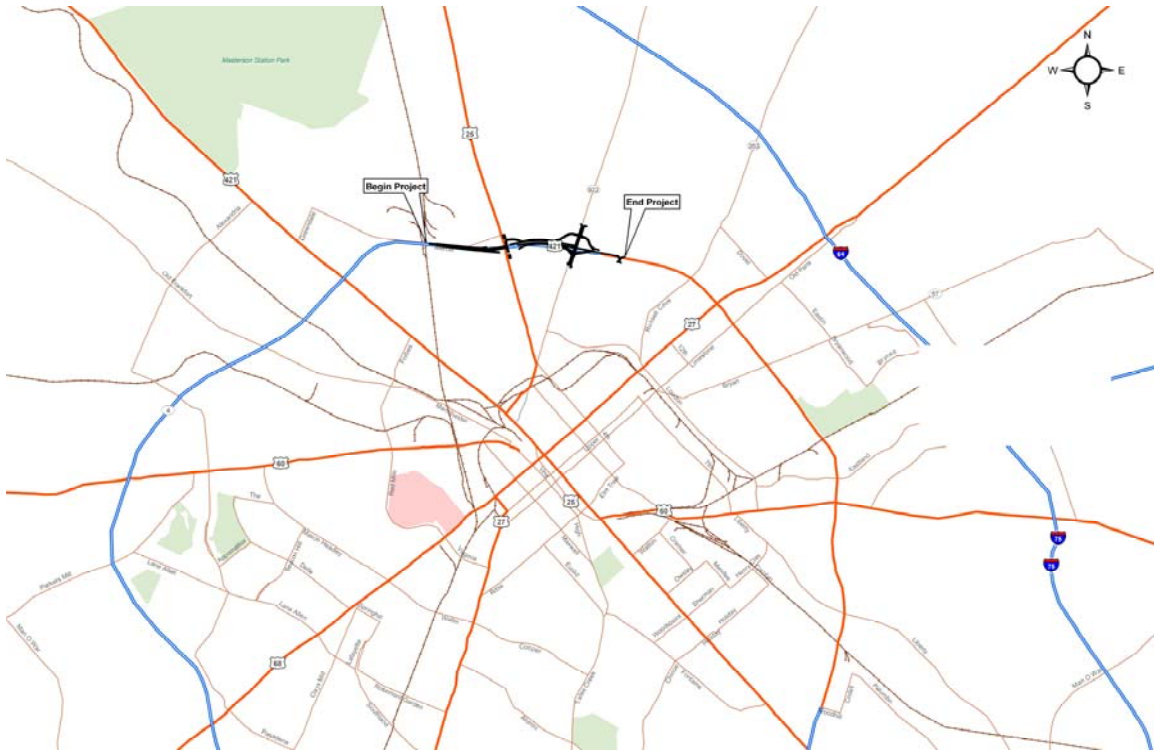


TOLL-FREE  
**888.889.6773**



www.sidadamspontiac.com

# Project Location Map



April 24, 2007

«Name»

«Address»

«City», «State» «PostalCode»



To Whom It May Concern:

The Kentucky Transportation Department has scheduled a public meeting concerning the widening of KY 4 (New Circle Rd) from Georgetown Road (including ramps) to Boardwalk/Colesbury Circle. The public meeting will be held:

**Thursday May 3, 2007  
5:00 to 7:00 pm**

**Transportation Cabinet District 7 Office  
763 West New Circle Rd  
Lexington, KY**

The meeting will present the latest plans that have been developed for the project along with handouts, containing information about the project, comment sheets and displays. A short presentation will be given at 5:30pm to describe the proposed improvements along the corridor. Representatives from the KY Transportation Cabinet and their consultants will be available to answer questions.

Written and oral comments will be accepted during the meeting. Written comments will be accepted, and information made available, up to 15 days after the meeting at the District Seven office address listed above.



## SECTION 2

### Public Meeting Handouts



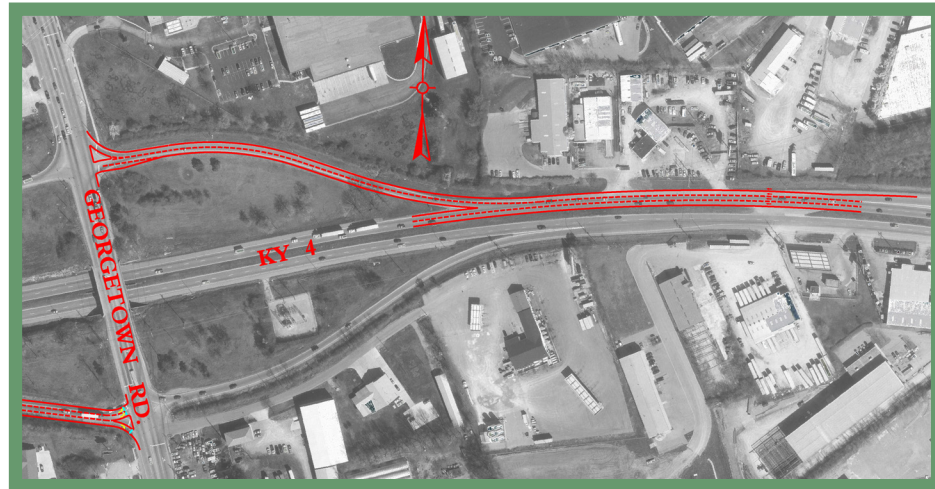
## INITIAL GEORGETOWN ROAD IMPROVEMENTS

Proposed improvements  
to ramps west  
of Georgetown Road



## IMPROVEMENTS WEST OF GEORGETOWN ROAD

- Two (2) exit lanes from New Circle Road
- Additional lane along New Circle Road beginning near Norfolk Southern Railroad
- Two (2) left-turn lanes and a right-turn lane at Georgetown Road
- Westbound on-ramp will extend to Norfolk Southern Railroad



Proposed improvements to off ramp east of Georgetown Road

## IMPROVEMENTS TO THE EAST OF GEORGETOWN ROAD

- Two (2) exit lanes at Georgetown Road
- Continuous auxiliary lane from Newtown Pike to Georgetown Road
- Additional turn lanes at Georgetown Road

## PURPOSE AND NEED

The proposed improvements from west of Georgetown Road to Boardwalk increase safety, mobility, and system continuity in order to support continued and sustainable economic development within the northeast portion of New Circle Road. Mobility on the existing roadway is limited by congestion caused by high traffic volumes, business entrances, and conflicting weaves. Traffic volumes along New Circle Road have steadily increased over the years due to development on the north side of Lexington and providing a connection between Interstate 75 and Bluegrass Parkway.

## WHERE ARE WE HEADED FROM HERE?

- Final design of the Georgetown Road Ramps improvements will lead to the planned construction in a 2008 Fiscal Year Letting.
- The improvements to New Circle Road and Newtown Pike Interchange will require a longer time frame before construction can begin. Following the completion of final environmental studies, a formal public hearing will be held to gather public comments. Funding has not been established for reconstruction of the Newtown Interchange yet.

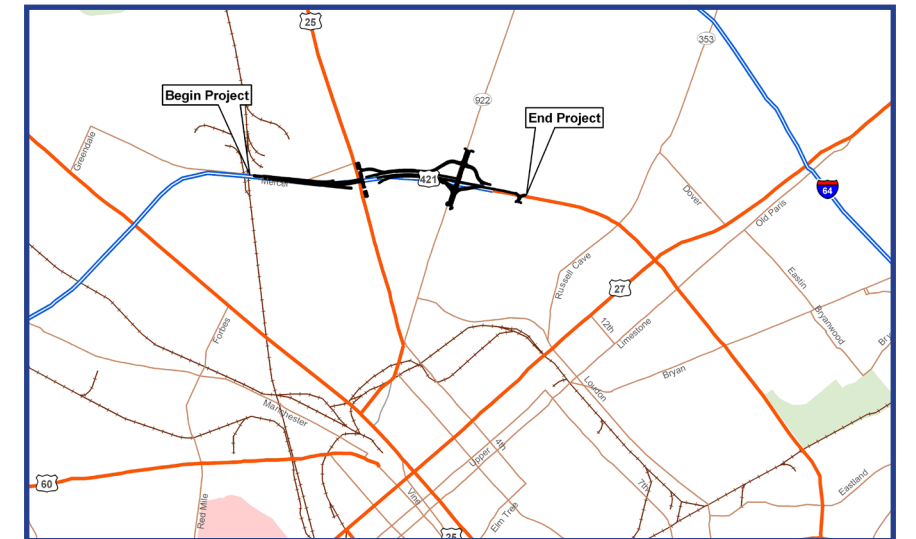


## PROCEDURE FOR SUBMITTING COMMENTS

Representatives of the Kentucky Transportation Cabinet and selected engineering consultants are available to answer questions you may have regarding this project. In addition, various exhibits are on display to assist you in understanding the facets of this project. You are encouraged to make an official comment that will be incorporated into the official project summary.

To make a written statement, complete one of the comment sheets provided and leave it tonight with one of the representatives or mail it within 15 days to the address listed below.

Robert Surgeon, P.E.  
Kentucky Transportation Cabinet - District 7  
P. O. Box 11127  
Lexington, KY 40512-1127



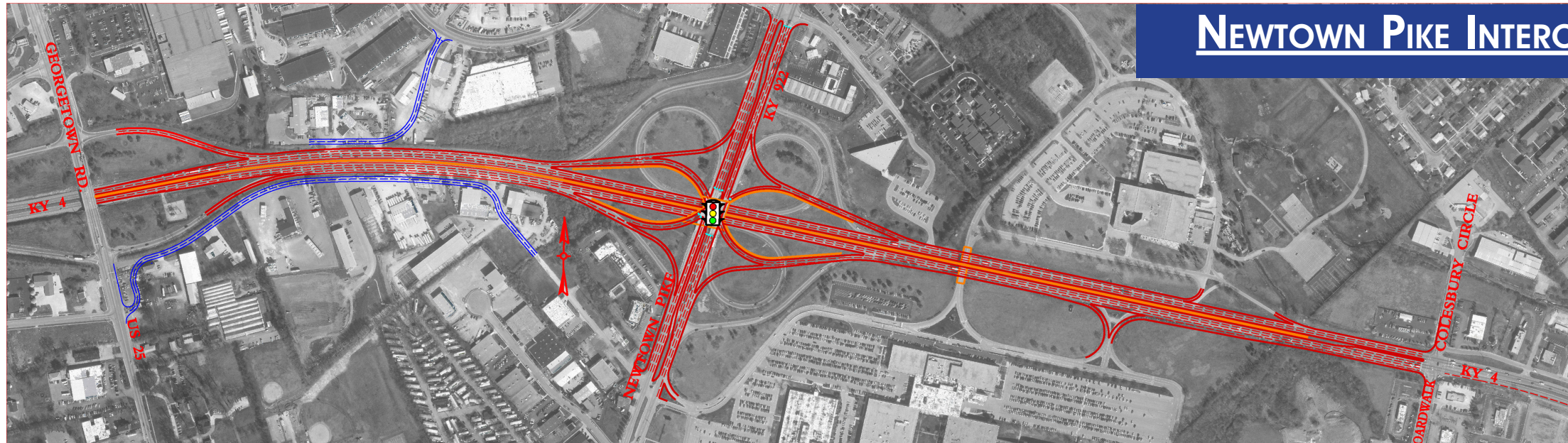
May 3, 2007  
5:00 pm - 7:00 pm

Kentucky Transportation Cabinet  
District 7 Office



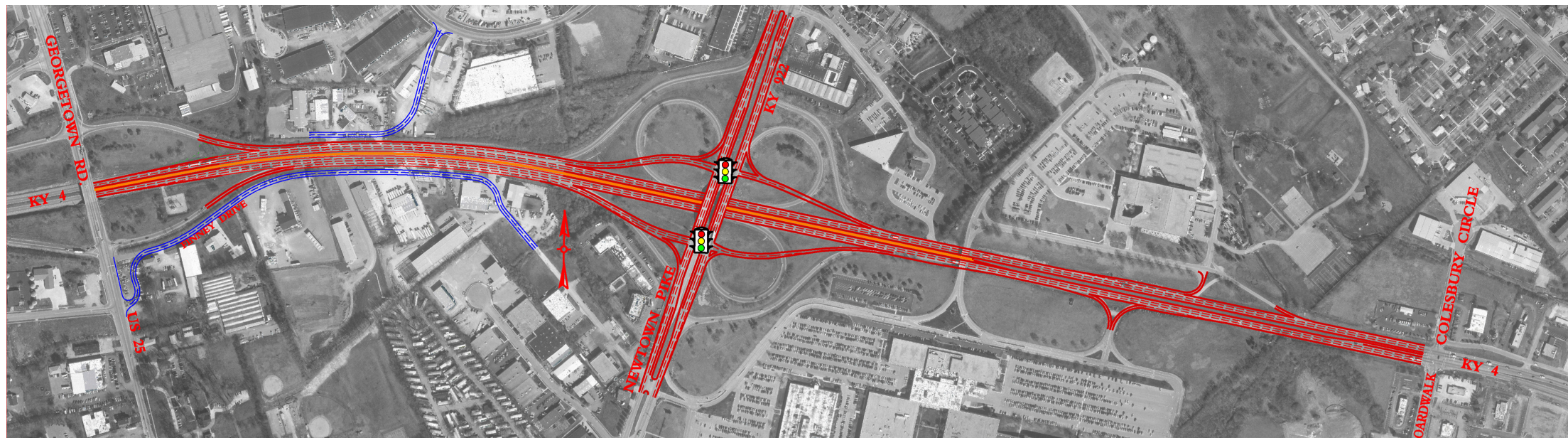


# NEWTOWN PIKE INTERCHANGE OPTIONS



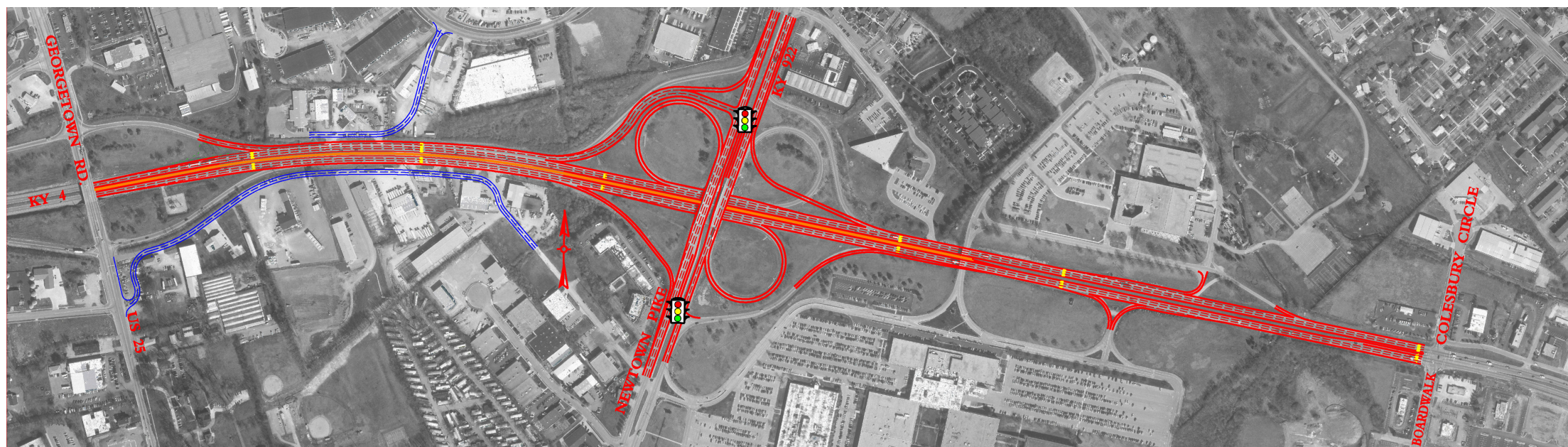
## SINGLE POINT URBAN INTERCHANGE (SPUI)

- Requires one (1) signal be placed on Newtown Pike at the Ramp terminals - Configuration similar to interchange at Winchester Road and New Circle Road
- Constructs frontage roads north and south of New Circle Road to eliminate the current access points along New Circle - Access would be gained via Finney Road (south) or Nandino Blvd (north)
- Widens New Circle road to six-lanes between Georgetown Road and Boardwalk/Colesbury Circle



## TIGHT DIAMOND URBAN INTERCHANGE (TDUI)

- Requires two (2) signals be placed on Newtown Pike at the Ramp terminals
- Constructs frontage roads north and south of New Circle Road to eliminate the current access points
- Widens New Circle road to six-lanes between Georgetown Road and Boardwalk/Colesbury Circle



## PARTIAL CLOVERLEAF INTERCHANGE

- Requires two (2) signals be placed on Newtown Pike - traffic would only stop at one (1) signal due to the loop ramps
- Eliminates one (1) of the existing loop ramps (Northeastern loop ramp)
- Constructs frontage roads north and south of New Circle Road to eliminate the current access points
- Widens New Circle road to six-lanes between Georgetown Road and Boardwalk/Colesbury Circle



New Circle Road (KY 4)  
Item Number 7-366.00 & 7-366.10  
Fayette County  
Questionnaire (***Please Print***)

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone number \_\_\_\_\_

Please take a few minutes to fill out the questionnaire and turn it in at the meeting or mail it back with your comments. Thank you in advance for your assistance.

The Property I'm most interested in: (Check as many as apply)

- ☐ Is commercial
- ☐ Is residential
- ☐ Is a residential area served by New Circle Road
- ☐ Is a commercial development served by New Circle Road
- ☐ Is owned by me
- ☐ Is leased

I travel this portion of New Circle Road:

- ☐ Multiple Times Daily
- ☐ Once A Day
- ☐ Once A Week
- ☐ Rarely

Which Interchange Configuration Do you Prefer:

- ☐ Single Point Urban Interchange
- ☐ Tight Diamond Urban Interchange
- ☐ Current Configuration

What do you see as the transportation needs in the New Circle Road Corridor?

- ☐ Less Traffic Congestion
- ☐ Safer Roadway
- ☐ Reduce Access Points
- ☐ Other – Please Describe Below

---

---

---

**(Continue on back)**

Your answers will be given to New Circle Road Team for their use in evaluating the proposed improvements.

(Additional Comments Continued From Front) \_\_\_\_\_

**Please Drop this sheet off as you leave or mail within 15 days to: *Robert Sturgeon, P.E.***  
**Your answers will be given to the New Circle Road *KYTC District 7***  
**Team for their use in evaluating the proposed improvements. *P.O. Box 11127***  
***Lexington, Kentucky 40512***



## SECTION 3

### Sign-In Sheets and Comment Sheets

**Item Number 7-366.00 & 7-366.10**  
**May 3, 2007**



# SIGN-IN SHEET

Please sign-in so that we may have an accurate record of attendance at this meeting.

[illegible]



**Item Number 7-366.00 & 7-366.10**  
**May 3, 2007**



Please sign-in so that we may have an accurate record of attendance at this meeting.

[illegible]

**FAYETTE COUNTY  
NEW CIRCLE ROAD (KY4)  
ITEM NO. 7-366.0  
EMPLOYEE ATTENDANCE**

**NAME:**

1.	DAVID LINDENMAN	PALMER ENGINEERING
2.	Stephen Sewell	Palmer Engineering
3.	Ken Hufhine	D-7 Design
4.	Colleen Hardison	ENTRAN
5.	Karis Day	Palmer Engineering
6.	Robin Sprague	KYTC D-7 Design
7.	Keith McDonald	KYTC D-7 R/W
8.	DAN LAWSON	KYTC D-7 UTILITIES
9.	Phil Logsdon	KYTC D-7 Environmental
10.	STUART GOODPASTER	KYTC D-7 PLANNING
11.	Randy Turner	Kytc D-7 Planning
12.	BRIAN ALDRIDGE	ENTRAN
13.	Ananias Calvin III	KYTC C.O. Design
14.	James Ballinger	KYTC D-7 PreConstruction
15.	David Thacker	KYTC D-7 Public Information
16.	Bob Kennedy	Palmer Engineering
17.	Carol Franken	KYTC D-7 EEO/TITLE VI
18.	Robin A. Hammons	Lex Area MPO
19.	Bob Bayert	LFVCG - Engineering
20.	Sarah Brown	LFVCG - District 1 Assistant

**MAY 3, 2007  
5:00 P.M. TO 7:00 P.M.**



FAYETTE COUNTY  
NEW CIRCLE ROAD (KY4)  
ITEM NO. 7-366.0  
EMPLOYEE ATTENDANCE

NAME:

1. Jason Allinder LFVCG Traffic Engineering
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_
6. \_\_\_\_\_
7. \_\_\_\_\_
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_
11. \_\_\_\_\_
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_
16. \_\_\_\_\_
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_

MAY 3, 2007  
5:00 P.M. TO 7:00 P.M.

New Circle Road (KY 4)  
Item Number 7-366.00 & 7-366.10

Fayette County

Questionnaire (Please Print)

Name: Robert C. Black, Jr.

Date: 5/3/07

Address: 2112 Langdon Ct.

City, State, Zip: Lexington, Ky. 40514

Phone number: 859-223-4707

Please take a few minutes to fill out the questionnaire and turn it in at the meeting or mail it back with your comments. Thank you in advance for your assistance.

The Property I'm most interested in: (Check as many as apply)

- ☒ Is commercial
- ☐ Is residential
- ☐ Is a residential area served by New Circle Road
- ☐ Is a commercial development served by New Circle Road
- ☐ Is owned by me
- ☐ Is leased

I travel this portion of New Circle Road:

- ☒ Multiple Times Daily
- ☐ Once A Day
- ☐ Once A Week
- ☐ Rarely

Which Interchange Configuration Do you Prefer:

- ☒ Single Point Urban Interchange
- ☐ Tight Diamond Urban Interchange
- ☐ Partial Cloverleaf

What do you see as the transportation needs in the New Circle Road Corridor?

- ☐ Less Traffic Congestion
- ☒ Safer Roadway
- ☐ Reduce Access Points
- ☐ Other – Please Describe Below

(Continue on back)

Your answers will be given to New Circle Road Team for their use in evaluating the proposed improvements.



(Additional Comments Continued From Front) \_\_\_\_\_

Please Drop this sheet off as you leave or mail within 15 days to: *Robert Sturgeon, P.E.*  
Your answers will be given to the New Circle Road *KYTC District 7*  
Team for their use in evaluating the proposed improvements. *P.O. Box 11127*  
*Lexington, Kentucky 40512*

New Circle Road (KY 4)  
Item Number 7-366.00 & 7-366.10

Fayette County  
Questionnaire (*Please Print*)

Name: Rev. Edward G. Doss Date: 5-3-07  
Address: 340 Lima Drive  
City, State, Zip: Lex Ky, 40511  
Phone number: 859-823-1139

Please take a few minutes to fill out the questionnaire and turn it in at the meeting or mail it back with your comments. Thank you in advance for your assistance.

The Property I'm most interested in: (Check as many as apply)

- ☒ Is commercial
- ☐ Is residential
- ☐ Is a residential area served by New Circle Road
- ☐ Is a commercial development served by New Circle Road
- ☐ Is owned by me
- ☐ Is leased

I travel this portion of New Circle Road:

- ☒ Multiple Times Daily
- ☐ Once A Day
- ☐ Once A Week
- ☐ Rarely

Which Interchange Configuration Do you Prefer:

- ☒ Single Point Urban Interchange
- ☐ Tight Diamond Urban Interchange
- ☐ Partial Cloverleaf

What do you see as the transportation needs in the New Circle Road Corridor?

- ☒ Less Traffic Congestion
- ☐ Safer Roadway
- ☐ Reduce Access Points
- ☐ Other – Please Describe Below

---

---

---

(Continue on back)

Your answers will be given to New Circle Road Team for their use in evaluating the proposed improvements.



(Additional Comments Continued From Front) \_\_\_\_\_

Please Drop this sheet off as you leave or mail within 15 days to: *Robert Sturgeon, P.E.*  
Your answers will be given to the New Circle Road *KYTC District 7*  
Team for their use in evaluating the proposed improvements. *P.O. Box 11127*  
*Lexington, Kentucky 40512*

New Circle Road (KY 4)  
Item Number 7-366.00 & 7-366.10  
Fayette County  
Questionnaire (*Please Print*)

Name: MARY HOLCOMB Date: 5-3-07  
Address 808 CELIA LANE  
City, State, Zip LEXINGTON, KY 40505  
Phone number 859-523-8830

Please take a few minutes to fill out the questionnaire and turn it in at the meeting or mail it back with your comments. Thank you in advance for your assistance.

The Property I'm most interested in: (Check as many as apply)

- ☒ Is commercial
- ☐ Is residential
- ☐ Is a residential area served by New Circle Road
- ☐ Is a commercial development served by New Circle Road
- ☐ Is owned by me
- ☐ Is leased

I travel this portion of New Circle Road:

- ☐ Multiple Times Daily
- ☐ Once A Day
- ☒ Once A Week
- ☐ Rarely

Which Interchange Configuration Do you Prefer:

- ☒ Single Point Urban Interchange
- ☐ Tight Diamond Urban Interchange
- ☐ Partial Cloverleaf

What do you see as the transportation needs in the New Circle Road Corridor?

- ☒ Less Traffic Congestion
- ☐ Safer Roadway
- ☐ Reduce Access Points
- ☐ Other – Please Describe Below

---

---

---

(Continue on back)

Your answers will be given to New Circle Road Team for their use in evaluating the proposed improvements.



(Additional Comments Continued From Front) \_\_\_\_\_

Please Drop this sheet off as you leave or mail within 15 days to: *Robert Sturgeon, P.E.*  
Your answers will be given to the New Circle Road *KYTC District 7*  
Team for their use in evaluating the proposed improvements. *P.O. Box 11127*  
*Lexington, Kentucky 40512*

New Circle Road (KY 4)  
Item Number 7-366.00 & 7-366.10  
Fayette County  
Questionnaire (*Please Print*)

Name: A. JOSEPH OHMPHEISER Date: 5-3-07  
Address 1883 BARKLEY RD  
City, State, Zip SADIEVILLE, KY 40358  
Phone number 502-857-0178

Please take a few minutes to fill out the questionnaire and turn it in at the meeting or mail it back with your comments. Thank you in advance for your assistance.

The Property I'm most interested in: (Check as many as apply)

- ☒ Is commercial
- ☐ Is residential
- ☐ Is a residential area served by New Circle Road
- ☐ Is a commercial development served by New Circle Road
- ☐ Is owned by me
- ☒ Is leased

I travel ☒ this portion of New Circle Road:

- ☒ Multiple Times Daily
- ☐ Once A Day
- ☐ Once A Week
- ☐ Rarely

Which Interchange Configuration Do you Prefer:

- ☐ Single Point Urban Interchange
- ☐ Tight Diamond Urban Interchange
- ☒ Partial Cloverleaf

What do you see as the transportation needs in the New Circle Road Corridor?

- ☐ Less Traffic Congestion
- ☐ Safer Roadway
- ☒ Reduce Access Points
- ☐ Other – Please Describe Below

LESS ACCESSIBILITY FOR MY BUSINESS. VERY DIFFICULTY FOR  
TRUCKS AND TRAILERS TO MAKEVED, NO ACCESS TO NC ROAD

(Continue on back)

Your answers will be given to New Circle Road Team for their use in evaluating the proposed improvements.



(Additional Comments Continued From Front) \_\_\_\_\_

Please Drop this sheet off as you leave or mail within 15 days to: *Robert Sturgeon, P.E.*  
Your answers will be given to the New Circle Road *KYTC District 7*  
Team for their use in evaluating the proposed improvements. *P.O. Box 11127*  
*Lexington, Kentucky 40512*

New Circle Road (KY 4)  
Item Number 7-366.00 & 7-366.10  
Fayette County  
Questionnaire (*Please Print*)

Name: LEE ROBERTS Date: 5.3.07  
Address P.O. BOX 815  
City, State, Zip LEXINGTON KY 40588  
Phone number 859 294 5566

Please take a few minutes to fill out the questionnaire and turn it in at the meeting or mail it back with your comments. Thank you in advance for your assistance.

The Property I'm most interested in: (Check as many as apply)

- ☒ Is commercial
- ☐ Is residential
- ☐ Is a residential area served by New Circle Road
- ☐ Is a commercial development served by New Circle Road
- ☒ Is owned by me
- ☐ Is leased

I travel this portion of New Circle Road:

- ☒ Multiple Times Daily
- ☐ Once A Day
- ☐ Once A Week
- ☐ Rarely

Which Interchange Configuration Do you Prefer:

- ☐ Single Point Urban Interchange
- ☐ Tight Diamond Urban Interchange
- ☒ Partial Cloverleaf

What do you see as the transportation needs in the New Circle Road Corridor?

- ☒ Less Traffic Congestion
- ☒ Safer Roadway
- ☐ Reduce Access Points
- ☐ Other – Please Describe Below

---

---

---

(Continue on back)

Your answers will be given to New Circle Road Team for their use in evaluating the proposed improvements.



(Additional Comments Continued From Front)

**Please Drop this sheet off as you leave or mail within 15 days to: Robert Sturgeon, P.E.**  
**Your answers will be given to the New Circle Road** *KYTC District 7*  
**Team for their use in evaluating the proposed improvements.** *P.O. Box 11127*  
*Lexington, Kentucky 40512*

New Circle Road (KY 4)  
Item Number 7-366.00 & 7-366.10  
Fayette County  
Questionnaire (*Please Print*)

Name: Christen Creech Date: 5-3-07  
Address PO 526  
City, State, Zip Nicholasville KY 40390  
Phone number 859 537 0846

Please take a few minutes to fill out the questionnaire and turn it in at the meeting or mail it back with your comments. Thank you in advance for your assistance.

The Property I'm most interested in: (Check as many as apply)

- ☒ Is commercial
- ☐ Is residential
- ☐ Is a residential area served by New Circle Road
- ☒ Is a commercial development served by New Circle Road
- ☒ Is owned by me
- ☒ Is leased

I travel this portion of New Circle Road:

- ☐ Multiple Times Daily
- ☒ Once A Day
- ☒ Once A Week
- ☐ Rarely

Which Interchange Configuration Do you Prefer:

- ☒ Single Point Urban Interchange
- ☐ Tight Diamond Urban Interchange
- ☐ Partial Cloverleaf

What do you see as the transportation needs in the New Circle Road Corridor?

- ☒ Less Traffic Congestion
- ☐ Safer Roadway
- ☐ Reduce Access Points
- ☐ Other – Please Describe Below

---

---

---

(Continue on back)

Your answers will be given to New Circle Road Team for their use in evaluating the proposed improvements.



(Additional Comments Continued From Front) \_\_\_\_\_

**Please Drop this sheet off as you leave or mail within 15 days to: Robert Sturgeon, P.E.**  
**Your answers will be given to the New Circle Road** *KYTC District 7*  
**Team for their use in evaluating the proposed improvements.** *P.O. Box 11127*  
*Lexington, Kentucky 40512*

New Circle Road (KY 4)  
Item Number 7-366.00 & 7-366.10  
Fayette County  
Questionnaire (*Please Print*)

Name: Bob Bayert Date: \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone number \_\_\_\_\_

Please take a few minutes to fill out the questionnaire and turn it in at the meeting or mail it back with your comments. Thank you in advance for your assistance.

The Property I'm most interested in: (Check as many as apply)

- ☐ Is commercial
- ☐ Is residential
- ☐ Is a residential area served by New Circle Road
- ☐ Is a commercial development served by New Circle Road
- ☐ Is owned by me
- ☐ Is leased

I travel this portion of New Circle Road:

- ☐ Multiple Times Daily
- ☐ Once A Day
- ☐ Once A Week
- ☐ Rarely

Which Interchange Configuration Do you Prefer:

- ☐ Single Point Urban Interchange
- ☐ Tight Diamond Urban Interchange
- ☐ Partial Cloverleaf

What do you see as the transportation needs in the New Circle Road Corridor?

- ☐ Less Traffic Congestion
- ☐ Safer Roadway
- ☐ Reduce Access Points
- ☐ Other – Please Describe Below

---

---

---

(Continue on back)

Your answers will be given to New Circle Road Team for their use in evaluating the proposed improvements.



[illegible][illegible]

Your answers will be given to the New Circle Road Team for their use in evaluating the proposed improvements.

KYTC District 7  
P.O. Box 11127  
Lexington, Kentucky 40512

New Circle Road (KY 4)  
Item Number 7-366.00 & 7-366.10  
Fayette County  
Questionnaire (Please Print)

Name: Steve Davis Date: 5-3-07  
Address: Lexmark  
740 West New Circle Rd.  
City, State, Zip: Lexington, KY 40550  
Phone number: 859-232-4411

Please take a few minutes to fill out the questionnaire and turn it in at the meeting or mail it back with your comments. Thank you in advance for your assistance.

The Property I'm most interested in: (Check as many as apply)

- ☐ Is commercial
- ☐ Is residential
- ☐ Is a residential area served by New Circle Road
- ☐ Is a commercial development served by New Circle Road
- ☒ Is owned by me (as representative of Lexmark)
- ☐ Is leased

I travel this portion of New Circle Road:

- ☒ Multiple Times Daily
- ☐ Once A Day
- ☐ Once A Week
- ☐ Rarely

Which Interchange Configuration Do you Prefer:

- ☒ Single Point Urban Interchange
- ☐ Tight Diamond Urban Interchange
- ☐ Partial Cloverleaf

What do you see as the transportation needs in the New Circle Road Corridor?

- ☒ Less Traffic Congestion
- ☒ Safer Roadway
- ☐ Reduce Access Points
- ☐ Other - Please Describe Below

Consideration needs to be given to insure that traffic does not  
back up and block the northern Lexmark Newtown entrance/exit. It  
would appear that the SPUT would place the traffic signal the furthest  
from the Lexmark exit so it should be the best (Continue on back)  
at preventing this backup.

Your answers will be given to New Circle Road Team for their use in evaluating the proposed improvements.



(Additional Comments Continued From Front) \_\_\_\_\_

Lexmark is interested in discussing the  
location of the New Circle Road overpass  
that connects Lexmark's North & South properties.

Please Drop this sheet off as you leave or mail within 15 days to: Robert Sturgeon, P.E.  
Your answers will be given to the New Circle Road  
Team for their use in evaluating the proposed improvements. KYTC District 7  
P.O. Box 11127  
Lexington, Kentucky 40512

New Circle Road (KY 4)  
Item Number 7-366.00 & 7-366.10

Fayette County

Questionnaire (Please Print)

Name: Mike Hart Date: 5/3/07  
Address: 925 Georgetown Rd  
City, State, Zip: Lex Ky 40511  
Phone number: 859-539-5621

Please take a few minutes to fill out the questionnaire and turn it in at the meeting or mail it back with your comments. Thank you in advance for your assistance.

The Property I'm most interested in: (Check as many as apply)

- ☒ Is commercial
- ☐ Is residential
- ☐ Is a residential area served by New Circle Road
- ☐ Is a commercial development served by New Circle Road
- ☐ Is owned by me
- ☐ Is leased

I travel this portion of New Circle Road:

- ☒ Multiple Times Daily
- ☐ Once A Day
- ☐ Once A Week
- ☐ Rarely

Which Interchange Configuration Do you Prefer:

- ☐ Single Point Urban Interchange
- ☐ Tight Diamond Urban Interchange
- ☒ Partial Cloverleaf

What do you see as the transportation needs in the New Circle Road Corridor?

- ☐ Less Traffic Congestion
- ☐ Safer Roadway
- ☒ Reduce Access Points
- ☐ Other – Please Describe Below

(Continue on back)

Your answers will be given to New Circle Road Team for their use in evaluating the proposed improvements.



(Additional Comments Continued From Front) \_\_\_\_\_

Please Drop this sheet off as you leave or mail within 15 days to: *Robert Sturgeon, P.E.*  
Your answers will be given to the New Circle Road *KYTC District 7*  
Team for their use in evaluating the proposed improvements. *P.O. Box 11127*  
*Lexington, Kentucky 40512*

New Circle Road (KY 4)  
Item Number 7-366.00 & 7-366.10  
Fayette County  
Questionnaire (*Please Print*)

Name: John Bryant Date: 5/3/07  
Address 1335 Prather Rd  
City, State, Zip Lexington KY 40502  
Phone number 859 361-9254

Please take a few minutes to fill out the questionnaire and turn it in at the meeting or mail it back with your comments. Thank you in advance for your assistance.

The Property I'm most interested in: (Check as many as apply)

- ☒ Is commercial
- ☐ Is residential
- ☐ Is a residential area served by New Circle Road
- ☐ Is a commercial development served by New Circle Road
- ☐ Is owned by me
- ☐ Is leased

I travel ~~this~~ portion of New Circle Road:

- ☒ Multiple Times Daily
- ☐ Once A Day
- ☐ Once A Week
- ☐ Rarely

Which Interchange Configuration Do you Prefer:

- ☐ Single Point Urban Interchange
- ☐ Tight Diamond Urban Interchange
- ☐ Partial Cloverleaf

What do you see as the transportation needs in the New Circle Road Corridor?

- ☐ Less Traffic Congestion
- ☐ Safer Roadway
- ☐ Reduce Access Points
- ☐ Other – Please Describe Below

---

---

---

(Continue on back)

Your answers will be given to New Circle Road Team for their use in evaluating the proposed improvements.



(Additional Comments Continued From Front) \_\_\_\_\_

Please Drop this sheet off as you leave or mail within 15 days to: *Robert Sturgeon, P.E.*  
Your answers will be given to the New Circle Road *KYTC District 7*  
Team for their use in evaluating the proposed improvements. *P.O. Box 11127*  
*Lexington, Kentucky 40512*

New Circle Road (KY 4)  
Item Number 7-366.00 & 7-366.10

Fayette County

Questionnaire (Please Print)

Name: Kenzie Bleason Date: 5/3/07  
Address 101 E Vine St  
City, State, Zip Lexington KY 40507  
Phone number 859-258-3605

Please take a few minutes to fill out the questionnaire and turn it in at the meeting or mail it back with your comments. Thank you in advance for your assistance.

The Property I'm most interested in: (Check as many as apply)

- ☐ Is commercial
- ☐ Is residential
- ☐ Is a residential area served by New Circle Road
- ☐ Is a commercial development served by New Circle Road
- ☐ Is owned by me
- ☐ Is leased

I travel this portion of New Circle Road:

- ☐ Multiple Times Daily
- ☐ Once A Day
- ☐ Once A Week
- ☐ Rarely

Which Interchange Configuration Do you Prefer:

- ☐ Single Point Urban Interchange
- ☐ Tight Diamond Urban Interchange
- ☐ Partial Cloverleaf

?

What do you see as the transportation needs in the New Circle Road Corridor?

- ☐ Less Traffic Congestion
- ☐ Safer Roadway
- ☐ Reduce Access Points
- ☒ Other - Please Describe Below

Need bike & pedestrian accomodation  
Please host a meeting to discuss how  
bike & pedestrian access will be provided  
through Newtown interchange alternatives (Continue on back)

Your answers will be given to New Circle Road Team for their use in evaluating the proposed improvements.



(Additional Comments Continued From Front) \_\_\_\_\_

Please determine feasibility of trail  
underpass at stream through Lexman  
property near Boardwalk.

Please Drop this sheet off as you leave or mail within 15 days to: Robert Sturgeon, P.E.  
Your answers will be given to the New Circle Road KYTC District 7  
Team for their use in evaluating the proposed improvements. P.O. Box 11127  
Lexington, Kentucky 40512

New Circle Road (KY 4)  
Item Number 7-366.00 & 7-366.10  
Fayette County  
Questionnaire (*Please Print*)

Name: Turt Hulliger Date: 5-3-07  
Address: 620 Adcolor Rd  
City, State, Zip: Lex Ky 40511  
Phone number: cell 859 806 3875, Plant 253 1046 (ask for Bob Kersey)

Please take a few minutes to fill out the questionnaire and turn it in at the meeting or mail it back with your comments. Thank you in advance for your assistance.

The Property I'm most interested in: (Check as many as apply)

- ☒ Is commercial
- ☐ Is residential
- ☐ Is a residential area served by New Circle Road
- ☐ Is a commercial development served by New Circle Road
- ☒ Is owned by me
- ☐ Is leased

I travel this portion of New Circle Road:

- ☐ Multiple Times Daily
- ☒ Once A Day
- ☐ Once A Week
- ☐ Rarely

Which Interchange Configuration Do you Prefer:

- ☐ Single Point Urban Interchange
- ☐ Tight Diamond Urban Interchange
- ☒ Partial Cloverleaf

What do you see as the transportation needs in the New Circle Road Corridor?

- ☒ Less Traffic Congestion
- ☐ Safer Roadway
- ☐ Reduce Access Points
- ☐ Other – Please Describe Below

Our property Hulliger-Kersey LLC, which is now Hulliger-Kersey-Menner LLC  
owns the land on both sides of Adcolor Drive and presently there are  
2 truck docks, where trucks block the street when loading and unloading  
There is a gate at the end of Adcolor Drive — (Continue on back)

Your answers will be given to New Circle Road Team for their use in evaluating the proposed improvements.



(Additional Comments Continued From Front)

which is locked every night.

Also, there are parking lots on both sides of the street at both ends of the Adcolor building. (Safety?)

When there are flood rains, the low point at the creek bridge then tends to flood because the limited capacity of the water pipe that goes under the New Circle Rd.

He would be against opening Adcolor Rd as a through access frontage road to Newtown, since that presents a safety problem already now (left turn into Lexmark <sup>from Newtown</sup> and exit from Lexmark <sup>to N. Newtown</sup>) and would be much worse.

Our operation suffers from road dust, when the docks are used, since our graphics operations are very sensitive to air particulates.

A better alternative would be to connect to Kennedy Rd. That would also be more conducive to a light signal away from the cloverleaf.

Thanks Kent Jullig

Please Drop this sheet off as you leave or mail within 15 days to: Robert Sturgeon, P.E.

Your answers will be given to the New Circle Road

KYTC District 7

Team for their use in evaluating the proposed improvements.

P.O. Box 11127

Lexington, Kentucky 40512

## SECTION 4

### Meeting Summary



A public meeting was held on May 3, 2007 from 5pm – 7 pm at KYTC-District 7 office to display the alternatives currently being studied for the improvements to New Circle Road between Georgetown Road and Boardwalk/Colesbury Circle. The meeting also displayed the Georgetown Road Ramps Improvements, which are currently being finalized. Members from KY Transportation Cabinet, Consultants, and Local Government were in attendance to answer questions that the public may have had. Below is a summary of the questionnaire results.

The signed attendance at the meeting was 19 and there were 11 comments sheets received at the meeting.

## **Summary of Questionnaire Results**

### **The Property I'm most interested in: (Check as many as apply)**

- 8 Is Commercial
- 0 Is Residential
- 1 Is a residential area served by New Circle Road
- 3 Is owned by me
- 2 Is leased

### **I travel this portion of New Circle Road:**

- 7 Multiple Times Daily
- 1 Once A Day
- 2 Once A Week
- 0 Rarely

### **Which Interchange Configuration Do you Prefer:**

- 5 Single Point Urban Interchange
- 0 Tight Diamond Urban Interchange
- 3 Partial Cloverleaf

### **What do you see as the transportation needs in the New Circle Road Corridor?**

- 5 Less Traffic Congestion
- 3 Safer Roadway
- 2 Reduce Access Points
- 1 Other
  - Needs bike and ped accommodations.
  - Please host a meeting to discuss how bike and ped access will be permitted through Newtown Interchange

## Comments

- Less Accessibility for my business. Very difficult for trucks and trailers to maneuver, no access to New Circle Rd.
- When the Georgetown Rd on ramp enters the outer loop the rock bluff blocks visibility for mainline traffic seeing the entering traffic. The extension of this on ramp will help the situation for now, but when the extended ramp eventually becomes the third lane of the outer loop, the merge visibility will be back. Consider removing the rock nose, either with these improvements or with the next phase.
- Consideration needs to be given to insure that traffic does not backup and block the northern Lexmark Newtown ent/exit. It would appear that the SPUI would place the traffic signal the furthest form from the Lexmark exit so it should be the best at preventing this backup.
- Lexmark is interested in discussing the location of the New Circle Road overpass that connects Lexmark's North and South properties.
- Please host a meeting to discuss how bike and ped access will be permitted through Newtown Interchange.
- Please determine feasibility of trail underpass at stream through Lexmark property near Boardwalk.











# New Circle Road Improvements

## Georgetown Ramps

## Newtown Pike Interchange

Public Meeting  
May 3, 2007





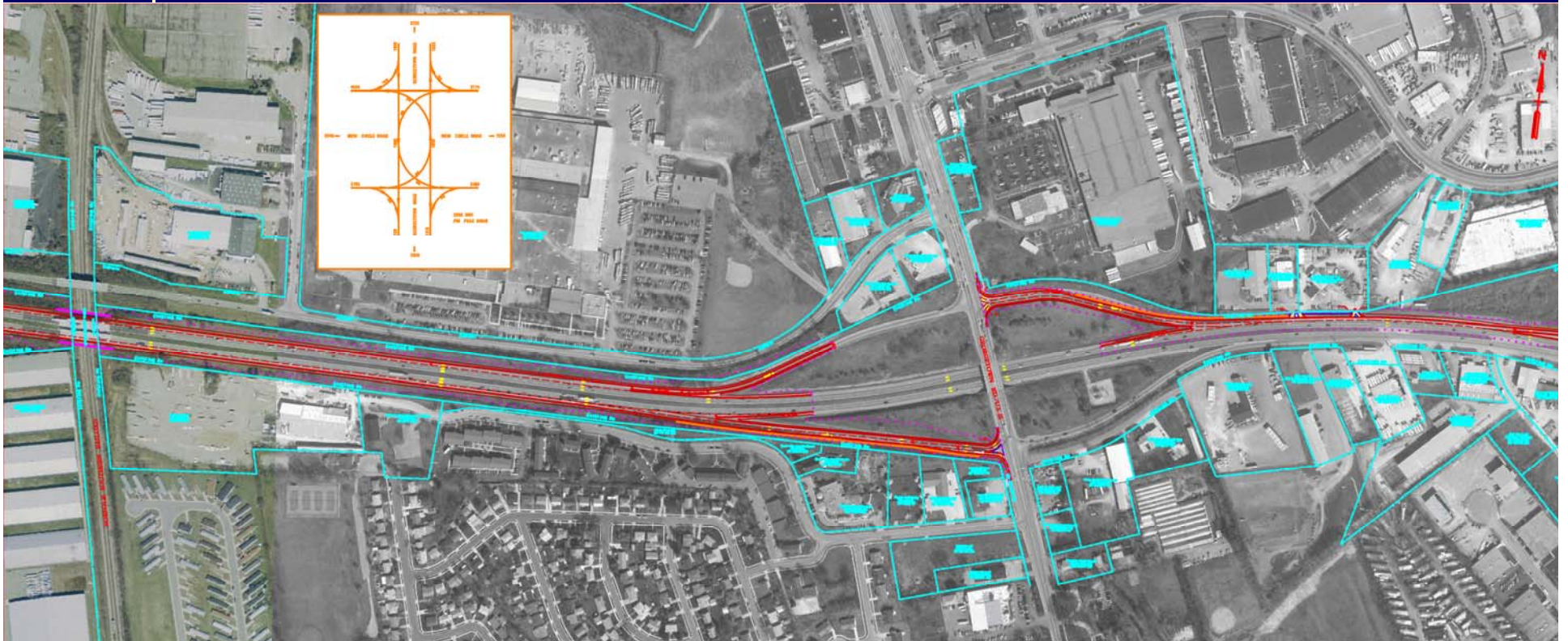
# Two Projects

- Georgetown Road Ramp Improvements (Initial)
- Newtown Pike Interchange and New Circle Road Widening (Ultimate)





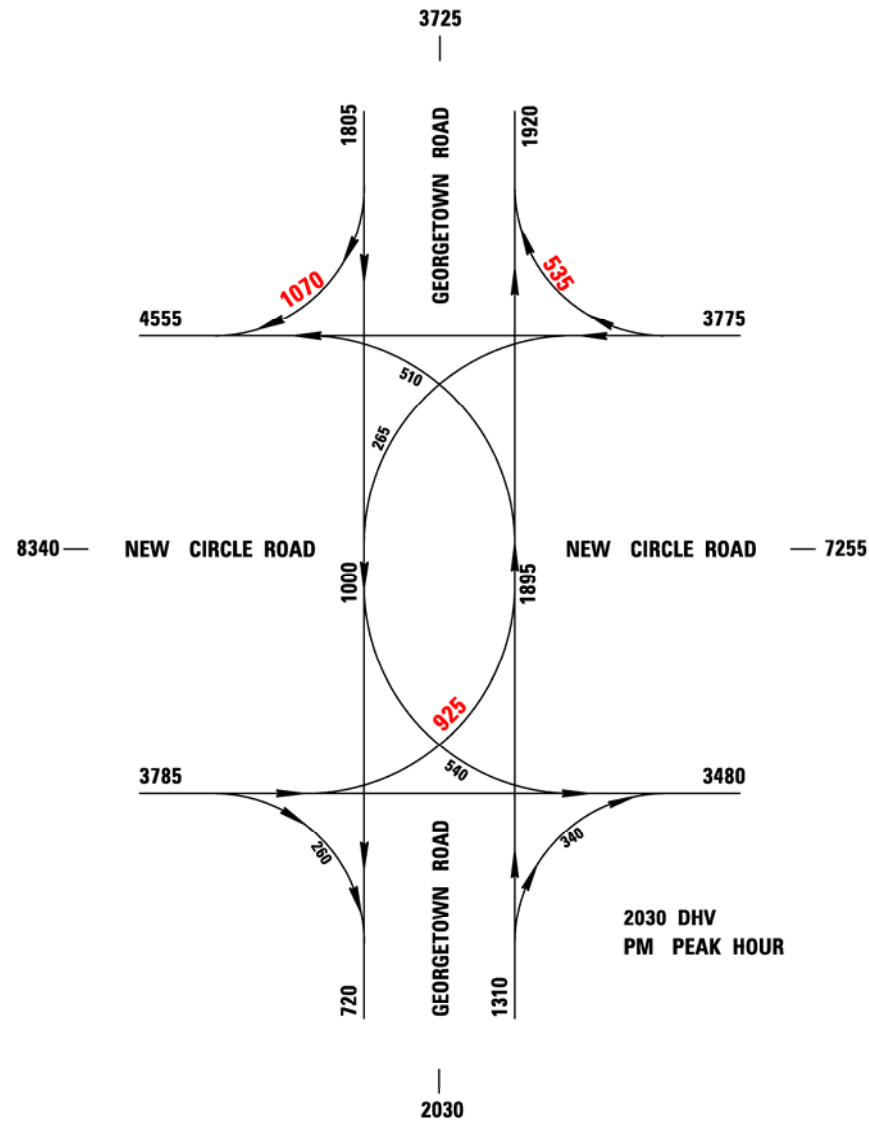
# Georgetown Ramps



\* No Improvements along Georgetown Road



# Georgetown Ramps Traffic

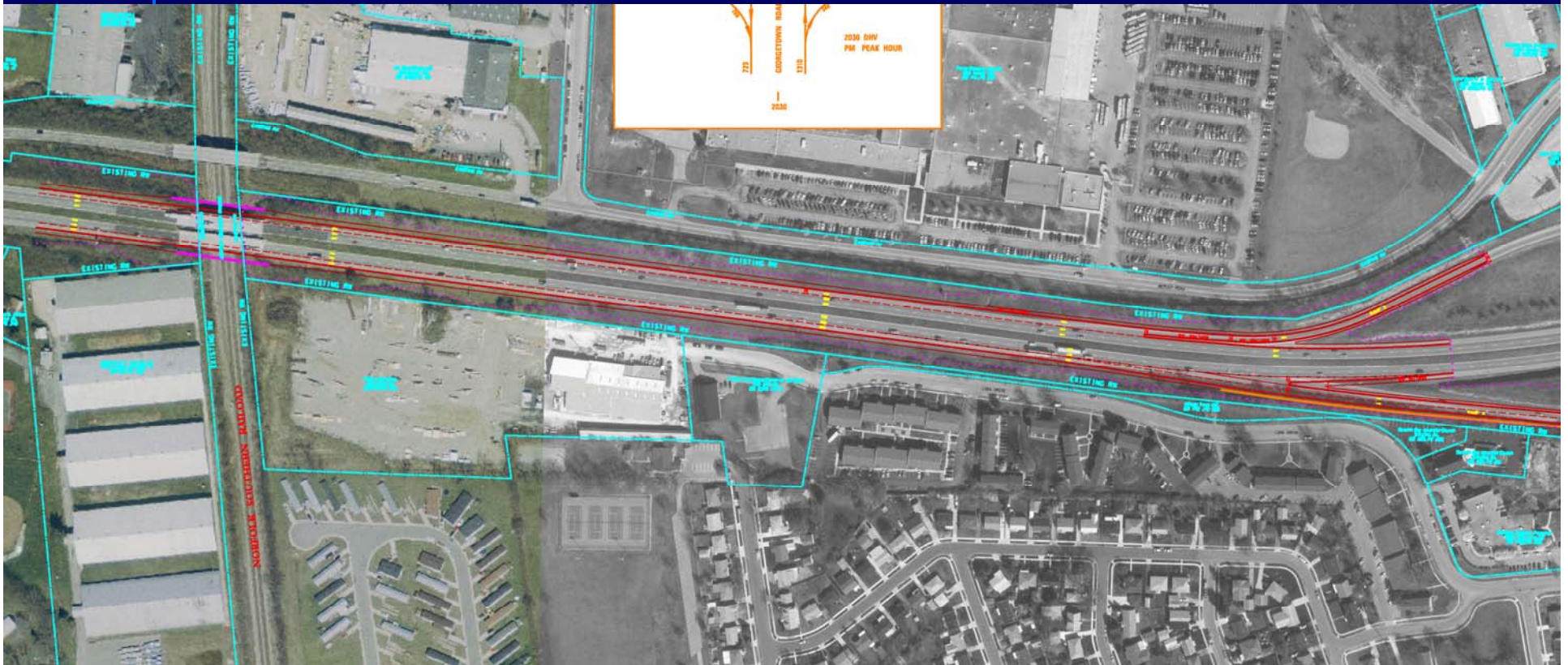


# Outer Loop On-Ramp





# Outer Loop On-Ramp



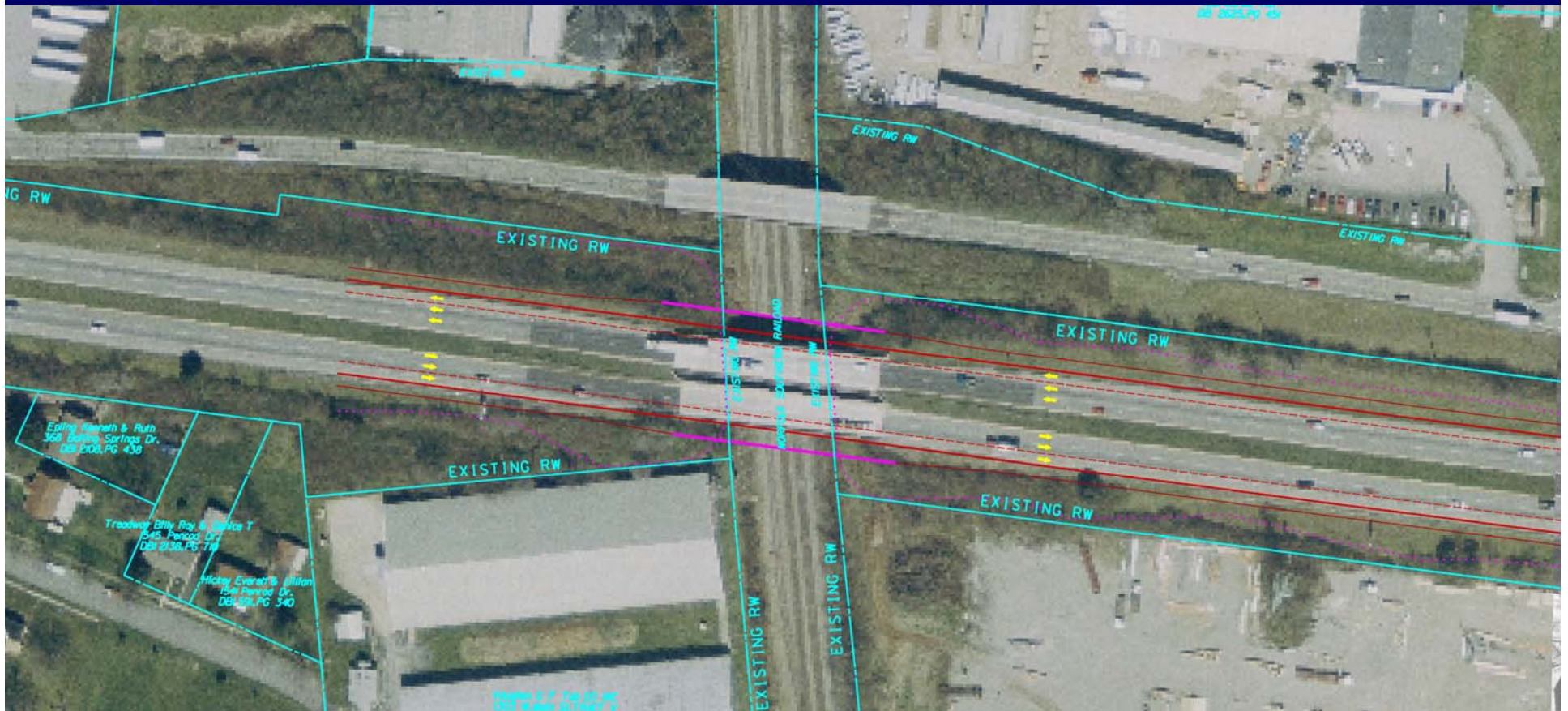
- Extended Past Norfolk Southern Railroad

# Inner Loop Off-Ramp





# Inner Loop Off-Ramp



- Begins west of Norfolk Southern Railroad

# Inner Loop Off-Ramp



- Two Lane Ramp with Additional Left Turn Lane at Georgetown Road



# Outer Loop Off-Ramp

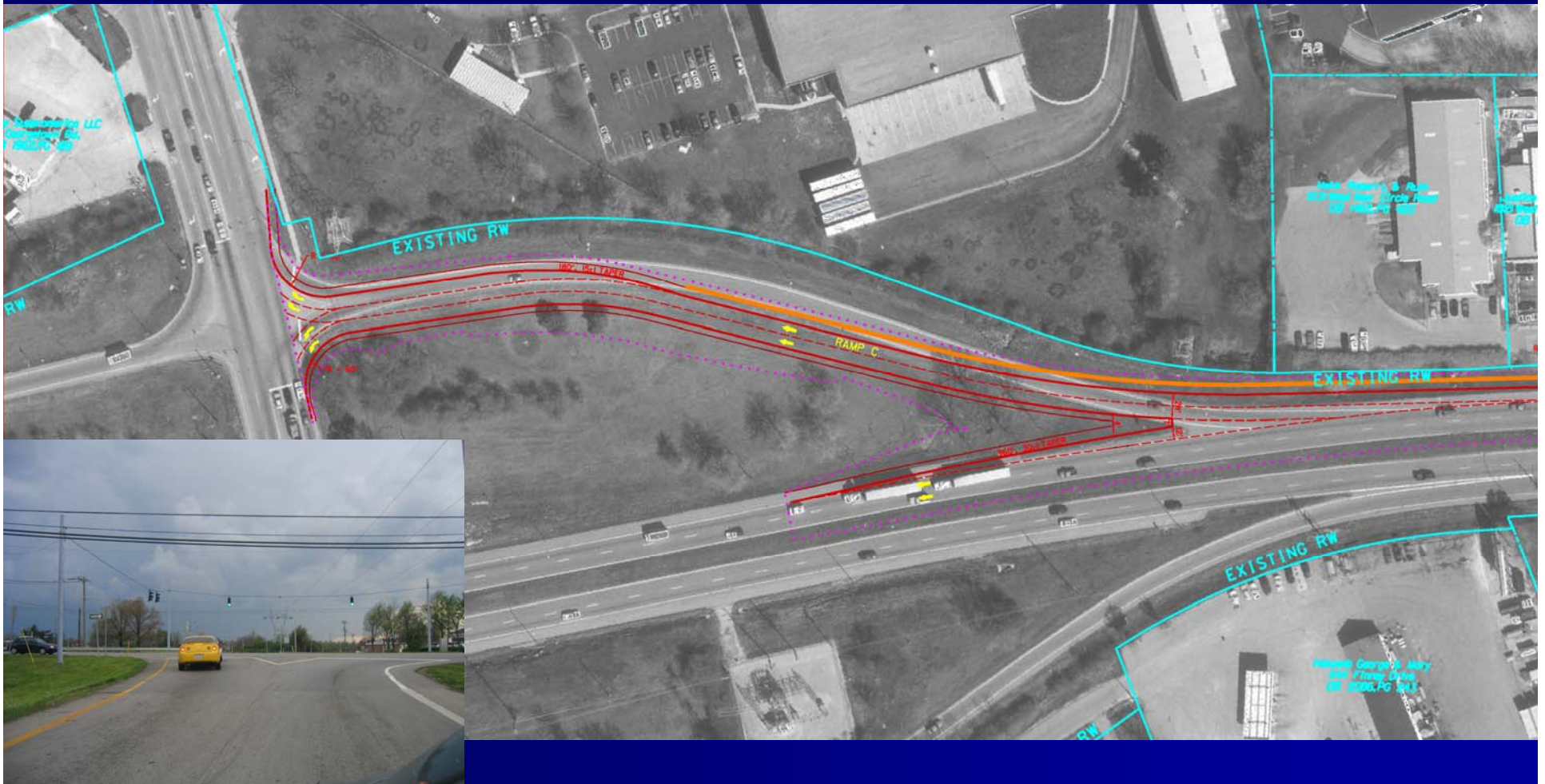


This aerial map illustrates the proposed project components for the I-75/US-90 interchange area in Atlanta, Georgia. The map shows the existing right-of-way (RW) and the proposed project components, including the interchange structure, ramps, and lanes. The map is divided into several sections, each labeled with the name of the property owner or the project component. The existing RW is shown in red, and the proposed project components are shown in blue and green. The map also includes labels for various properties, such as Heim, Robert L & Mary, Justice Supply Co. Inc., Roberts Land, CMS Realty LLC, and others. The map shows the existing and proposed ramps, lanes, and right-of-way lines.

- Auxiliary lane between Interchanges



# Outer Loop Off-Ramp



- Choice Turn Lane at Georgetown

# Initial New Circle Road Improvements

- Pavement Overlay
- Closed Median between Interchanges
- Right-In/Right-Out to Businesses



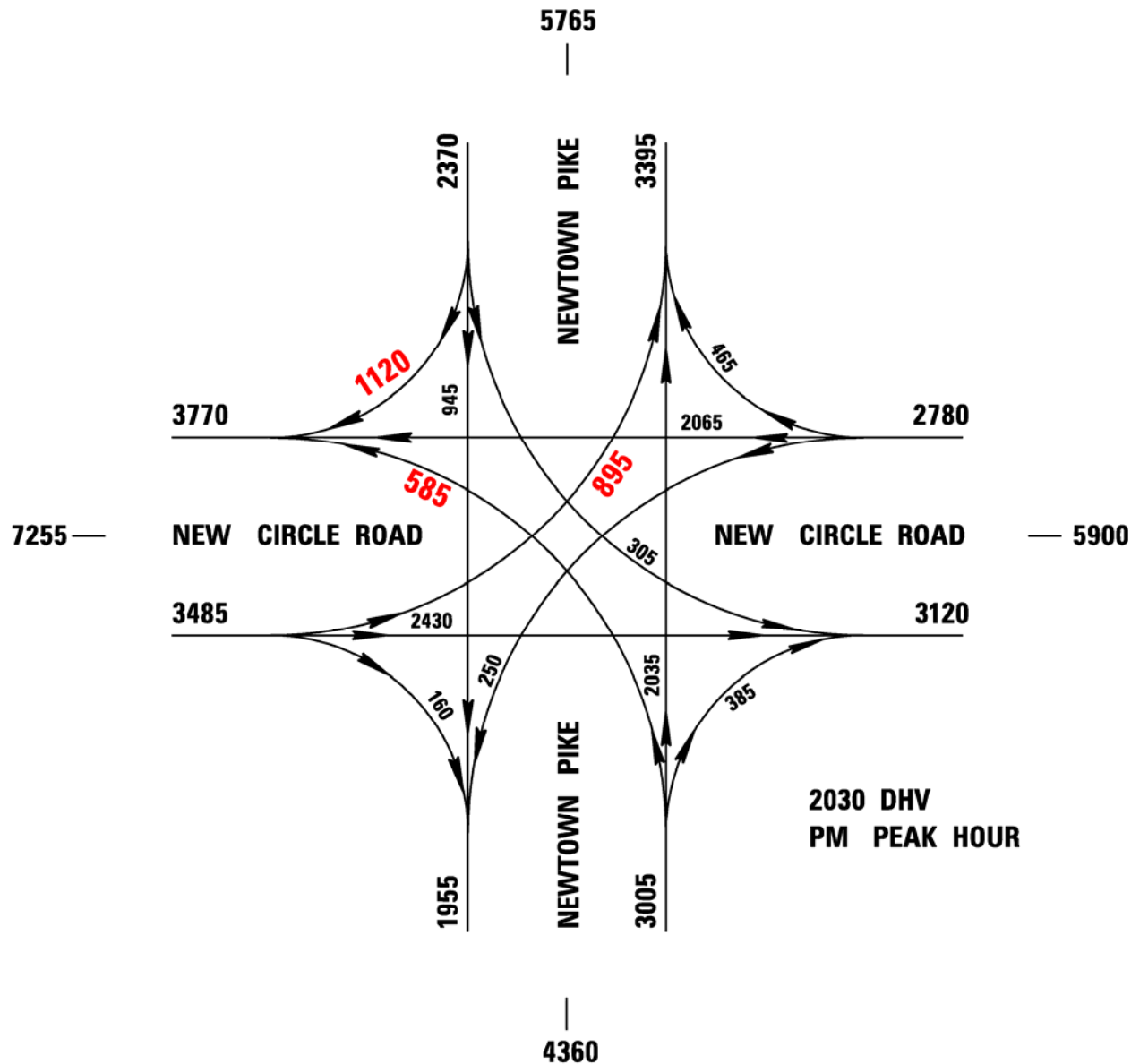


# Georgetown Ramp Improvements

- Fast-track Schedule
- Norfolk Southern Bridge Status
- Future Auxiliary Lanes to Leestown



# Newtown Pike Traffic





# Newtown Pike Interchange

- Three Alternatives
- Single Point Urban Interchange (SPUI)



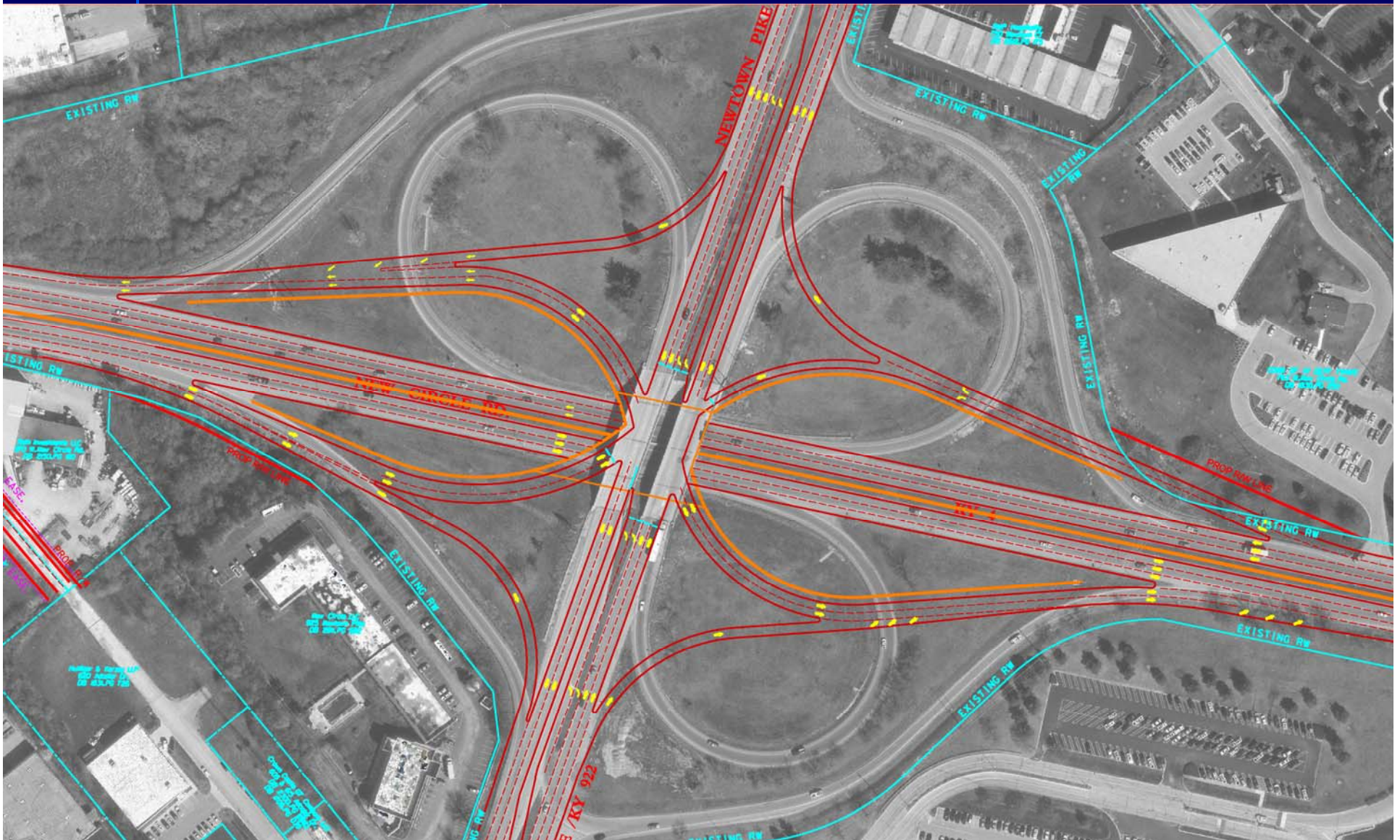
- Tight Urban Diamond Interchange (TUDI)
- Partial Cloverleaf

# Current Configuration





# Single Point Urban Interchange





# Tight Urban Diamond Interchange





# Partial Cloverleaf





# New Circle Road

- Four Lanes to Georgetown Road
- Widen to Six Lanes from Georgetown to Boardwalk
- Auxiliary Lanes between Interchanges





# Two Lane Ramps





# Frontage Road

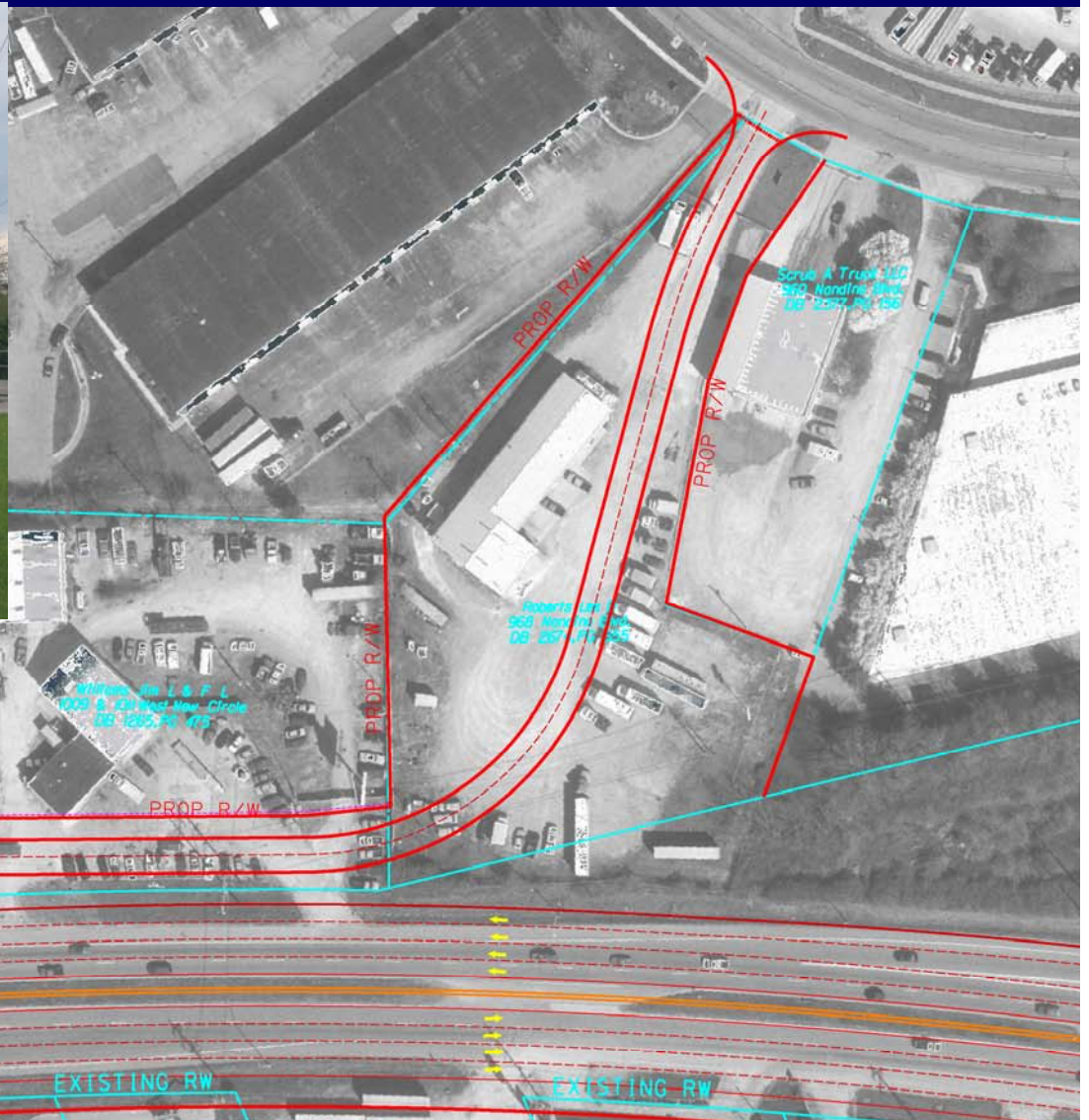
## Connecting Finney Dr. to Sturgill Road





# Frontage Road

## Connecting Businesses to Nandino Drive



# Why We Are Here

- Handouts
- Maps
- Questionnaire
- Traffic Simulations

New Circle Road (KY 4)  
Item Number 7-366.00 & 7-366.10  
Fayette County  
Questionnaire *(Please Print)*

Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Address \_\_\_\_\_  
City, State, Zip \_\_\_\_\_  
Phone number \_\_\_\_\_

Please take a few minutes to fill out the questionnaire and turn it in at the meeting or mail it back with your comments. Thank you in advance for your assistance.

The Property I'm most interested in: (Check as many as apply)  
☐ Is commercial  
☐ Is residential  
☐ Is a residential area served by New Circle Road  
☐ Is a commercial development served by New Circle Road  
☐ Is owned by me  
☐ Is leased

I travel this portion of New Circle Road:  
☐ Multiple Times Daily  
☐ Once A Day  
☐ Once A Week  
☐ Rarely

Which Interchange Configuration Do you Prefer:  
☐ Single Point Urban Interchange  
☐ Tight Diamond Urban Interchange  
☐ Current Configuration

What do you see as the transportation needs in the New Circle Road Corridor?  
☐ Less Traffic Congestion  
☐ Safer Roadway  
☐ Reduce Access Points  
☐ Other - Please Describe Below  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(Continue on back)

Your answers will be given to New Circle Road Team for their use in evaluating the proposed improvements.



# Where We Are Going

- Georgetown Ramps Construction
- Environmental Document
- Select Interchange Configuration
- Detailed Design
- Right of Way Acquisition
- Utility Relocation
- Newtown and New Circle Construction

# Thank You For Your Input





## SECTION 5

### Responses to Comments

May 24, 2007

Robert Black Jr  
2112 Langdon Ct  
Lexington, Ky 40514



To Robert Black Jr:

The Kentucky Transportation Cabinet thanks you for your attendance and input at the recent New Circle Road Public Meeting. We appreciate your completion of the questionnaire/comment form, as we strive to develop a design that meets the traffic and safety needs associated with the highway and the concerns of the local community. This is a demanding task and your input will be used in our future decision making process.

We plan to move forward with constructing improvements to the ramps at the Georgetown Road interchange this year. Also by the end of 2007, we plan to make a final decision on the interchange design at Newtown Pike and start developing construction plans.

For further information or questions regarding this project contact:

Rob Sprague  
PO Box 11127  
Lexington, KY 40512-1127  
859-246-2355



May 24, 2007

Rev Edward Doss  
340 Lima Drive  
Lexington, Ky 40511



To Rev Edward Doss:

The Kentucky Transportation Cabinet thanks you for your attendance and input at the recent New Circle Road Public Meeting. We appreciate your completion of the questionnaire/comment form, as we strive to develop a design that meets the traffic and safety needs associated with the highway and the concerns of the local community. This is a demanding task and your input will be used in our future decision making process.

We plan to move forward with constructing improvements to the ramps at the Georgetown Road interchange this year. Also by the end of 2007, we plan to make a final decision on the interchange design at Newtown Pike and start developing construction plans.

For further information or questions regarding this project contact:

Rob Sprague  
PO Box 11127  
Lexington, KY 40512-1127  
859-246-2355

May 24, 2007

Mary Holcomb  
808 Celia Lane  
Lexington, Ky 40505



To Mary Holcomb:

The Kentucky Transportation Cabinet thanks you for your attendance and input at the recent New Circle Road Public Meeting. We appreciate your completion of the questionnaire/comment form, as we strive to develop a design that meets the traffic and safety needs associated with the highway and the concerns of the local community. This is a demanding task and your input will be used in our future decision making process.

We plan to move forward with constructing improvements to the ramps at the Georgetown Road interchange this year. Also by the end of 2007, we plan to make a final decision on the interchange design at Newtown Pike and start developing construction plans.

For further information or questions regarding this project contact:

Rob Sprague  
PO Box 11127  
Lexington, KY 40512-1127  
859-246-2355



May 24, 2007

Joseph Ohnheiser  
1893 Barkley Rd  
Sadieville, Ky 40356



To Joseph Ohnheiser:

The Kentucky Transportation Cabinet thanks you for your attendance and input at the recent New Circle Road Public Meeting. We appreciate your completion of the questionnaire/comment form, as we strive to develop a design that meets the traffic and safety needs associated with the highway and the concerns of the local community. This is a demanding task and your input will be used in our future decision making process.

We plan to move forward with constructing improvements to the ramps at the Georgetown Road interchange this year. Also by the end of 2007, we plan to make a final decision on the interchange design at Newtown Pike and start developing construction plans.

For further information or questions regarding this project contact:

Rob Sprague  
PO Box 11127  
Lexington, KY 40512-1127  
859-246-2355

May 24, 2007

Lee Roberts  
PO Box 815  
Lexington, Ky 40588



To Lee Roberts:

The Kentucky Transportation Cabinet thanks you for your attendance and input at the recent New Circle Road Public Meeting. We appreciate your completion of the questionnaire/comment form, as we strive to develop a design that meets the traffic and safety needs associated with the highway and the concerns of the local community. This is a demanding task and your input will be used in our future decision making process.

We plan to move forward with constructing improvements to the ramps at the Georgetown Road interchange this year. Also by the end of 2007, we plan to make a final decision on the interchange design at Newtown Pike and start developing construction plans.

For further information or questions regarding this project contact:

Rob Sprague  
PO Box 11127  
Lexington, KY 40512-1127  
859-246-2355



May 24, 2007

Cristen Creech  
PO Box 526  
Nicholasville, Ky 40340



To Cristen Creech:

The Kentucky Transportation Cabinet thanks you for your attendance and input at the recent New Circle Road Public Meeting. We appreciate your completion of the questionnaire/comment form, as we strive to develop a design that meets the traffic and safety needs associated with the highway and the concerns of the local community. This is a demanding task and your input will be used in our future decision making process.

We plan to move forward with constructing improvements to the ramps at the Georgetown Road interchange this year. Also by the end of 2007, we plan to make a final decision on the interchange design at Newtown Pike and start developing construction plans.

For further information or questions regarding this project contact:

Rob Sprague  
PO Box 11127  
Lexington, KY 40512-1127  
859-246-2355

May 24, 2007

Steve Davis  
740 West New Circle Rd  
Lexington, Ky 40550



To Steve Davis:

The Kentucky Transportation Cabinet thanks you for your attendance and input at the recent New Circle Road Public Meeting. We appreciate your completion of the questionnaire/comment form, as we strive to develop a design that meets the traffic and safety needs associated with the highway and the concerns of the local community. This is a demanding task and your input will be used in our future decision making process.

We plan to move forward with constructing improvements to the ramps at the Georgetown Road interchange this year. Also by the end of 2007, we plan to make a final decision on the interchange design at Newtown Pike and start developing construction plans.

For further information or questions regarding this project contact:

Rob Sprague  
PO Box 11127  
Lexington, KY 40512-1127  
859-246-2355



May 24, 2007

Mike Hart  
925 Georgetown Rd  
Lexington, Ky 40511



To Mike Hart:

The Kentucky Transportation Cabinet thanks you for your attendance and input at the recent New Circle Road Public Meeting. We appreciate your completion of the questionnaire/comment form, as we strive to develop a design that meets the traffic and safety needs associated with the highway and the concerns of the local community. This is a demanding task and your input will be used in our future decision making process.

We plan to move forward with constructing improvements to the ramps at the Georgetown Road interchange this year. Also by the end of 2007, we plan to make a final decision on the interchange design at Newtown Pike and start developing construction plans.

For further information or questions regarding this project contact:

Rob Sprague  
PO Box 11127  
Lexington, KY 40512-1127  
859-246-2355

May 24, 2007

John Bryant  
1335 Prather Rd  
Lexington, Ky 40502



To John Bryant:

The Kentucky Transportation Cabinet thanks you for your attendance and input at the recent New Circle Road Public Meeting. We appreciate your completion of the questionnaire/comment form, as we strive to develop a design that meets the traffic and safety needs associated with the highway and the concerns of the local community. This is a demanding task and your input will be used in our future decision making process.

We plan to move forward with constructing improvements to the ramps at the Georgetown Road interchange this year. Also by the end of 2007, we plan to make a final decision on the interchange design at Newtown Pike and start developing construction plans.

For further information or questions regarding this project contact:

Rob Sprague  
PO Box 11127  
Lexington, KY 40512-1127  
859-246-2355



May 24, 2007

Kenzie Gleeson  
101 E Vine Street  
Lexington, Ky 40507



To Kenzie Gleeson:

The Kentucky Transportation Cabinet thanks you for your attendance and input at the recent New Circle Road Public Meeting. We appreciate your completion of the questionnaire/comment form, as we strive to develop a design that meets the traffic and safety needs associated with the highway and the concerns of the local community. This is a demanding task and your input will be used in our future decision making process.

We plan to move forward with constructing improvements to the ramps at the Georgetown Road interchange this year. Also by the end of 2007, we plan to make a final decision on the interchange design at Newtown Pike and start developing construction plans.

For further information or questions regarding this project contact:

Rob Sprague  
PO Box 11127  
Lexington, KY 40512-1127  
859-246-2355