

Eastern Federal Lands Access Program Project Application

General Information:

The Federal Lands Access Program was created by the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) and continued in the "Fixing America's Surface Transportation" (FAST) Act of 2015 to improve state and local transportation facilities that provide access to and through federal lands for visitors, recreationists and resource users.

Instructions:

Proposed projects or studies must be located on a public highway, road, bridge, trail or transit system that is located on, is adjacent to, or provides access to Federal lands for which the facility title or maintenance responsibility is vested with a State, county, city, township, tribal, municipal, or local government. A 20% matching share is required for this program. Other Federal (non-title 23 or 49) funds may be used as match.

All projects must be submitted using this Eastern Federal Lands (EFL) Access Program Application form. The applicant must be the facility owner, have maintenance responsibility or must supply a letter from the facility owner/maintainer indicating the application is being submitted on their behalf. It is the responsibility of the applicant to supply the necessary information to complete the application to the best of their ability.

Project applications must be sponsored by the appropriate Federal Land Management Agency (FLMA) with an application signature and/or letter of support. Attachments such as cost estimates, maps, photos etc. may be included but are limited to 10 pages. Letters supporting the project do NOT count towards the 10 additional pages allowed for application support.

E-mail your completed application package to Efl.planning@dot.gov. If you need assistance in completing this application form or have questions about the program, please contact: Lewis Grimm, PE, FHWA-EFL Planning Team Leader at 703-404-6289 or Lewis.Grimm@dot.gov or the FHWA PDC member listed on the EFL FLAP web page for the respective state.

Implementation:

The Programming Decisions Committee (PDC) for each state will review project applications and prioritize them based on weighted selection criteria developed by the PDC. The selection criteria are reflective of needs in that state and Federal regulations and guidelines. Project approval resides with the PDC. The PDC will select a balanced program that maximizes funding and addresses critical needs, in consultation with applicable FLMA's.

Memorandums of Agreement (MOA) will be required for each programmed project. The project MOA will indicate the project delivery method, match requirements, funding sources/limitations, scope, schedule, and responsibilities of the project signatories.

Project delivery with stewardship and oversight will be through FHWA-EFL or State Department of Transportation (DOT). Local public agencies that are certified by the State DOT may be permitted to deliver the projects contingent on the joint approval of the FHWA-EFL and the State DOT.

For partner delivered projects, fund obligations will be requested following an executed MOA by the State DOTs through a standardized PR-2 form. Access program funds will not reimburse work performed prior to execution of the MOA and the PR-2 (i.e. Right of Way transfers or Engineering services).

Program goals, eligible activities, application tips and the Call for Projects Standard Operating Procedures (including the selection criteria) for this application are located under the appropriate state on the Federal Lands Highway website.

<http://flh.fhwa.dot.gov/programs/flap/>

Eastern Federal Lands Access Program Project Application

Project Name: Route Number:

Facility Owner: Facility Maintainer:

Requested Project Delivery Agency:
 Eastern Federal Lands (EFLHD) State DOT Local Agency Other

Functional Classification:
 National Highway System Arterial Major Collector
 Minor Collector Local Road Other

Project Design Standards:
 AASHTO State DOT Local Government
 Federal Lands Highway (FLH)

Type of Project Proposed: (Check all that apply)

New Project Rehabilitation Expansion/Enhancement Other

Design

Preliminary Engineering
 Environmental (NEPA Document)
 Right of Way

Construction

Paving, road base or surface course projects
 Safety enhancements or structures
 Minor drainage
 Major concrete structures
 Bicycle/pedestrian facility
 Construction Contract
 Construction Engineering

Planning/Technical Study or Research

Other (e.g. Intermodal or transit facilities, ITS, HSIP, environmental mitigation)

If Other, specify:

Estimated Project Budget

Preliminary Engineering:	\$550,000.00
Construction Engineering:	\$150,000.00
Construction Cost:	\$3,860,000.00
Right-of-Way:	\$250,000.00
Other Costs:	\$250,000.00
Total Project Cost:	\$5,060,000.00

Project Funding

Requested FLAP Funds:	\$5,060,000.00
Estimated Match <input type="text" value="Toll Credits"/>	
Other: <input type="text" value="\$1,012,000.00 Toll Credit"/>	
Total Project Cost:	\$5,060,000.00
Calculated Match Percent	0%

Match Formula: FLAP Funds / Federal Share(80%) - FLAP Funds

Project Location:

City:

County:

State:

Longitude/Latitude:

Congressional District(s):

Benefitting Federal Land Unit(s)

Federal Land Management Agency (FLMA) managing the above unit(s)

Bureau of Land Management
 Fish and Wildlife Service
 Forest Service
 National Park Service
 U.S. Army Corps of Engineers
 Other (e.g. DOD,)

Specify

Project Applicant:

Name:

Position:

Agency:

Phone:

E-mail:

Address:

FLMA Signature of Project Acknowledgement & Concurrence

Bill Lorenz

Name:

Title:

Phone:

E-mail:

Print Form

Submit by E-mail

Eastern Federal Lands Access Program Project Application

Prioritization Factors:

- | | | |
|---|---|-----------------------------|
| -FLMA, StateDOT, and facility owner agree that the project is an Economic/Visitation Generator. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| -FLMA, StateDOT, and facility owner agree that the project is a priority. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| -Project is consistent with the metropolitan, statewide and/or regional planning process. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| -Project is consistent with currently adopted agency plans. | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| -If local delivery is requested, the applicant is certified by the State DOT to administer local agency projects following Federal Highway Administration requirements. | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

Project Development Status

	Not Started	In Progress	Completed	N/A	Completion Date/Comments
Project on TIP/STIP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Preliminary Engineering	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
NEPA Document	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Anticipated Delivery Calendar Year:	2018				
Latest Possible Delivery Calendar Year	2019				

Resource Protection:

Please identify any impacts to known natural, cultural or physical resources associated with this project. (Check all that apply)

Negative Impact	Positive Impact	
<input type="checkbox"/>	<input type="checkbox"/>	Wetlands/Water Resources
<input type="checkbox"/>	<input type="checkbox"/>	Threatened & Endangered Species
<input type="checkbox"/>	<input type="checkbox"/>	Species of concern/state listed
<input type="checkbox"/>	<input type="checkbox"/>	Other biological resources (fisheries, rookeries)
<input type="checkbox"/>	<input type="checkbox"/>	Wild & Scenic River (or other state classifications)
<input type="checkbox"/>	<input type="checkbox"/>	Non-attainment areas (air quality)
<input type="checkbox"/>	<input type="checkbox"/>	Historic & archeological resources
<input type="checkbox"/>	<input type="checkbox"/>	Native American areas/concerns
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Wilderness or roadless areas
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Parks & recreation areas/wildlife refuge [Section 4(f) 6(f)]
<input type="checkbox"/>	<input type="checkbox"/>	Hazardous materials/contamination site
<input type="checkbox"/>	<input type="checkbox"/>	Air, noise, and/or visual impacts

Eastern Federal Lands Access Program Project Application

1. Project Description

Please provide a summary of the purpose and need for the proposed project. Provide a detailed description of the project activities that would be funded with Access Program funds. Describe the overall design concept, any unusual design elements, design standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, earthwork needs or roadside safety features. Include options and funding breakdown for scaling/phasing the project, if applicable.

This project proposes to correct rockfall issues associated with vertical rock cuts along KY 1274 just south of the Menifee/Rowan County line. When KY 1274 was constructed it had little to no slope stability benches created to stabilize the rock cuts. Weathering constantly erodes the cuts which break off and end up in the ditch or roadway.

This particular area has slopes on both sides that causes the road to stay cooler and results in more attention needed to clear snow and ice in the winter time due to the roadway being a vertical grade and wanting to keep it as safe as possible.

The project would not change the roadway alignment. It would only construct benches and a wider shoulder.

Eastern Federal Lands Access Program Project Application

2. Safety Benefits

Please describe how this project addresses issues related to safety. Will the project improve safety for all users (pedestrians, bicycles, motor vehicles, etc.)? Will this project improve identified crash sites or hazardous conditions (road safety audits or engineering assessments)?

By constructing benches and opening the rockcut up it will allow more sun and heat to reach the road surface and help keep ice from forming. It will also drastically reduce, if not eliminate, the amount of rocks and debris falling into the roadway and ditches. Hazards in the roadway are safety issues on their own and are issues this project will correct.

In recent years a boulder approximately 20' in diameter actually broke free from the face and landed in the roadway. Luckily no one was traveling underneath this area at the time it occurred.

Keeping the ditch lines free and clear is another safety issue as this can cause water to remain on the surface possibly causing accidents.

3. Accessibility and Mobility Benefits

Please describe how the proposed project routes are connected to a FLMA inventory route. Describe how the project addresses the need on FLMA plan, State or County Comprehensive Plan. Describe how the proposed project will fill missing links in the network, remove travel restrictions and bottlenecks. How will the plan improve mode choice, explore and enhance transit system (i.e. operation and maintenance of transit facilities, etc.)? Will the plan reduce traffic congestion; enhance visitor mobility and accessibility?

The KY 1274 corridor traverses through over 13 miles of the Daniel Boone National Forest. It provides a direct connection to the Interstate in Rowan County. Improving this corridor has been a State and County goal for some time. Improving this corridor can only help enhance the visitor experience of the National Forest and surrounding activities.

This particular section is located at the Menifee/Rowan County line. The road closure that happen here a few years ago resulted in an extra 45 miles of travel due to detours.

Eastern Federal Lands Access Program Project Application

4. Preservation Benefits

Will this project improve the National Bridge Inventory System (NBIS) deficient bridge rating? How will the project improve surface conditions? Will the project reduce operating costs? How will the project contribute to the protection of specific natural, cultural, historic, and/or scenic resources?

By reducing or eliminating the number of rockfall occurrences, this project will reduce the amount of time and manpower utilized each year for maintaining the roadway and ditches. Improved ditch function will help keep water from the road surface thus improving its performance and longevity.

By exposing more roadway surface to the sun during colder climates, it will reduce the amount of chemical treatment that is need to keep the roadway clear of snow and ice thus lower the amount of runoff into the ground and waterways.

5. Economic Development Benefits

Please describe how this project will attract tourism/visitation. Will the project address more than one Federal Land Management Agency (FLMA) area? How will this project influence economic development? How will this project address visitor mobility, access, and experience?

Menifee County has two large tourist attractions - the Red River Gorge and Cave Run Lake. Both of these are located in the Daniel Boone National Forest. As stated above, KY 1274 is a direct connection to Interstate 64 in Rowan County. Visitors coming from the North would have safer roadway and better mobility when they visit the area by completing this project. an improved KY1274 corridor can only lead to better land access and thus a better visitor experience.

6. Sustainability and Environmental Quality Benefits

Please describe how the proposed project contributes to the environmental goals and objectives of the Federal Land Management Plan or other applicable land management plan. How will the proposed project avoid/minimize/mitigate potential impacts to environmental or cultural resources? Will the project improve fish passage and/or wildlife connectivity? How does the proposed project contribute to the use of sustainable energy sources for transportation?

Exposing more roadway surface to sunlight will allow more use of natural energy (sunlight/heat) to help maintain safer roadway conditions during inclement weather. This in turn will reduce the amount of chemical treatments needed to maintain the same levels and reduce chemical runoff into soils and streams.

As stated above, if a detour is required due to a road closure, the increase travel distance adds to the effects of vehicles on the air quality in the area.



File Code: 1580
Date: October 13, 2016

Eastern Federal Lands Access Program Managers

Dear Eastern Federal Lands Access Program Managers,

The U.S. Forest Service is working closely with the Commonwealth of Kentucky at both the State and local levels to sustain and grow economic opportunities on or near the Daniel Boone National Forest. Road infrastructure is critical to deliver timber to local mills and to facilitate public access to national forest lands. Recreation tourism in Eastern Kentucky is becoming an increasingly important segment of the economy. Well maintained and safe highways and roads are an important part of a positive visitor experience and are instrumental in drawing visitors to Eastern Kentucky. I am delighted to be given the opportunity to support these State and County sponsored road projects in their competition for funding from the Federal Lands Access Program (FLAP).

Providing for public and employee safety is my highest management priority. All six of these projects will improve highway safety. The Highway 23 project will take a heavily used native surface roadway that is impossible to maintain properly and improve the surface to sustain the high visitor numbers and provide a secondary ingress/egress route for Powell County residents traveling the Red River Corridor. The 1274 projects will arrest the dangerous rock fall and slides that have occurred repeatedly, often closing the road and preventing or causing inconvenient access to the national forest. The 77/715 project will make the windy, narrow roadways safer and more comfortable to travel and will clearly define and provide hardened roadside parking in suitable locations with proper visibility.

All six of these projects help the U.S. Forest Service deliver our mission to sustain the health, diversity, and productivity of the Nation's forests and grasslands to meet the needs of present and future generations. I fully support all six projects and hope that funding can be secured through your program. Please feel free to contact me should you have any questions or would like to discuss my support.

Sincerely,

BILL LORENZ
Forest Supervisor





Project Areas



