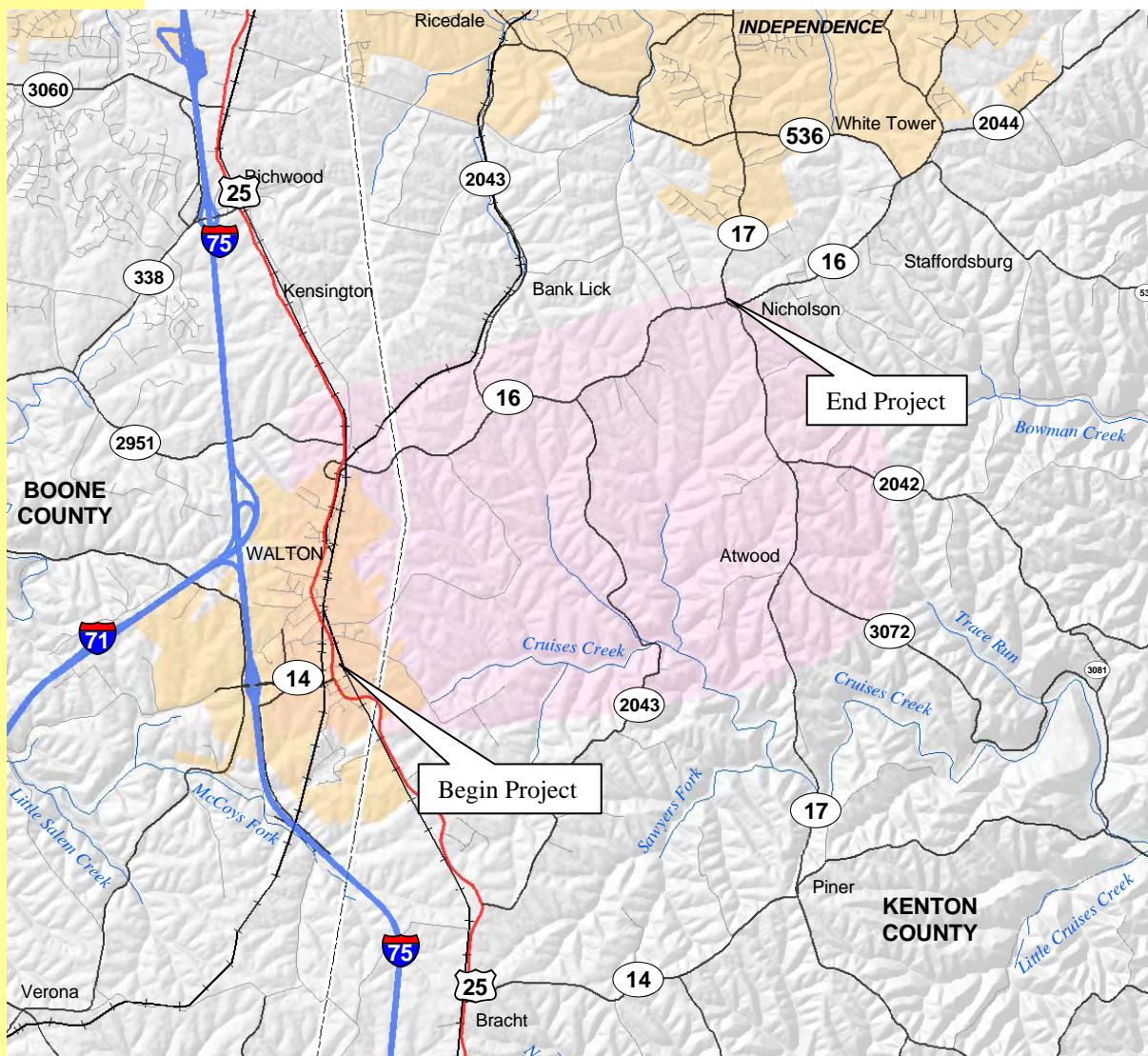


SCOPING STUDY

MARY GRUBBS HIGHWAY EXTENSION BOONE AND KENTON COUNTIES FROM WALTON TO NICHOLSON



**FINAL
REPORT**

July
2006



**EXECUTIVE SUMMARY
SCOPING STUDY
MARY GRUBBS HIGHWAY EXTENSION
BOONE AND KENTON COUNTIES
WALTON TO NICHOLSON**

This study was conducted as an abbreviated scoping study in Boone and Kenton Counties. The project termini are defined as the US 25/ Mary Grubbs Highway (KY 14) intersection in Walton and the KY 16/ KY 17 intersection in Nicholson.

Current year average daily traffic ranges from about 3100 vehicles per day on KY 16 between US 25 and KY 17 to about 7900 vehicles per day on the existing Mary Grubbs Highway. Projected future year (2030) average daily traffic volumes range from 9200 vehicles per day on KY 16 between US 25 and KY 17 to about 15300 vehicles per day on the existing Mary Grubbs Highway.

Primary goals of this project are to improve connectivity and access between KY 17 and I-75, provide an alternative route to road closures on I-75, contend with the rapid growth of the Northern Kentucky area, and improve safety by providing lane and shoulder widths that meet current design standards.

The study recommends:

- A new route connecting the Mary Grubbs Highway to Nicholson should not be built at this time. Low forecasted traffic volumes, poor geological conditions, an inability for a new route to help with road closures on I-75, and lack of local support all contributed to the decision to recommend not building a new route at this time.
- Improvements are needed along KY 16 to bring it up to current design standards in order to improve safety along the route and add capacity for the economic development and population growth needs of Kenton County. The project team recommends continuing to prioritize KY 16 along with other needs in the area. The last prioritization cycle, finished in the fall of 2005, showed KY 16 between US 25 and KY 17 to be a high local priority, medium regional priority, and low district priority. The total estimated cost of this project is estimated at \$25 million.
- US 25 through Walton is very congested and a bypass of US 25 in Walton should be studied.

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I. INTRODUCTION

A. Study Purpose

The purpose of this Scoping Study was to: (a) evaluate the existing roadway conditions between Walton and Nicholson and determine possible alternatives to improve safety and traffic flow that can be used for future programming documents; (b) provide data to be used when and if the project enters the design phase; and (c) provide background information that can be utilized in the National Environmental Policy Act (NEPA) documentation for the project. Tasks undertaken as part of this effort included:

- Identifying project goals and issues and defining the need for the project,
- Describing the conditions along the existing roadways,
- Determining project termini and potential corridors,
- Initiating contact with public officials and agencies.
- Identifying preliminary environmental concerns,
- Estimating the project costs, and
- Identifying priority segments for future programming activities,

One of the steps in this process was the collection of technical and resource agency input concerning the project. This was accomplished by:

- Compiling information from existing data and reports,
- Establishing a project team to provide direction and review for the study, and
- Coordinating with resource agencies and local officials.

The collected information was evaluated to accomplish the following:

- Evaluate the project description and logical termini,
- Address the geometrics, level of service, vehicle crashes, and other issues that are influencing the project,
- Address, in general terms, the project design criteria,
- Document known environmental concerns, and
- Develop a draft statement of project goals.

B. Programming and Schedule

As part of a scheduled bridge replacement on High Street in Walton (Item number 06-1046.00), Mary Grubbs Highway (KY 14) is scheduled to be extended from US 25 in Boone County northeasterly across the Norfolk Southern railroad track and connect to High Street. The construction phase for this bridge replacement is scheduled for 2006 and design, right-of-way, and utilities funds have already been authorized.

II. PROJECT TEAM INPUT

A scoping study project team meeting was conducted on August 22, 2005. The purpose of the meeting was to discuss the project and to assist in determining issues and concerns needed to be addressed by the study. A copy of the minutes is included in Appendix A. The project team developed a list of benefits of an improved route from Walton to Nicholson. These included:

- Allow Southern Kenton County easier access to I-75,
- Economic development opportunities,
- Better regional connection to I-75 from Independence and the KY 17 corridor,
- Improve safety on area roadways,
- Open up southern part of county for development and provide a better east-west connector to I-75, and
- Increase capacity.

The team developed four initial project goals:

- Improve east-west connectivity and access between KY 17 and I-75 in Southern Kenton County,
- Provide an alternative route during incidents or closures on I-75,
- Address highway capacity and growth needs in Southern Kenton County, and
- Improve safety by providing an improved route that complies with current design standards.

The team also came up with four possible alternatives:

1. New Direct Route to Nicholson

Alternative 1 is a new route extending from the existing Mary Grubbs Highway northeasterly to Nicholson. It is the shortest and most direct alternative.

2. New Route to Atwood

The second alternative is a new route extending from the Mary Grubbs Highway easterly to KY 3072. KY 17 from Atwood to Nicholson would also need to be improved with this alternative, along with realigning the existing KY 17/ KY 3072 intersection. This would allow for a better grid alignment by providing a direct east-west route in Southern Kenton County.

3. Combination

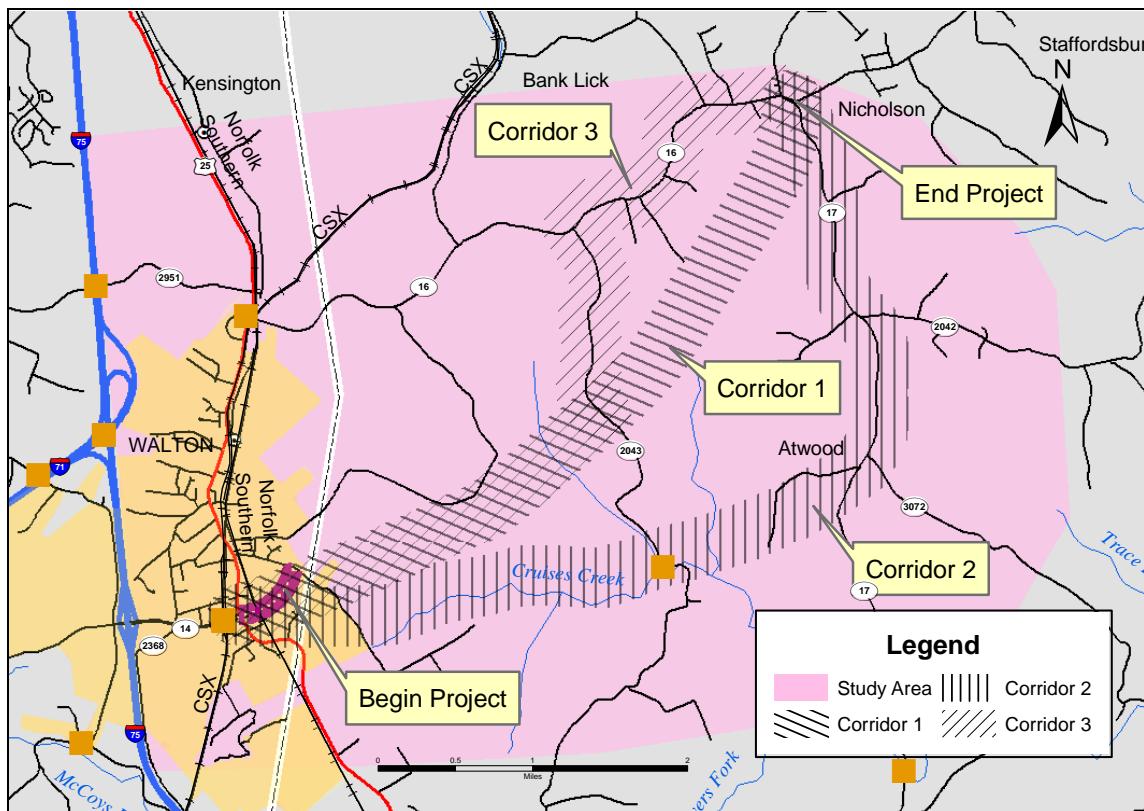
A third alternative discussed at the first team meeting includes extending the Mary Grubbs Highway easterly to KY 2043, improving KY 2043 north to KY 16, and improving KY 16 east to Nicholson. This alternative would mainly improve existing routes with a short (approximately 2 miles) new section connecting KY 2043 to the Mary Grubbs Highway.

4. No Build

The no build option is always considered and will be considered throughout this study.

The three build alternatives discussed at the team meeting are shown below.

Figure 1: Possible Build Alternatives

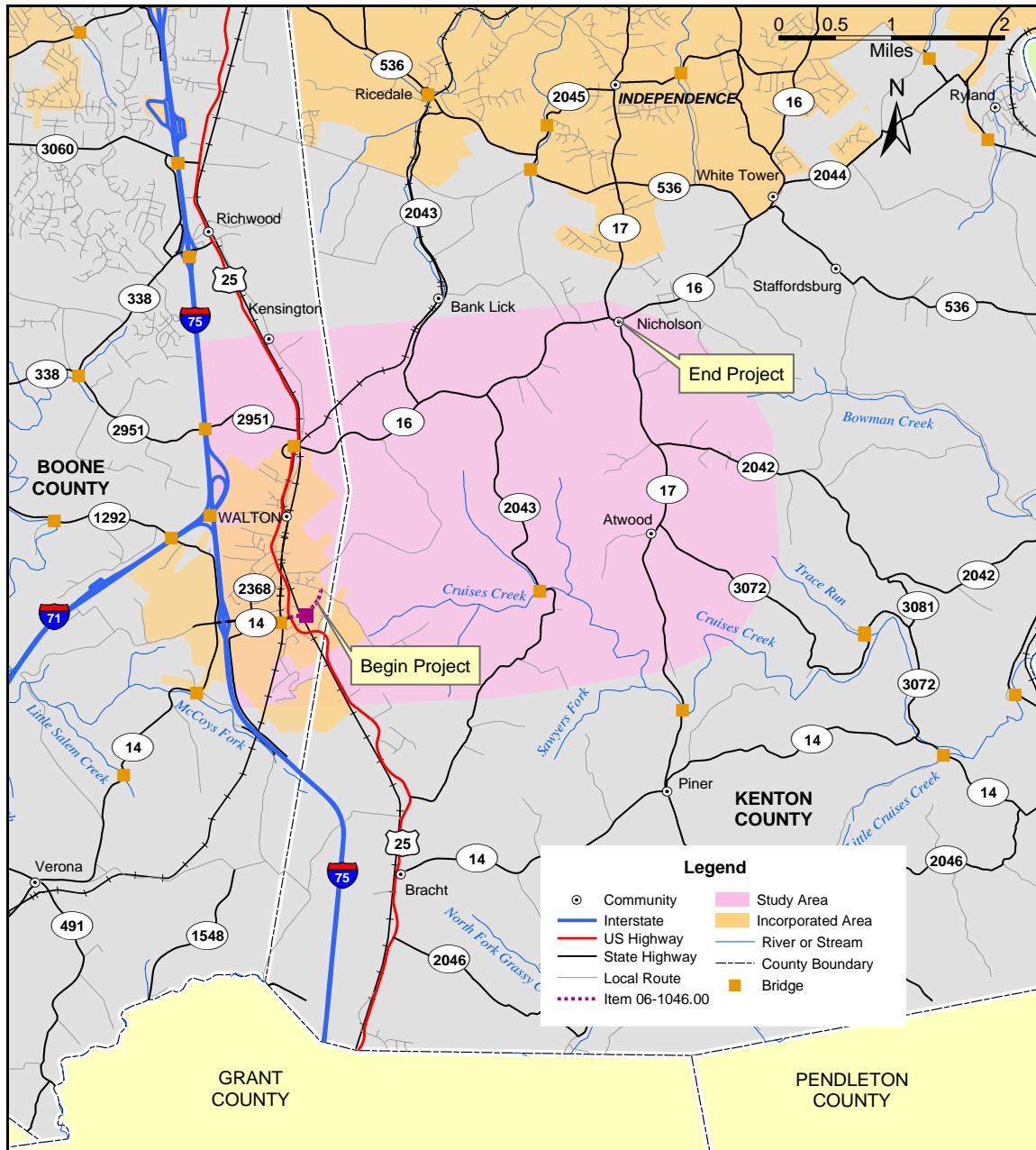


III. PROJECT LOCATION, EXISTING CONDITIONS, AND TRAFFIC

A. Project Location

The project termini are from the end of proposed construction on the Mary Grubbs Highway in Walton to the KY 16/ KY 17 intersection in Nicholson. The study area includes parts of both Boone and Kenton Counties.

Figure 2: Study Area



B. Existing Highway Features

Data on the existing conditions in the study area were taken from the Division of Planning's Highway Information System (HIS) database. The study area is located in generally rolling terrain. Passing sight distance varies from zero percent to 100 percent with the vast majority of the study segments having zero percent passing sight distance.

The study area includes six horizontal curves greater than 28°. These curves are shown in the table below. (Refer to Appendix E for a complete route log of all state maintained highways in the study area.)

Table 1: Horizontal Curves

County	Route	Begin MP	End MP	Curves Between 5.5° and 8.4°	Curves Greater than 8.4°	Curves Greater than 28°
Boone	KY 14	8.114	8.830	0	0	0
Boone	KY 16	2.483	3.380	1	2	0
Kenton	KY 16	0.000	5.788	14	6	0
Kenton	KY 17	3.974	10.970	11	7	0
Kenton	KY 2043	0.000	5.804	7	16	6
Boone	US 25	0.000	2.264	3	4	0
Kenton	US 25	2.875	4.978	2	3	0

The majority of highways in the study area are two-lane highways with ten foot lanes and one foot paved shoulders. Speed limits range from 35 to 55 miles per hour. The table below shows much of the route information for the project area.

Table 2: Route Information

County	Route	Begin MP	End MP	Percent Trucks	Lanes	Lane Width (feet)	Shoulder Width (feet)	Speed Limit (MPH)
Boone	KY 14	8.114	8.830	12	4	12	10	45
Boone	KY 16	3.051	3.380	10	2	9	1	55
Kenton	KY 16	0.000	1.824	10	2	10	1	55
Kenton	KY 16	1.824	3.300	10	2	10	1	55
Kenton	KY 16	3.300	3.565	10	2	10	1	35
Kenton	KY 16	3.565	5.788	10	2	10	1	45
Kenton	KY 17	3.974	7.047	9	2	10	1	55
Kenton	KY 17	7.047	7.961	9	2	10	1	55
Kenton	KY 17	7.961	9.431	9	2	10	1	55
Kenton	KY 17	9.431	10.970	9	2	10	1	45
Kenton	KY 2042	0.000	1.937	2	2	10	1	55
Kenton	KY 2043	0.000	5.804	2	2	10	3	55
Kenton	KY 3072	0.000	2.000	2	2	9	1	45
Boone	US 25	0.000	0.470	12	2	11	2' Curb	35
Boone	US 25	0.470	1.270	12	2	11	2' Curb	35
Boone	US 25	1.270	2.264	12	2	10	1	45
Kenton	US 25	2.875	4.978	12	2	11	1	45

C. Highway Systems

The study area includes roadways of different functional classifications. The functional classes for each segment are shown in the table below.

Table 3: Roadway Classification

County	Route	Begin MP	End MP	Urban Area/ Rural	Functional Classification
Boone	KY 14	8.114	8.830	Rural	Rural Major Collector
Boone	KY 16	2.483	3.380	Cincinnati-Northern Kentucky	Urban Minor Arterial Street
Kenton	KY 16	0.000	5.788	Cincinnati-Northern Kentucky	Urban Minor Arterial Street
Kenton	KY 17	3.974	9.431	Rural	Rural Major Collector
Kenton	KY 17	9.431	10.970	Cincinnati-Northern Kentucky	Urban Principal Arterial
Kenton	KY 2042	0.000	1.937	Rural	Rural Minor Collector
Kenton	KY 2043	0.000	5.804	Rural	Rural Minor Collector
Kenton	KY 3072	0.000	2.000	Rural	Rural Local
Boone	US 25	0.000	2.264	Rural	Rural Major Collector
Boone	US 25	2.264	10.603	Cincinnati-Northern Kentucky	Urban Minor Arterial Street
Boone	US 25	10.603	11.407	Cincinnati-Northern Kentucky	Urban Principal Arterial
Kenton	US 25	0.000	4.978	Rural	Rural Major Collector

D. Vehicle Crash Analysis

A total of 538 vehicle crashes were recorded with valid reference points in the study area during the five-year-period between January 1, 2000 and December 31, 2004. 137 of the crashes produced injuries to at least one person, while five crashes resulted in fatalities. The table below depicts a segmental analysis of the study area. There are six segments with a critical rate factor (CRF) in excess of 1.0, and three others greater than 0.9. A CRF greater than 1.0 indicates the segment of roadway has had a statistically significant number of crashes and that are not occurring at random.

Table 4: Crash Data

County	Route	Begin MP	End MP	Crashes				Critical Rate Factor
				Fatal	Injury	PDO	Total	
Boone	KY 14	8.114	8.830	1	11	46	58	1.337
Boone	KY 16	3.051	3.380	1	2	14	17	0.690
Kenton	KY 16	0.000	1.048	0	6	30	36	1.292
Kenton	KY 16	1.048	1.824	1	6	18	25	1.135
Kenton	KY 16	1.824	3.078	0	14	30	44	1.542
Kenton	KY 16	3.078	3.565	0	4	15	19	0.917
Kenton	KY 17	7.047	7.961	0	12	27	39	1.407
Kenton	KY 17	7.961	9.431	0	16	38	54	0.914
Kenton	KY 2042	0.000	1.937	0	5	17	22	0.840
Kenton	KY 2043	0.000	5.804	0	5	15	20	0.882
Kenton	KY 3072	0.000	2.000	0	1	9	10	0.424
Boone	US 25	0.000	0.470	0	3	11	14	0.595
Boone	US 25	0.470	1.270	0	10	50	60	1.307
Boone	US 25	1.270	2.264	0	16	34	50	0.888
Kenton	US 25	2.875	4.978	2	26	42	70	0.949

E. Traffic and Level of Service

Level of Service (LOS) is a measure of the quality of traffic service provided by a highway facility. It ranges in scale from A to F, with A being the best and F being the worst. LOS C is considered stable flow and is acceptable in most situations. The two tables below show the traffic and level of service for 2005 and 2030, respectively. The traffic projections were provided by the Ohio-Kentucky-Indiana Metropolitan Planning Organization (OKI) and the OKI Travel Demand Model Version 6.3.

Table 5: 2005 Level of Service

County	Route	Begin MP	End MP	No Build 2005 ADT	No Build 2005 LOS	Build Alt 1 ADT	Build Alt 1 LOS	Build Alt 2 ADT	Build Alt 2 LOS	Build Alt 3 ADT	Build Alt 3 LOS
Boone	KY 14	8.114	8.830	7900	A	12000	A	14000	B	12600	B
Boone	KY 16	2.483	3.380	3600	D	2300	D	2500	D	3600	D
Kenton	KY 16	0.000	1.048	3600	D	2300	D	2500	D	3600	D
Kenton	KY 16	1.048	1.824	3600	D	2300	D	2500	D	3500	D
Kenton	KY 16	1.824	3.078	3100	D	2300	D	4300	D	6300	C
Kenton	KY 16	3.078	3.565	5300	D	4500	D	6700	D	8600	C
Kenton	KY 17	7.047	7.961	4100	D	4100	D	5400	B	4100	D
Kenton	KY 17	7.961	9.431	6400	D	6400	D	7500	C	6400	D
Kenton	KY 2042	0.000	1.937	1800	B	1800	B	1800	B	1800	B
Kenton	KY 2043	0.000	5.804	500	A	500	A	500	A	2900	B
Kenton	KY 3072	0.000	2.000	600	A	600	A	600	A	600	A
Boone	US 25	0.000	0.470	5800	E	6300	E	5000	E	6200	E
Boone	US 25	0.470	1.270	7800	E	6100	E	8500	E	8700	E
Boone	US 25	1.270	2.264	8000	E	6400	E	8800	E	9200	E
Kenton	US 25	2.875	4.978	5800	E	6300	E	5000	E	6200	E
Alternative 1 MGH to KY 2043				-	-	4000	B	-	-	-	-
Alternative 1 KY 2043 to KY 16/17				-	-	5900	B	-	-	-	-
Alternative 2 MGH to KY 2043				-	-	-	-	5300	B	-	-
Alternative 2 KY 2043 to KY 17				-	-	-	-	6000	B	-	-
Alternative 3 MGH to KY 2043				-	-	-	-	-	-	6200	B

Table 6: 2030 Level of Service

County	Route	Begin MP	End MP	No Build 2030 ADT	No Build 2030 LOS	Build Alt 1 ADT	Build Alt 1 LOS	Build Alt 2 ADT	Build Alt 2 LOS	Build Alt 3 ADT	Build Alt 3 LOS
Boone	KY 14	8.114	8.830	15300	B	20300	B	20100	B	20200	B
Boone	KY 16	2.483	3.380	9200	D	3700	C	6600	D	8100	D
Kenton	KY 16	0.000	1.048	9200	E	3700	C	6600	D	8100	D
Kenton	KY 16	1.048	1.824	10500	E	3200	C	6600	D	7600	D
Kenton	KY 16	1.824	3.078	10700	E	3300	D	5800	D	13900	D
Kenton	KY 16	3.078	3.565	17000	E	6700	D	11700	E	18300	E
Kenton	KY 17	7.047	7.961	7000	D	7000	D	9400	C	7000	D
Kenton	KY 17	7.961	9.431	9900	E	9900	E	11400	D	9900	E
Kenton	KY 2042	0.000	1.937	2500	B	2500	B	2500	B	2500	B
Kenton	KY 2043	0.000	5.804	800	A	800	A	800	A	3600	B
Kenton	KY 3072	0.000	2.000	800	A	800	A	800	A	800	A
Boone	US 25	0.000	0.470	8900	E	9400	E	6500	E	8400	E
Boone	US 25	0.470	1.270	15300	E	9900	E	14700	E	15300	E
Boone	US 25	1.270	2.264	15600	E	10300	E	15400	E	15900	E
Kenton	US 25	2.875	4.978	8900	E	9400	E	6500	E	8400	E
Alternative 1 MGH to 2043				-	-	9800	C	-	-	-	-
Alternative 1 2043 to KY 16/17				-	-	12200	D	-	-	-	-
Alternative 2 MGH to 2043				-	-	-	-	6100	B	-	-
Alternative 2 KY 2043 to KY 17				-	-	-	-	8000	C	-	-
Alternative 3 MGH to KY 2043				-	-	-	-	-	-	3000	B

Figure 3: 2005 Traffic and Level of Service

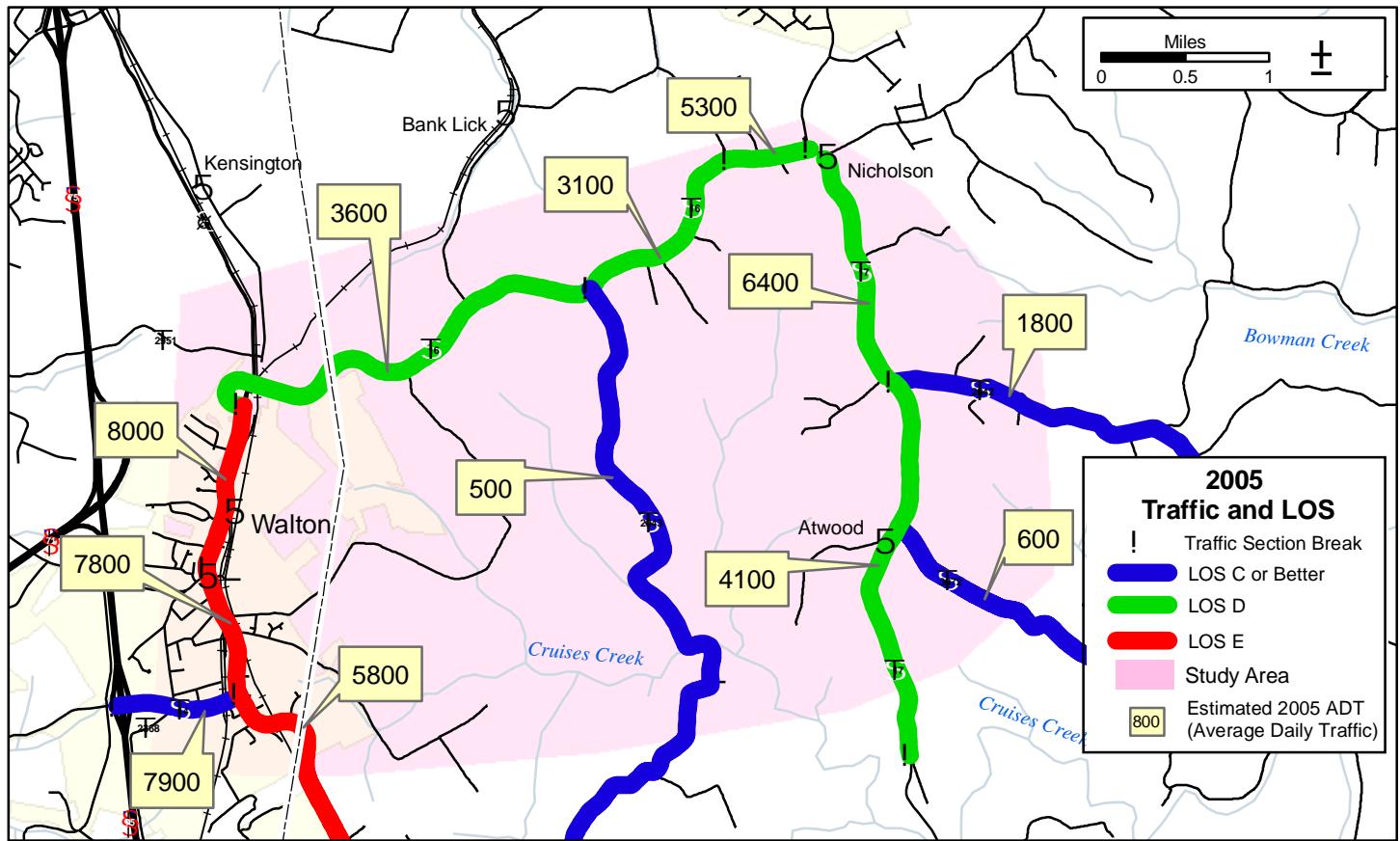
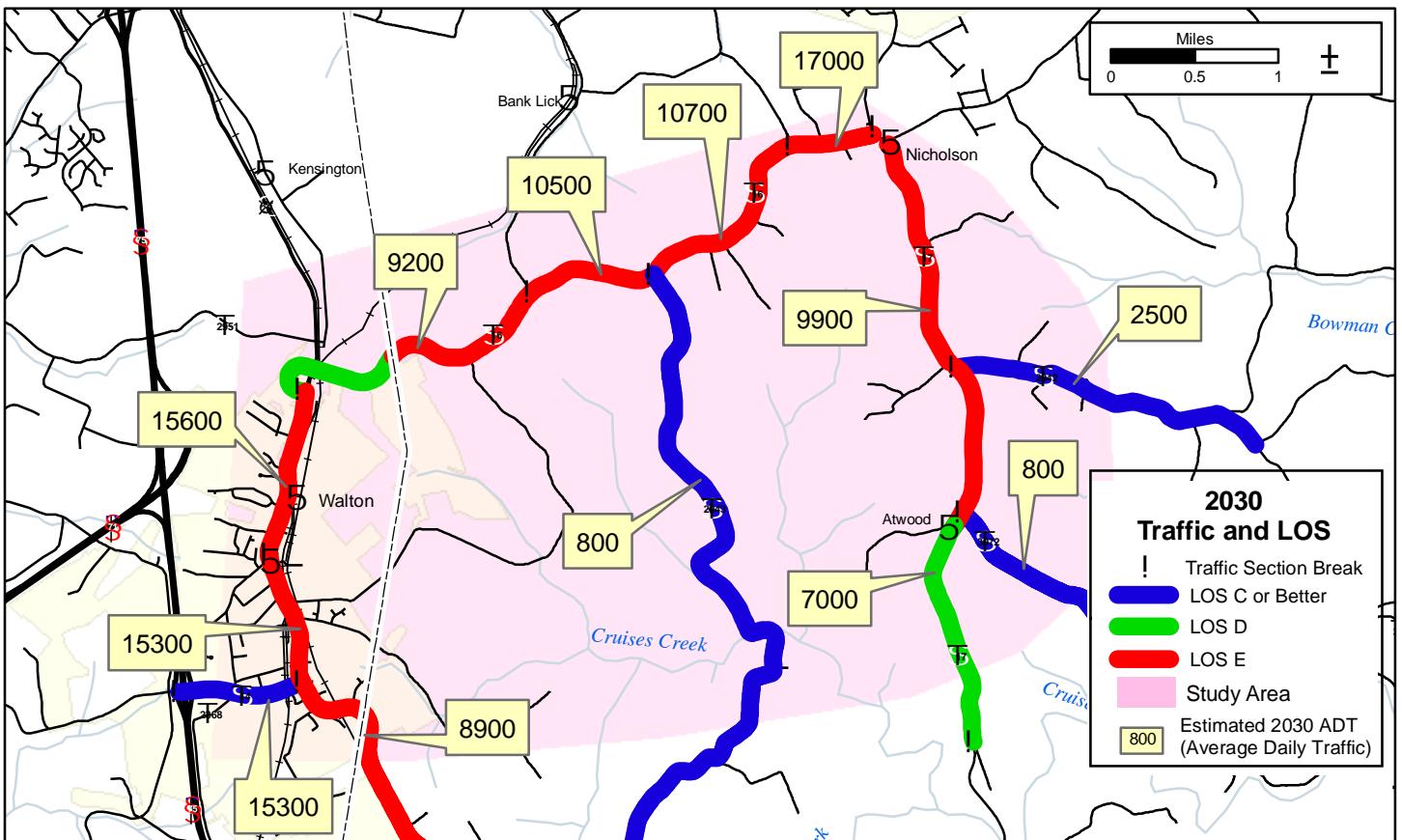


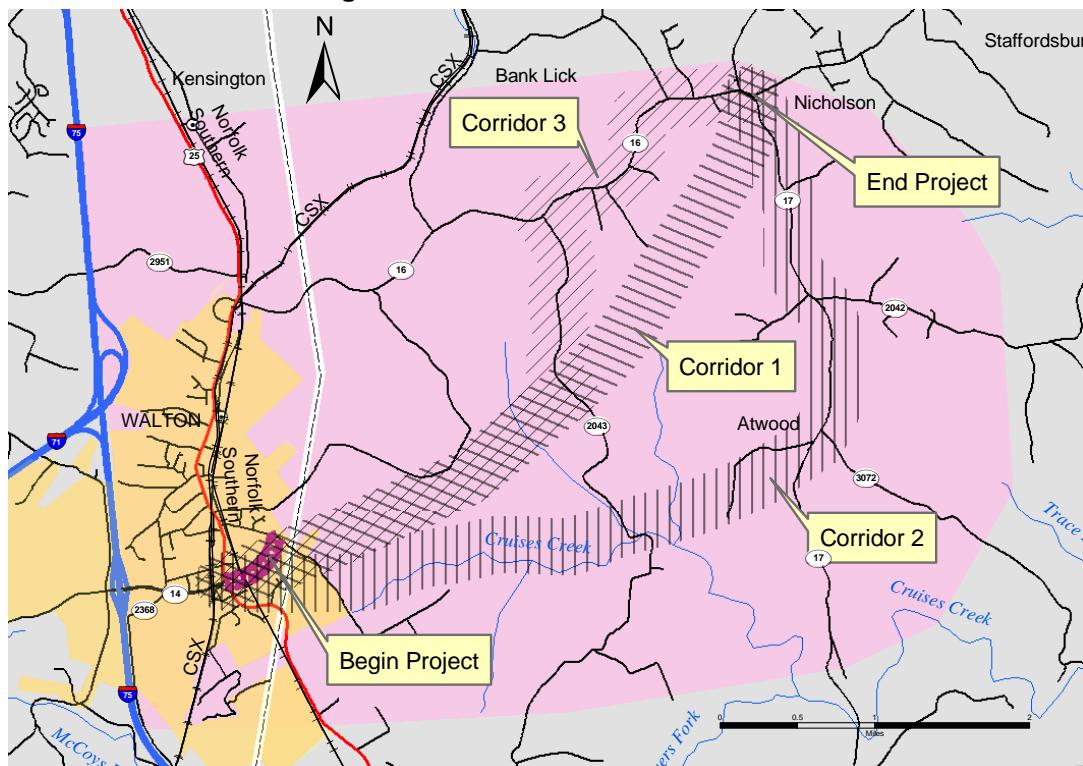
Figure 4: 2030 Traffic and Level of Service



IV. PUBLIC AND AGENCY INPUT

No public meetings were held during the course of this study since no further project development phases are currently planned. However, early agency coordination letters were sent out to various resource agencies, interested organizations, local officials, and internal Cabinet offices to obtain input and comments on the study area. The purpose of the letter was to solicit input concerning the potential impacts associated with this project. Copies of the request letter, mailing list, and the responses are included in Appendix B. Three possible alternative corridors were presented in the agency coordination letter. These possible alternatives are shown below.

Figure 5: Possible Alternatives



Issues identified, concerns raised, and other comments received as a result of this process include:

- 1) 64th Legislative District, State Representative Thomas R. Kerr:
Representative Kerr made several observations and recommendations:
 - a) Area north of KY 16 and east of KY 2043 has been identified for possible industrial use.
 - b) There are currently no plans or ability to sewer south of KY 16, and that area is identified in the Kenton County Land Use Plan for agricultural use. Therefore, economic benefits to building a road south of KY 16 would be very minimal.
 - c) Study area south of current KY 16 comprises some of the best remaining agricultural resources in Kenton County and contains at least two agricultural districts.

- d) In attempting to divert traffic in case of an I-71/75 backup, the proposals would only be partially effective because they would be of little or no benefit to those traveling on I-71.
 - e) KY 16 currently carries a great deal of local traffic and would continue to do so even if the proposed road were built. High accident segments of KY 16 would remain in their current condition.
- In addition, Representative Kerr made two proposals which can be seen in their entirety in Appendix B. In summary, proposal one consisted of extending the Mary Grubbs Highway as a US 25 bypass west of KY 2043 (near the Boone/Kenton county line) and improving KY 16 from the new bypass to Nicholson. For his second proposal Representative Kerr proposed a northbound exit only to KY 16 that could be from I-75 only or after I-71 joins it. This proposal would have the advantage of linking KY 16 directly to the interstate and would be accompanied with an upgrade to current KY 16.
- 2) Boone County Planning Commission:
Comments include:
 - a) Proposed improvements would provide better access to I-75. The extension would become a primary transportation route for the City of Walton to expand east across the county line.
 - b) Proposed improvements may impact existing or planned residential development located near High Street in Walton.
 - c) If the extension is built, then I-75 Exit #172/Walton Interchange should be analyzed for improvements because of the increase in traffic originating from Kenton County.
 - d) It may be more appropriate to improve routes north of the Mary Grubbs Highway. Improvements to KY 16 with a possible tie-in to I-71 East are supported by the recommendations in the Boone County Comprehensive Plan and the Boone County Transportation Plan.
 - 3) City of Walton City, Council Member Ann Leake:
Ms. Leake is in favor of extending the Mary Grubbs Highway and believes Corridor 2 would be the best choice.
 - 4) City of Walton, Mayor Phillip W. Trzop:
Mayor Trzop feels there is a need for a road to KY 17 by way of the Mary Grubbs Highway.
 - 5) Northern Kentucky Area Planning Commission (NKAPC):
Unanimous findings and conclusions by the members of NKAPC were:
 - a) The proposed road alignments would induce urban sprawl and, therefore, are not consistent with the Northern Kentucky comprehensive plan.
 - b) Existing road improvement needs within the urban services area should take priority over this proposed project.
 - 6) Kentucky Cabinet for Health and Family Services, Department for Public Health:
The Department for Public Health does not find any specific issues or concerns regarding the development of this project.

- 7) Kentucky Department of Agriculture:
Have no specific concerns or issues concerning the project.
- 8) Kentucky Department of Military Affairs, Office of Management and Administration:
There are no issues or concerns that impact this agency.
- 9) Kentucky Commerce Cabinet, Department of Fish and Wildlife Services:
The proposed project area is within the natural range and could impact the federally endangered Indiana bat (*Myotis sodalis*), fanshell (*Cyprogenia stegaria*), and clubshell (*Pleurobema clava*). KDFWR recommends that the appropriate US Department of Interior National Wetland Inventory Map be looked at and the appropriate county soil surveys to determine where the proposed project may impact wetlands.
- 10) Kentucky Commerce Cabinet, Department of Parks:
The study area will not directly impact any park facilities.
- 11) Kentucky Education Cabinet, Office of Budget and Administration:
The Education Cabinet had no comment on the proposed improvements.
- 12) Kentucky Environmental and Public Protection Cabinet, Division of Conservation:
The Environmental and Public Protection Cabinet would like to see the issue of the loss of farmland addressed and erosion and sedimentation controlled during construction. They recommend best management practices be utilized to prevent nonpoint source water pollution. The division also sent shapefiles for mapping of prime farmland in the project area.
- 13) Kentucky Environmental and Public Protection Cabinet, Division for Air Quality:
Stated that the project must meet the conformity requirements of the Clean Air Act as amended and the transportation planning provisions of Title 23 and Title 49 of the United States Code, and meet Kentucky Division for Air Quality Regulations 401 KAR 63:010 and 401 KAR 63:005. The Division also suggests an investigation into compliance with applicable regulations in the local governments.
- 14) Kentucky Environmental and Public Protection Cabinet, Department for Natural Resources:
Land use is varied between agriculture and forestland. The forestland is composed predominantly of second and third growth forest and reverted agricultural fields, which means that the forestland has no unique or specialized characteristics. The forests will be generally immature with scattered mature saw timber. There may be isolated small pockets of mature forests, which should be given special attention and avoided if possible. Forestland in this area of the state is becoming more precious and the Department for Natural Resources asks that forestland destruction be minimized and best practices be utilized, regardless of the route taken.
- 15) Kentucky Environmental and Public Protection Cabinet, Division of Mine Reclamation and Enforcement:
Records indicate there are no existing or proposed mining permits within

the evaluation area. The nearest quarry operation is outside of the project area.

- 16) Kentucky Environmental and Public Protection Cabinet, Kentucky State Nature Preserves Commission (KSNPC):

The KSNPC notes that there will be with impacts to Running Buffalo Clover (USFWS Endangered and KSNPC Threatened) in any of the proposed corridors. There also is potential for impacts to the Indiana Bat (USFWS and KSNPC Endangered) and the habitat for the Redback Salamander (KSNPC Special Concern).

- 17) Kentucky Justice and Public Safety Cabinet, Kentucky State Police (KSP):

The KSP believes that Corridor 2 would be the best option. Corridor two would allow for the widening and straightening of KY 17 from Atwood to Nicholson. Traffic control devices should be looked at for the KY 17/KY16 intersection. It is an offset intersection that becomes very congested during peak hours. (This intersection is currently being redesigned as part of improvements to KY 17 from Nicholson to the North, item number 06-313.00.) Corridor 3 does not meet one goal of the study, which is to improve east-west connectivity. Corridor 1 would be a second choice, but creates concerns about the impact to Percival Road. Percival Road is a rural residential roadway and many residents' homes would be affected.

- 18) Kentucky Justice and Public Safety Cabinet, Kentucky Vehicle Enforcement:

foresee no problems with this road project. Kentucky Vehicle Enforcement feels the roadway improvements are very good and needed in this particular area.

- 19) Kentucky Transportation Cabinet, Division of Highway Construction:

A new road would open this area to more development and could reduce traffic on US 25 which is becoming very congested.

- 20) Kentucky Transportation Cabinet, Geotechnical Engineering Branch:

The Geotechnical Engineering Branch recommends a corridor be evaluated along existing KY 16 or just to the north. If a corridor is chosen to the south of KY 16, larger cuts and fills would likely be required and be constructed of material with higher percentages of nondurable shale's that would required flatter than normal cut and fill slopes and more right-of-way.

- 21) Kentucky Transportation Cabinet, Kentucky Airport Zoning Commission:

Only concern is with construction equipment that may exceed the 100:1 slope at a distance of 20,000 feet from the Northern Kentucky/Cincinnati Airport of 200 feet above ground level. If any equipment exceeds these surfaces a permit will be required from the Kentucky Airport Zoning Commission.

- 22) Kentucky Transportation Cabinet, Permits Branch:

Offered the following comments

- a) Classify this project as a partially controlled access facility.
- b) Access points should be set on the plans in accordance with 603 KAR 5:120.

- c) New deeds for all adjoining property owners need to be executed to identify the access control.
- d) Design speed should be the same as anticipated posted speed.
- e) Access control fence should be installed with the project.
- f) Notify the permits branch if this roadway is to be placed on the National Highway System.

23) University of Kentucky, Kentucky Geological Survey:

Comments Include:

- a) Physiographic Region: This study is in the Outer Bluegrass physiographic region, which is underlain by limestone, siltstone, shale, gravel, sand, silt, and clay.
- b) Karst Potential: Karst features such as shallow sinkholes may be encountered.
- c) Landslide Potential: This study would encounter units that would be prone to landslides.
- d) Unconsolidated Sediments: This study would encounter unconsolidated sediments.
- e) Resource Conflicts: The project area would not encounter any resource conflicts such as prior ownership of property for quarrying or mining. Some inactive or abandoned limestone mines might be in the area.
- f) Materials Suitability: This project area would encounter rock units that would be suitable as construction stone.
- g) Fault Potential: This project area would not encounter any faulted areas.
- h) Earthquake Ground Motions: This project has probable peak ground acceleration (PGA) due to earthquake ground motion of 0.09g. There would be a low potential for liquefaction or slope failure in the unconsolidated sediments at or near streams caused by earthquake bedrock ground motion.

24) U.S. Department of Agriculture, National Resources Conservation Service:
The National Resources Conservation Service is concerned with potential impacts that the proposed highway project might have upon prime farmland soils and additional farmlands of statewide importance.

25) U.S. Department of the Army, U.S. Army Corp of Engineers, Louisville District:

The area under consideration encompasses numerous named streams, such as Cruises Creek, Sawyers Fork, Bullock Pen Creek, Bowman Creek, and Trace Run; as well as unnamed tributaries to those streams, any one of which could potentially include adjacent wetlands. Any wetlands that appear to be isolated due to a lack of any surface connection to a waterway must be reviewed to determine whether or not they are situated within the 100-year floodplain of a stream. In that instance, otherwise isolated wetlands would be considered jurisdictional under our regulatory authority.

26) U.S. Department of Homeland Security, Eighth Coast Guard District:
Pursuant to the Coast Guard Authorization Act of 1982, it has been

determined that the study area does not include a waterway over which the Coast Guard exercises jurisdiction for bridge administration purposes. A Coast Guard bridge permit is not required.

27) U.S. Department of Health and Human Services, National Center for Environmental Health:

The Center for Environmental Health had no project specific comments, but recommended that the following topics be addressed.

- a) Air Quality
- b) Water Quality/Quantity
- c) Wetlands and Flood Plains
- d) Hazardous Materials/Wastes
- e) Non-Hazardous Solid Waste/ Other Materials
- f) Noise
- g) Occupational Health and Safety
- h) Land Use and Housing
- i) Environmental Justice

28) U.S. Department of Transportation, Federal Aviation Administration (FAA):

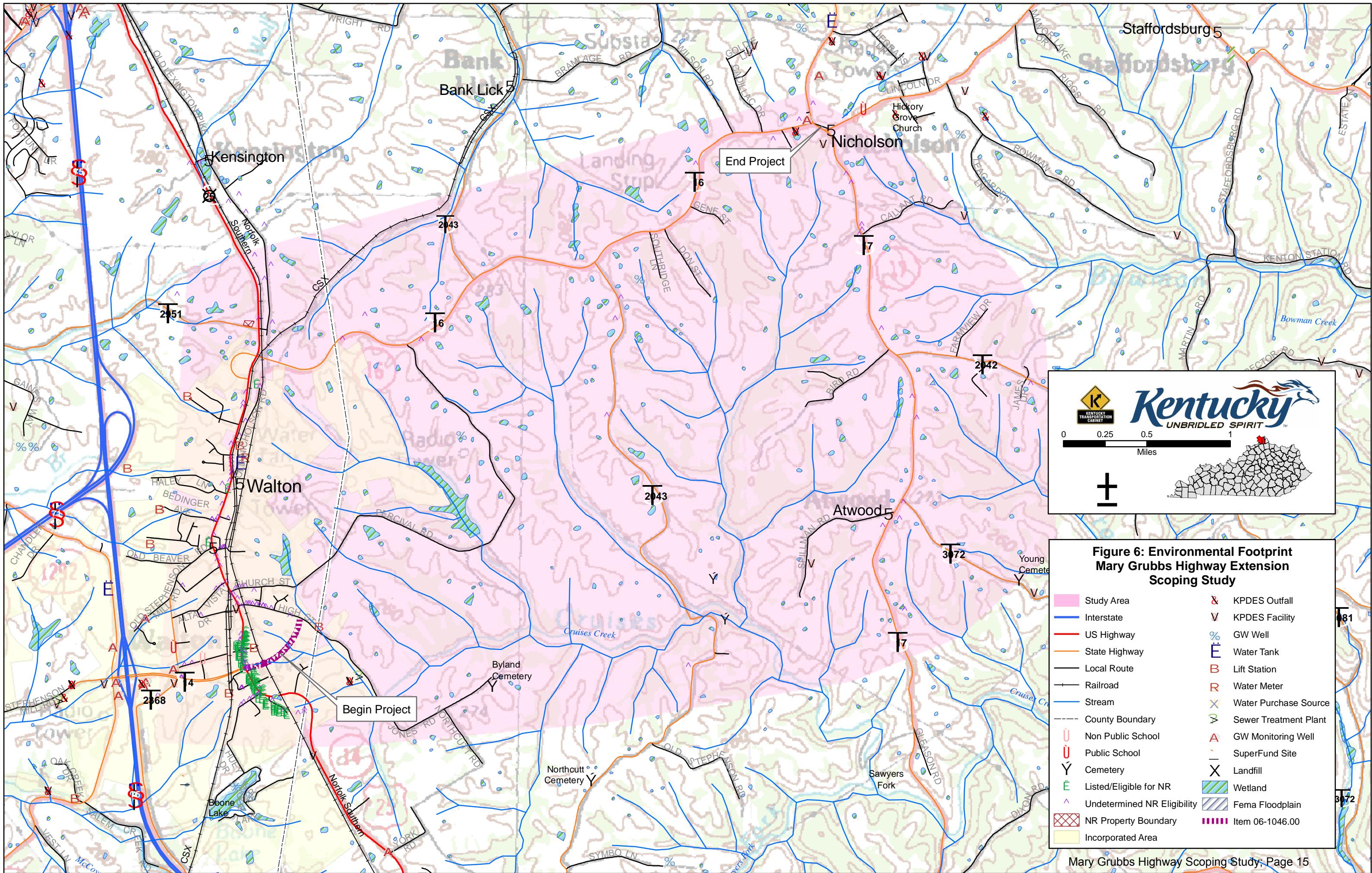
A future general aviation airport has been proposed in the Walton, Kentucky vicinity. However, no site selection plan has been conducted. Therefore, the FAA has not identified any impacts the highway proposals would present to establishment of an airport in the Walton, KY vicinity.

V. ENVIRONMENTAL AND SOCIOECONOMIC OVERVIEW

A. *Environmental Footprint*

Issues identified as possibly requiring particular consideration in subsequent project development phases include (see Figure 6: Environmental Footprint):

- Culturally sensitive locations:
 - At least five cemeteries
 - Numerous churches
 - Three Schools
- Historic Sites
 - Eight sites and one property boundary along US 25 in Walton are listed on the National Register of Historic Places.
 - Numerous sites along US 25 in Walton are listed as either being a potentially historic site or an undetermined historical site.
 - There are also sites along KY 16, KY 17, and KY 2043 in the study that are listed as undetermined historical sites.
 - A full baseline study will be needed if the project is moved forward.
- The archeological overview revealed the project study area to be largely uninvestigated, but having archaeological potential. Additional archaeological investigations will be required in subsequent project development phases.



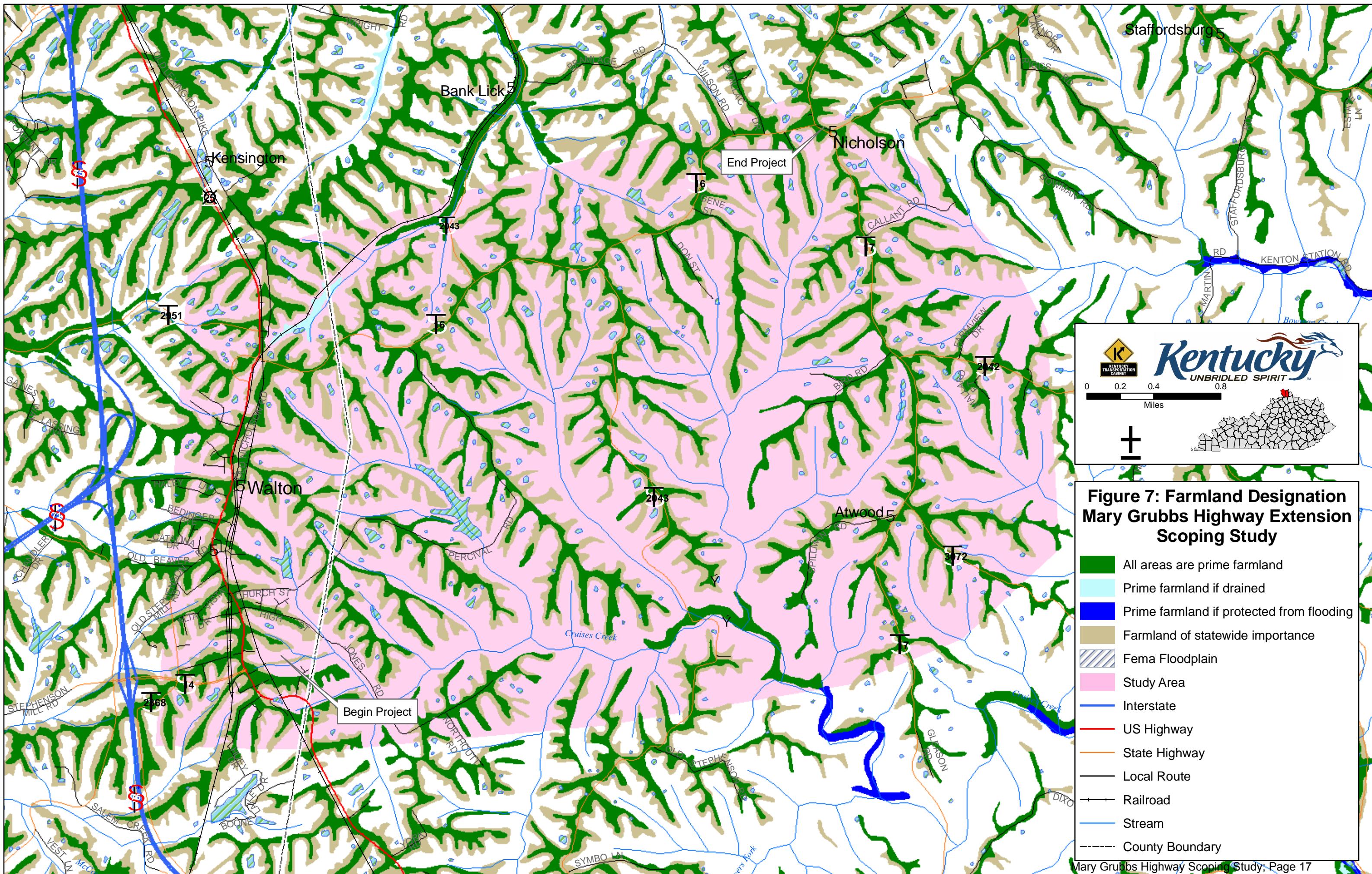
- The area under consideration encompasses numerous named streams, such as Cruises Creek, Sawyers Fork, Bullock Pen Creek, Bowman Creek, and Trace Run; as well as unnamed tributaries to those streams, any one of which could potentially include adjacent wetlands. Numerous wetlands are located within the study area. Impacts to streams/ wetlands should be avoided or minimized early in design.
- The study area crosses no nationally or state listed wild and scenic rivers.
- Air quality should not be an issue for this project.
- There is minimal potential for noise issues depending on residential densities and alignment selection.
- Records indicate that there are no existing or proposed mining permits within the evaluation area.
- The study area will not directly impact any park facilities.
- There is significant acreage of prime and/or statewide important farmland in the project study area that would be affected by a new route (See figure 7: Farmland Designation).
- The proposed project area is within the natural range and could impact the federally endangered Indiana Bat (*Myotis sodalis*), fanshell (*Cyprogenia stegaria*), and clubshell (*Pleurobema clava*).

B. Geology

The Geotechnical Engineering Branch of the Kentucky Transportation Cabinet recommends a corridor be evaluated along existing KY 16 or just to the north. If a corridor is chosen to the south of KY 16, larger cuts and fills would likely be required and be constructed of material with higher percentages of nondurable shales that would require flatter than normal cut and fill slopes and more right-of-way.

The Kentucky Geological Survey at the University of Kentucky also made the following geotechnical observations:

- This study is in the Outer Bluegrass physiographic region, which is underlain by limestone, siltstone, shale, gravel, sand, silt, and clay.
- A project in this area may encounter karst features such as shallow sinkholes.
- This study would encounter units that would be prone to landslides.
- This study would encounter unconsolidated sediments.
- The project area would not encounter any resource conflicts such as prior ownership of property for quarrying or mining. Some inactive or abandoned limestone mines might be in the area.
- This project area would encounter rock units that would be suitable as construction stone.
- This project area would not encounter any faulted areas.
- This project has probable peak ground acceleration (PGA) due to earthquake ground motion of 0.09g. There would be a low potential for liquefaction or slope failure in the unconsolidated sediments at or near streams caused by earthquake bedrock ground motion.



**Figure 7: Farmland Designation
Mary Grubbs Highway Extension
Scoping Study**

- This map illustrates the distribution of farmland types and various infrastructure across a geographic area. The legend provides the key for the symbols used:

 - All areas are prime farmland (Dark Green)
 - Prime farmland if drained (Light Blue)
 - Prime farmland if protected from flooding (Dark Blue)
 - Farmland of statewide importance (Khaki)
 - Fema Floodplain (Diagonal Stripes)
 - Study Area (Pink)
 - Interstate (Blue Line)
 - US Highway (Red Line)
 - State Highway (Orange Line)
 - Local Route (Black Line)
 - Railroad (Dashed Line)
 - Stream (Blue Line)
 - County Boundary (Dashed Line)

The map shows a mix of agricultural land types, with significant areas of prime farmland if drained or protected from flooding. Infrastructure includes major highways (Interstate, US, State), local routes, and railroads. A stream and county boundary are also depicted.

C. Environmental Justice

The Northern Kentucky Area Development District (NKADD) conducted a review to identify environmental justice and community impact issues. The purpose of this review was to assist the Kentucky Transportation Cabinet in meeting the requirements of Federal Executive Order 12898, which states that "... each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations..." and hence to ensure equal environmental protection to all groups potentially impacted by potential improvements inside the study area. Although EO 12898 does not specifically address consideration of the elderly population, the U.S. Department of Transportation encourages the consideration of this demographic subset in Environmental Justice discussions. In addition, NKADD identified a list of community leaders with whom the possible effects on the community of the potential highway project under analysis herein were discussed. A copy of NKADD's Environmental Justice and community Impact Report is included in Appendix D.

The NKADD study concludes that the potential for disproportionately high and/or adverse affects on minority, low income, and/or elderly populations impacted by the project is generally small. The study area encompasses six census blocks. The table below summarizes the pertinent demographic factors of these Census Blocks.

Table 7: Environmental Justice Information

Census Unit		% Minority	% Low Income	% Elderly Persons	% Disabled
Tract	Block				
706.03	3	2%	6%	10%	37%
	4	4%	6%	15%	32%
636.05	3	1%	5%	10%	33%
	4	1%	5%	16%	21%
637.01	1	1%	3%	10%	23%
637.02	1	2%	8%	13%	25%
Kentucky		10%	16%	12%	42%
United States		25%	12%	12%	32%

VI. PROJECT GOALS

As articulated by the Project Team, four goals were envisioned to be achieved by the completion of this project:

- Improve east-west connectivity and access between KY 17 and I-75 in Southern Kenton County,
- Provide an alternative route during incidents or closures on I-75,
- Address highway capacity and growth needs in Southern Kenton County, and
- Improve safety by providing an improved route that complies with current design standards.

In terms of meeting federal (FHWA, CEQ) and KYTC guidance for development of a purpose and need statement for subsequent project development phases, if any, these four draft project goals reflect respectively the factors of system linkage, social demands, capacity, and safety/roadway deficiencies.

VII. PROJECT FINDINGS

Significant determinations made by the study include:

- Projected current year volumes for the build scenario range from 4000 vehicles per day (vpd) to 6200 vpd (see traffic forecast in Appendix C). These volume projections are much lower than expected.
- There are identified safety problems in the study area, especially along KY 16. A new route connecting Mary Grubbs Highway to KY 17 would do little to improve the safety problems along KY 16.
- The proposed roadway alignments are not consistent with the Northern Kentucky Area Planning Commission's comprehensive plan, and would induce urban sprawl.
- A new route from the Mary Grubbs Highway to Nicholson would not accomplish the stated goal of providing an alternative route during incidents or closures on I-75. Motorists could not be expected to take a new route to Nicholson greatly extending their trip. Instead they would be expected to take US 25 through Walton in the event of a closure on I-75.
- Cost estimates for extending the Mary Grubbs Highway to Nicholson are as follows:

Table 8: Project Cost

Project Cost (In Millions)					
Corridor	Design	ROW	Utilities	Construction	Total
1	\$3.5	\$10.0	\$2.0	\$36.0	\$51.5
2	\$4.0	\$12.0	\$2.5	\$42.0	\$60.5
3	\$4.5	\$13.0	\$3.5	\$49.0	\$70.0

- Improving KY 16 instead of building a new route farther south is consistent with the Boone County Comprehensive Plan and the Boone County Transportation Plan.
- There are many transportation needs in both Boone and Kenton Counties. Currently there are forty-five unscheduled high priority projects totaling close to two billion dollars in Boone and Kenton Counties.

VIII. RECOMMENDATIONS

The Mary Grubbs Highway Extension Scoping Study Project Team met January 19, 2006 to evaluate the data produced by the study and then make a final recommendation. The project team's final recommendation is as follows:

- A new route connecting the Mary Grubbs Highway to Nicholson should not be built at this time.
- Improvements are needed along KY 16 to bring it up to current design standards in order to improve safety along the route and add capacity for the economic development and population growth needs of Kenton County. The project team recommends continuing to prioritize KY 16 along with other needs in the area. The last prioritization cycle, finished in the fall of 2005, showed KY 16 between US 25 and KY 17 to be a high local priority, medium regional priority, and low district priority. The total estimated cost of this project is estimated at \$25 million.
- US 25 through Walton is very congested and a bypass of US 25 in Walton should be studied.

IX. ACKNOWLEDGEMENTS

Appreciation is herewith expressed to Casey Grady of Northern Kentucky Area Development District for development and reporting of environmental justice information and to Bob Koehler of Ohio-Kentucky-Indiana Metropolitan Planning Organization for participation in project team meetings and providing traffic forecasts for the project study area.

X. CONTACTS

The following persons may be contacted if additional information is needed concerning the project or the study process:

- Daryl Greer, Director, Division of Planning
- Steve Ross, Transportation Engineer Branch Manager, Strategic Planning Activity Center, Division of Planning
- Jim Wilson, Team Leader, Strategic Planning Activity Center, Division of Planning
- Joe Tucker, Mary Grubbs Highway Extension Scoping Study Project Manager, Strategic Planning Activity Center, Division of Planning

The following address and phone number may be used:

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Address: Division of Planning
Kentucky Transportation Cabinet
Mail Code W5-05-01
Transportation Office Building
200 Mero Street
Frankfort, KY 40622

Appendix A

Project Team Meeting Minutes

Minutes
Scoping Study - First Project Team Meeting
Mary Grubbs Highway Extension
Boone and Kenton Counties

Meeting Location: District 6, Conference Room

Meeting Date: August 22, 2005

1) Introduction

The meeting began at 10:00 a.m. local time. Handouts were distributed and introductions were made. Those present were:

Tom Schomaker	D-6 Chief District Engineer
Bill Madden	D-6 Traffic
Mike Bezold	D-6 Pre-Construction
Larry Trenkamp	D-6 Construction
Rob Hans	D-6 Operations
Carol Callan-Ramler	D-6 Design
Richard Deters	D-6 Legal
Jim Brannon	D-6 Planning
John Eckler	D-6 Design
Bob Koehler	OKI MPO
Casey Grady	Northern Kentucky ADD
Brad Eldridge	CO Design
Tim Tharpe	CO Traffic
Diana Radcliffe	CO Maintenance
Jim Wilson	CO Planning
Joe Tucker	CO Planning

The project was described as an abbreviated scoping study in Boone and Kenton Counties. No phases of the project are currently listed in the Six-Year Highway Plan. The origin of the project was briefly discussed and it was noted that a developer in the area is strongly pushing this project, but land owners in the area may be against a new route.

The purpose of the study is to determine if there is a need for the project, evaluate various roadway improvements, provide input for the statewide transportation plan, and initiate public involvement.

2) Project Objectives

a) Identify General Project Area

The assumed termini for the project are in Walton at the US 25/ Mary Grubbs Highway (KY 14) intersection and in Nicholson at the KY 16/ KY 17 intersection.

b) Available Data and Reports

i) Traffic Data

Handouts with existing traffic and expected 2030 traffic and Level of Service (LOS) were provided along with an excerpt from a traffic forecast provided by the OKI MPO. It was noted that the LOS Calculations were based on growth rate factors and needed to be updated with the more accurate traffic numbers provided by OKI's traffic forecast. OKI also provided information that the traffic forecast was based on assumptions of lanes, speed, access control, and urban/ rural sections.

There is not currently much truck traffic in the project area.

ii) Accident Data

Crash data was provided for each of the surrounding roads. KY 17 and KY 16 were both discussed as having segments with high crash rates. A new route or improved routes are expected to lower the crash rates by pulling much of the traffic off of the deficient routes and onto roads that meet current design standards.

iii) Existing Roadway Geometry

The existing roadway deficiencies were discussed briefly and the horizontal curve deficiencies were presented in a table.

iv) Available Reports

A preliminary feasibility study Northern Kentucky Cross County Toll Road completed in January of 1989 is available and covers some of the same area as this study. The study looked at extending I-71 up to I-275. The Mary Grubbs Highway Extension and I-71 Extension projects are independent of one another and have no relevance to each other. As a side note, it was mentioned that the I-71 extension project addressed by the previous study is still considered a high priority by the district, but there doesn't seem to be much interest in Ohio in taking the Cross County Highway across the river and to the north.

c) Benefits of Proposed Project

Several benefits of a new route were mentioned:

- Allow southern Kenton County easier access to I-75,
- Economic development opportunities,
- Better regional connection to I-75 from Independence and the KY 17 corridor,
- Improve safety on area roadways,
- Open up southern part of county for development and provide a better east-west connector to I-75,
- Provide a better alternate route to I-75, and
- Improving capacity (improved capacity would be a benefit of a new route, but it was noted that capacity in the area is not much of an issue).

d) Environmental Justice

The Northern Kentucky ADD will complete an Environmental Justice report for the study.

e) Identify Logical Termini

The western terminus should be the Eastern end of KY 14 in Walton. KY 14 provides direct access to the interstate and is already improved to US 25 and scheduled to be extend past the railroad along with the High Street Bridge Project (Item 06-1046.00). A new route would use the same railroad structure currently scheduled for construction as part of the High Street Bridge project. The High Street Bridge is currently at the right of way stage and has a three lane typical section under the railroad with a 60 foot width.

New construction is planned for KY 17 as a five lane section down to Nicholson and the intersection at KY 16 / KY17 is scheduled to be rebuilt.

3) Possible Alternatives and Corridors

Four alternatives were discussed and considered to be viable options. The team decided that spot improvements are not a good alternative for this project. The driving issue for the project is connectivity, and therefore spot improvements do not meet the purpose and need of the project. Possible alternatives include:

a) No Build

No build will be an option that will be carried through any environmental studies for the project.

b) New Route to Nicholson

A new route extending from the existing Mary Grubbs Highway northeasterly to Nicholson is the shortest and most direct alternative.

c) New Route to Atwood

A new route extending from the Mary Grubbs Highway easterly to KY 3072 was considered to be a very good alternative and should be given a strong look. KY 17 from KY 16 south to Atwood would also need to be improved with this alternative, along with realigning the existing KY 17/ KY 3072 intersection. It was noted that this would allow for a better grid alignment and provide well for future developments. KY 536, an east-west connection, is being improved, but it is north of this area. The project area has good north-south connections, but needs better east-west connections.

d) Combination

A fourth alternative that should be considered is improving KY 16 from KY 17 west to KY 2043 and improving KY 2043 south. This alternative would mainly improve existing routes with a short new section connecting KY 2043 to the Mary Grubbs Highway.

4) Environmental Footprint Area

The Environmental Footprint will be done in-house by the Division of Planning with assistance from the Division of Environmental Analysis. The footprint area should include a buffer area for a route connecting the Mary Grubbs Highway to KY 3072 directly along with a buffer around KY 17 from KY 16 south to KY 3072. The footprint should also focus on KY 16 from KY 17 west to US 25 and US 2043 from KY 16 to US 25.

Three cemeteries and a possibly historic chimney were pointed out on the draft environmental footprint map. These additions will be added and sent to the Division of Environmental Analysis for further review.

5) Probable Design Criteria

a) Public Transit

Public transit was discussed, but expanding public transit in the area does not seem to meet the purpose and need of the project. Currently school buses and the Transit Authority of Northern Kentucky (TANK), both offer public transit options in the area.

b) Typical Section

The team believed that the typical section should be a 4-lane rural divided highway with partially controlled access. KY 17 is scheduled to be 5-laned from the north toward Nicholson and the team would like for this typical to be continued with any new connection from Nicholson to Walton.

The High Street Bridge is at the right of way stage and has a three lane, 60 foot typical section under the railroad. It was noted that this width under the bridge may be widened and the study should consider any new route in this area to be 4 lanes. (Note: Following the Team Meeting, discussions with Cabinet Administrators resulted in the decision not to 4-lane the railroad underpass. Further discussion on the matter will be conducted if public concerns are raised.)

c) ITS

There are no immediate ITS solutions, but ARTIMIS may be expanded further south in the future. A new route could be used as an alternate route to I-75, with ARTIMIS displaying the new route as an alternative to I-75.

d) Bicycle/Pedestrian Facilities

Bicycle lanes should be considered, but a new route would most likely be a rural design, which includes full width shoulders that may be used as bike lanes. Sidewalks do not need to be considered at this time due to the rural nature of the area, but due to likely development in the area, right of way for future sidewalks or multi use paths should be considered.

e) Other

The KY 16/ KY 17 intersection will get rebuilt as part of the current KY 17 widening project, and does not need to be looked at along with this study.

There was a question about the interchange at Walton and whether this project would include any improvements to that interchange. The overall traffic on the interchange is not expected to increase due to this project; traffic will just be getting to the interchange in a different way. Therefore, it was decided that issues at the interchange did not need to be looked at as part of this study.

6) Public Involvement and Agency Coordination Needs

Agency coordination letters will be sent out to interested agencies and individuals. It was recommended that agency coordination letters be sent to local officials. The letters sent to county judges, mayors, and elected state representatives should offer an opportunity to meet with us if they desire to meet concerning this project. No public meetings are anticipated at this stage of the project, but if the project should move forward public meetings will be held.

Others to include in the agency coordination letters include:

- Gailen Bridges
- Rob Haney with the Kenton County school system, and
- Area planning commissions.

7) Draft Project Goals

The draft project goals were identified as:

- Improve east-west connectivity and access between KY 17 and I-75 in southern Kenton County,
- Provide an alternative route during incidents or closures on I-75,
- Address highway capacity and growth needs in southern Kenton County, and
- Improve safety by providing an improved route that complies with current design standards.

Appendix B

Resource Agency Letters



TRANSPORTATION CABINET

Ernie Fletcher
Governor

Frankfort, Kentucky 40622
www.kentucky.gov

Bill Nighbert
Acting Secretary

Marc Williams
Commissioner of Highways

September 29, 2005

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

Dear «Letter_Title» «Last_Name»:

Subject: Planning Study
Boone and Kenton Counties
Mary Grubbs Highway Extension

We are requesting your agency's input and comments on a planning study to determine the need and potential impacts for a proposed highway project. The Kentucky Transportation Cabinet has assembled a study team to evaluate the proposed extension of the Mary Grubbs Highway (KY 14) in Boone County. The proposed route would extend from the Mary Grubbs Highway to the KY 16/ KY 17 intersection near Nicholson in Kenton County. The study is currently in the initial data-gathering stage.

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

We respectfully ask that you provide us with your comments by November 1, 2005, to ensure timely progress in this planning effort.

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

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

Page 2

September 29, 2005

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

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

- A draft statement of Study Purpose and Project Goals
- Project Location Map
- Year 2005 Traffic and Level of Service
- Year 2030 Traffic and Level of Service
- Crash Information
- Topographic Environmental Footprint showing possible corridors

We appreciate any input you can provide concerning this project. Please direct any comments, questions, or requests for additional information to Joe Tucker of the Division of Planning at (502) 564-7183 or at joseph.tucker@ky.gov. Please address all written correspondence to Annette Coffey, P.E., Director, Division of Planning, Kentucky Transportation Cabinet, 200 Mero Street, Mail Code W5-05-01, Frankfort, KY 40622.

Sincerely,



Annette Coffey, P.E.
Director
Division of Planning

AC/JLT/NH

Enclosures

c: Anthony Goodman (w/enc)
Michael Loyselle (w/enc)
Tom Schomaker
Jim Brannon (w/enc)
Mike Bezold
Brad Eldridge
Dave Harmon

STUDY PURPOSE, ISSUES, AND PROJECT GOALS

MARY GRUBBS HIGHWAY EXTENSION BOONE AND KENTON COUNTIES

STUDY PURPOSE

The purpose of the Mary Grubbs Highway Extension Scoping Study is to identify and evaluate potential corridors for construction of a new route from Walton to Nicholson. The study is intended to help define the location and purpose of the project and better meet Federal requirements regarding consideration of environmental issues, as defined in the National Environmental Policy Act (NEPA). Items involved with this study include:

- Discuss project needs and issues with the Project Team,
- Define project goals, needs, and issues,
- Define the beginning and ending points of the project corridor,
- Identify any known environmental concerns, and
- Identify and evaluate alternate corridors.

ISSUES

Major issues and concerns have been identified within the study area that will be addressed in the Scoping Study. These include:

- Lack of adequate east-west connectors in Kenton County;
- Currently, no good alternatives to I-75 in the event of a shutdown.
- A combination of the rapid growth of Northern Kentucky expanding farther south and a desire to improve economic opportunities in Boone and Kenton Counties, and
- Poor geometrics, including narrow lane widths, narrow shoulders, substandard horizontal/vertical alignments, poor sight distance (no passing lanes).

DRAFT PROJECT GOALS

For the Mary Grubbs Highway Extension project, several goals and objectives were identified. These include:

- Improve east-west connectivity and access between KY 17 and I-75 in southern Kenton County,
- Provide an alternative route during incidents or closures on I-75,
- Address highway capacity and growth needs in southern Kenton County, and
- Improve safety by providing an improved route that complies with current design standards.

CONTACTS

Address written comments to:

Annette Coffey, P.E.
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Visit our web page at: <http://www.transportation.ky.gov/planning/index2.asp>

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FRANKFORT KY 40622**

**MR TONY HATTON ACTING DIRECTOR
KENTUCKY DIVISION OF WASTE MANAGEMENT
14 REILLY ROAD
FRANKFORT KY 40601**

**MR JEFF PRATT DIRECTOR
KENTUCKY DIVISION OF WATER
14 REILLY ROAD
FRANKFORT KY 40601**

**MR MARVIN E STRONG JR SECRETARY
KENTUCKY ECONOMIC DEVELOPMENT CABINET
CAPITAL PLAZA TOWER 24TH FLOOR
500 MERO ST
FRANKFORT KY 40601**

**MR JOHN BIRD EXECUTIVE DIRECTOR
KENTUCKY FORWARD
464 CHENAULT ROAD
FRANKFORT KY 40601**

**MR JIM COBB STATE GEOLOGIST & DIRECTOR
KENTUCKY GEOLOGICAL SURVEY UNIVERSITY OF
KENTUCKY
228 MINING AND MINERAL RESOURCES BLDG
LEXINGTON KY 40506**

**MR DAVID L MORGAN EXECUTIVE DIRECTOR
KENTUCKY HERITAGE COUNCIL
300 WASHINGTON STREET
FRANKFORT KY 40601**

**MR KENT WHITWORTH DIRECTOR
KENTUCKY HISTORICAL SOCIETY
100 W BROADWAY
FRANKFORT KY 40601**

**KENTUCKY INDUSTRIAL DEVELOPMENT COUNCIL INC
109 CONSUMER LANE STE A
FRANKFORT KY 40601-8489**

**MS SYLVIA L LOVELY EXECUTIVE DIRECTOR
KENTUCKY LEAGUE OF CITIES INC
101 EAST VINE STREET STE 600
LEXINGTON KY 40507**

**MR NED SHEEHY PRESIDENT
KENTUCKY MOTOR TRANSPORT ASSOCIATION
617 SHELBY STREET
FRANKFORT KY 40601**

**MS LAJUANA WILCHER SECRETARY
KENTUCKY NATURAL RESOURCES AND
ENVIRONMENTAL PROTECTION CABINET
CAPITAL PLAZA TOWER 5TH FLOOR
FRANKFORT KY 40601**

**MR DONALD S DOTT JR EXECUTIVE DIRECTOR
KENTUCKY NATURE PRESERVES
801 SCHENKEL LANE
FRANKFORT KY 40601**

**MS VICKIE BOURNE EXECUTIVE DIRECTOR
KENTUCKY OFFICE OF TRANSPORTATION DELIVERY
TRANSPORTATION OFFICE BUILDING W3-10-01
200 MERO STREET
FRANKFORT KY 40622**

**MR BEECHER HUDSON EXECUTIVE DIRECTOR
KENTUCKY PUBLIC TRANSIT ASSOCIATION
C/O LOUISVILLE RED CROSS
PO BOX 1675
LOUISVILLE KY 40201**

**MS MARCHETA SPARROW PRESIDENT
KENTUCKY TOURISM COUNCIL
TARC 1100 US 127 S BLDG C
FRANKFORT KY 40601**

**MR W JAMES HOST SECRETARY
KENTUCKY COMMERCE CABINET
CAPITAL PLAZA TOWER 24TH FLOOR
500 MERO STREET
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**MR ALLAN FRANK DIRECTOR
KYTC DIVISION OF BRIDGE DESIGN
TRANSPORTATION OFFICE BUILDING E3-16-01
200 MERO STREET
FRANKFORT KY 40622**

**MR DEXTER NEWMAN DIRECTOR
KYTC DIVISION OF CONSTRUCTION
TRANSPORTATION OFFICE BUILDING W3-06-01
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FRANKFORT KY 40622**

**MR DAVID WALDNER DIRECTOR
KYTC DIVISION OF ENVIRONMENTAL ANALYSIS
TRANSPORTATION OFFICE BUILDING W5-22-02
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**MR WESLEY GLASS DIRECTOR
KYTC DIVISION OF MATERIALS
1227 WILKINSON BOULEVARD C-5
FRANKFORT KY 40622**

**MR DUANE THOMAS DIRECTOR
KYTC DIVISION OF TRAFFIC OPERATIONS
TRANSPORTATION OFFICE BUILDING E3-04-03
200 MERO STREET
FRANKFORT KY 40622**

**MR CHAD LARUE BRANCH MANAGER
KYTC PERMITS BRANCH
TRANSPORTATION OFFICE BUILDING E3-04-03
200 MERO STREET
FRANKFORT KY 40622**

**MS VIRGINIA FOX SECRETARY
EDUCATION CABINET
CAPITAL PLAZA TOWER 2ND FLOOR
FRANKFORT KY 40601**

**MR JAMES ALDRIDGE DIRECTOR
NATURE CONSERVANCY - KENTUCKY CHAPTER
642 WEST MAIN STREET
LEXINGTON KY 40508**

**MS HELEN CLEARY PRESIDENT
SCENIC KENTUCKY
P O BOX 2646
LOUISVILLE KY 40201**

**MR OSCAR GERALDS
SIERRA CLUB
259 WEST SHORT STREET
LEXINGTON KY 40507**

**MR HEINZ MUELLER ATTORNEY
U S ENVIRONMENTAL PROTECTION AGENCY REGION 4
OFFICE
13TH FLOOR ATLANTA FEDERAL CTR
61 FORSYTH ST SW
ATLANTA GA 30303**

**MR DAVID SAWYER STATE CONSERVATIONIST
US DEPT OF AGRICULTURE NATURAL RESOURCES
CONSERVATION SERVICE
711 CORPORATE DRIVE SUITE 110
LEXINGTON KY 40503**

**MR KENNETH W HOLT
US DEPT OF HEALTH & HUMAN SERV CENTER FOR
DISEASE CONTROL EMERGENCY AND
ENVIRONMENTAL HEALTH SERVICES DIVISION
MAIL STOP F-16
4770 BUFORD HIGHWAY NE
ATLANTA GA 30341-3724**

**MR LEE ANDREWS FIELD SUPERVISOR
US DEPT OF THE INTERIOR FISH AND WILDLIFE
SERVICE
3761 GEORGETOWN ROAD
FRANKFORT KY 40601**

**MR ROGER WIEBUSCH BRIDGE ADMINISTRATOR
UNITED STATES COAST GUARD BRIDGE BRANCH
1222 SPRUCE STREET
ST LOUIS MO 63103**

**THE HONORABLE JIM BUNNING UNITED STATES
SENATOR
UNITED STATES SENATE
316 HART SENATE OFFICE BUILDING
WASHINGTON DC 20510**

**THE HONORABLE MITCH MCCONNELL UNITED STATES
SENATOR
UNITED STATES SENATE
361-A RUSSELL SENATE OFFICE BUILDING
WASHINGTON DC 20510**

**COLONEL RAYMOND G MIDKIFF DISTRICT ENGINEER
U S ARMY CORPS OF ENGINEERS LOUISVILLE
DISTRICT
PO BOX 59
LOUISVILLE KY 40201**

**THE HONORABLE GEOFF DAVIS UNITED STATES
REPRESENTATIVE - DISTRICT 4
U S HOUSE OF REPRESENTATIVES
1541 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON DC 20515**

**MS KRISTA MILLS JR FIELD OFFICE DIRECTOR
US DEPARTMENT OF HOUSING & URBAN
DEVELOPMENT KY LOUISVILLE FIELD OFFICE
601 WEST BROADWAY
LOUISVILLE KY 40202**

**MR BUDDY YOUNT KENTUCKY DIVISION
ADMINISTRATOR
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
300 WEST BROADWAY
FRANKFORT KY 40601**

**MR BILL LALLY EXECUTIVE DIRECTOR
KENTUCKY HOUSEHOLD GOODS CARRIER
ASSOCIATION INC
PO BOX 22204
LOUISVILLE KY 40252-0204**

COMMONWEALTH OF KENTUCKY
GENERAL ASSEMBLY
HOUSE OF REPRESENTATIVES

64TH LEGISLATIVE DISTRICT
KENTON COUNTY
5415 OLD TAYLOR MILL ROAD
TAYLOR MILL, KENTUCKY 41015
606-358-1344



CAPITAL ANNEX, ROOM 329E
FRANKFORT, KENTUCKY 40601
MESSAGE LINE: 1-800-372-7181
PHONE: 502-564-8100 EXT. 694
EMAIL: tkerr@mail.lrc.state.ky.us

THOMAS R. KERR
STATE REPRESENTATIVE
October 31, 2005

RECEIVED

NOV 03 2005

Transportation Cabinet

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

Dear Ms. Coffey:

Thank you for writing concerning the Mary Grubbs Highway Extension. I am very familiar with this location since I lived in the area while growing up and represent part of it in my District.

I will begin by making several observations:

1. Kenton County has identified the area north of 16 and east of Route 2043 for possible industrial use.
2. Current Route 16 from Walton to Nicholson closely follows the division of the northern Banklick watershed from the southern Cruises Creek watershed. North of 16 drains north and south of 16 drains south. There are currently no plans or ability to sewer south of 16 and that area is identified in the Kenton County land use planning for agricultural use as there is no real possibility of bringing sewage to the area. Therefore, any actual economic benefits to building a road south of 16 would be very minimal.
3. The study area south of current 16 comprises some of the best remaining agricultural resources in Kenton County, and in fact contains at least two agricultural districts.
4. In attempting to divert traffic in case of an I-71/75 backup, the proposals would only be partially effective because they would be of little or no benefit to those traveling on I-71.

Annette Coffey, P.E.
October 31, 2005
Page Two

5. Current Route 16 carries a great deal of local traffic, and would continue to do so even if the proposed road was built. Most of the high accident area of Route 16, which is the western portion, would remain in its current dangerous condition.

PROPOSAL I: I would propose that you consider the proposal I have marked in red which is an extension of Route 14 as a US 25 bypass and linking with current 16 with upgrades to current 16. This would have the advantage of upgrading the dangerous sections of Route 16 and providing a safer route for local traffic as well as I-75 traffic. It would decrease traffic in the congested downtown area of Walton and provide a better truck route. It would also be less disruptive to the current agricultural area and would provide good access to the proposed industrial area. There could also be further economic benefits as the north side of 16 is developed.

PROPOSAL II: On Proposal II, I have proposed a northbound exit only to Route 16 that could be from I-75 only or after I-71 joins it. This would have the advantage of getting a direct route from the Interstate to Route 16 and if it could be done north of where the Interstates join, it would also be a benefit to I-71 traffic. This would again be accompanied with an upgrade to current Route 16 and achieve many of the advantages listed in Proposal I.

As for the corridors outlined on your map, Corridor 2 would be much longer and would be diverting traffic into a largely rural area and would not appear to address observations I made at the beginning of my letter. As for Corridor 1, it also does not address any of my observations and would be even more disruptive to the area and probably more expensive.

As for Corridor 3, it does have the advantage of partially addressing the safety concerns on Route 16 and of possibly allowing economic development north of redesigned 16 but does not do anything for economic development west of Green Road, nor help the proposed industrial development north of 16, nor does it redesign the western portion of 16.

Annette Coffey, P.E.
October 31, 2005
Page Three

I do not think in any of the three proposed corridors would be really effective in diverting I-75 traffic and I would urge you to consider my proposals as alternatives. I would be happy to discuss the issues with anyone involved.

I have not had any constituents contact me regarding the need for any such road as you are studying.

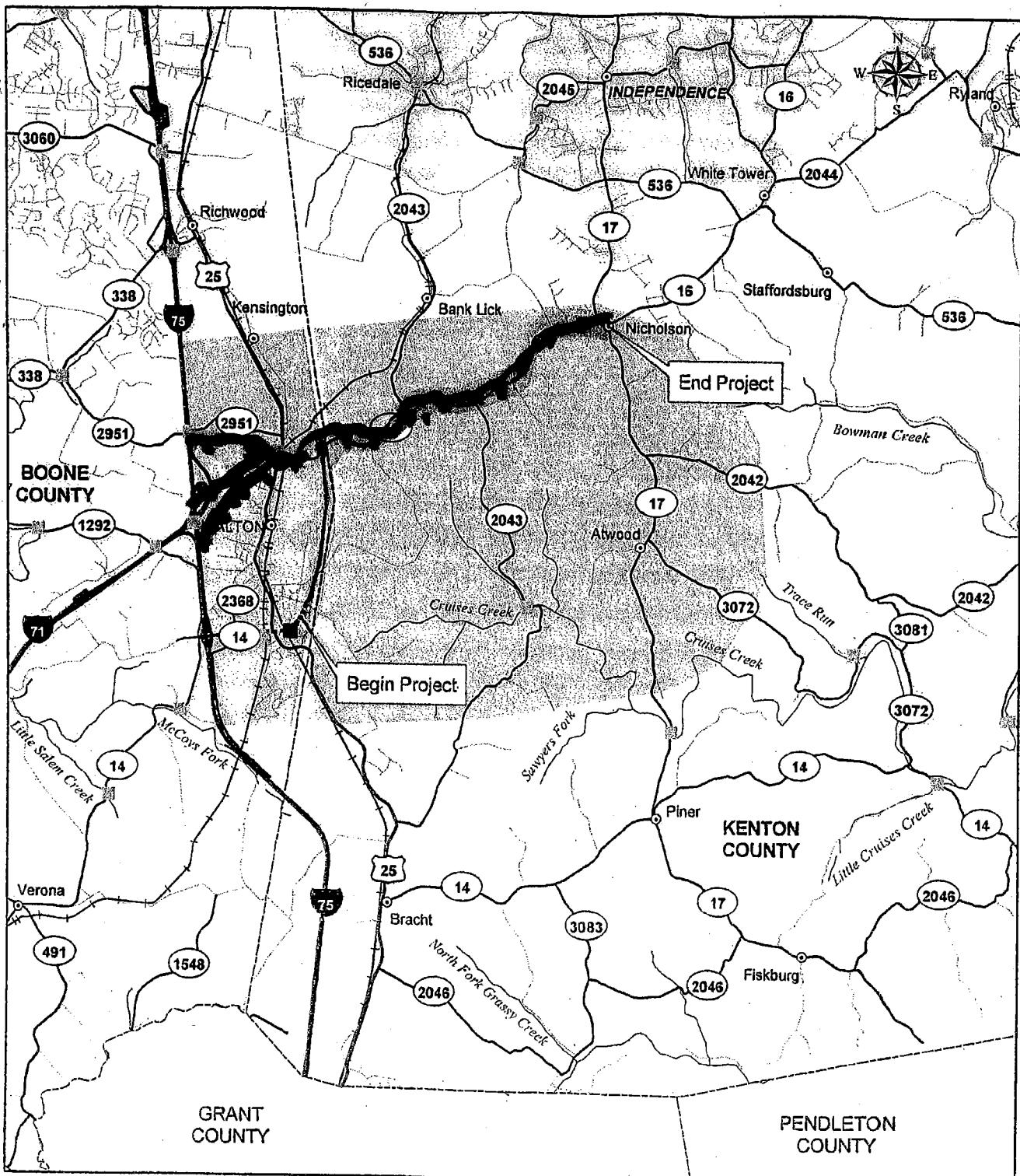
Sincerely,

Tom Kerr
Thomas R. Kerr
State Representative
64th District

TRK:ldp

Enc.

PROPOSAL I



Source: KYTC Highway Information Systems Data (HIS) 5-1-05

Legend

- Community
- Study Area
- Interstate
- Incorporated Area
- US Highway
- State Highway
- Local Route
- Bridge
- Item 06-1046.00

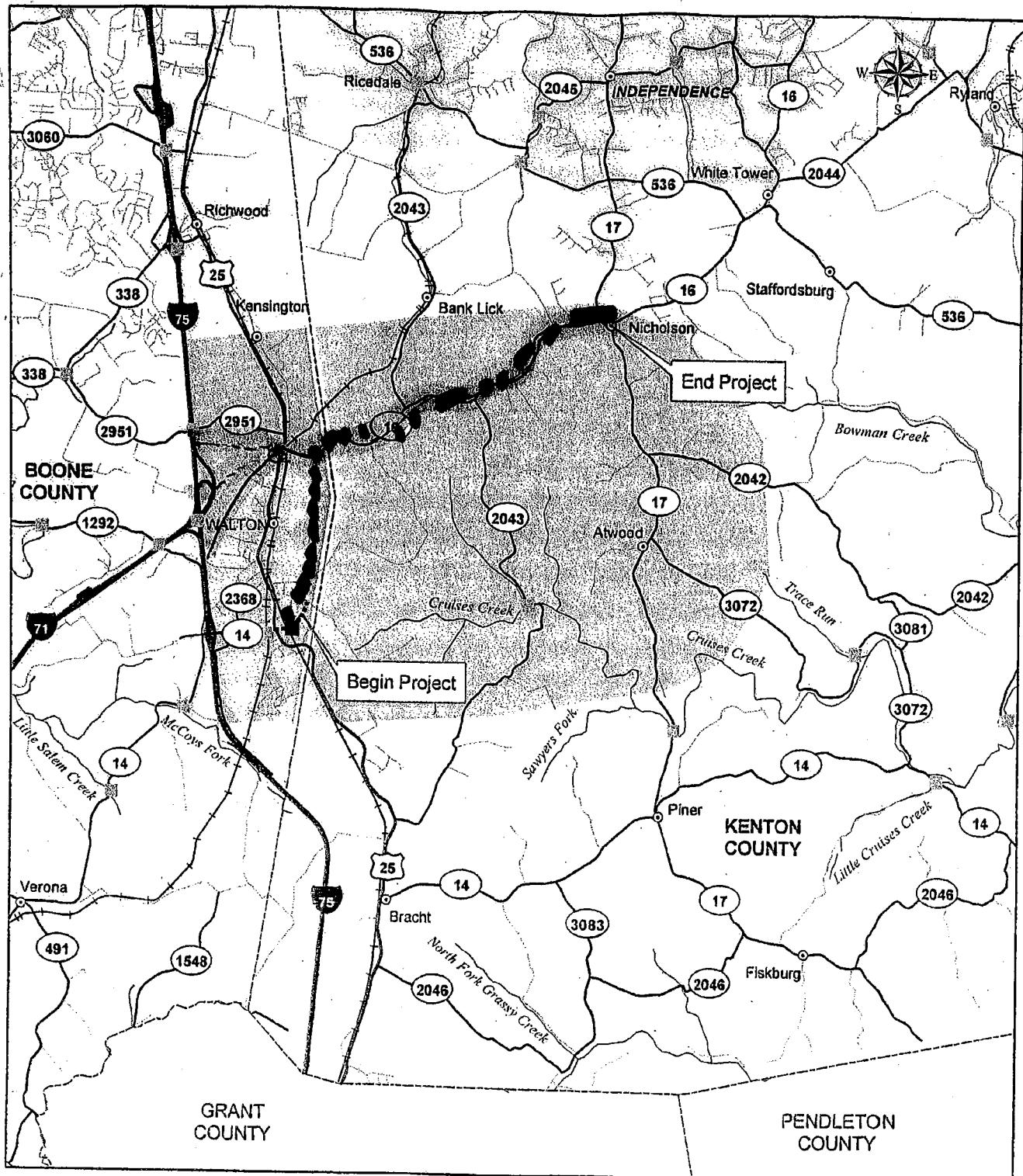
Kentucky
UNBRIDLED SPIRIT

Division of Planning

1 0.5 0 1 Miles

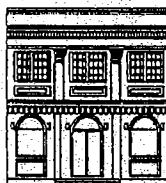
Boone and Kenton Counties
From Walton to Nicholson

PROPOSAL II



Source: KYTC Highway Information Systems Data (HIS) 5-1-05

BOONE COUNTY PLANNING COMMISSION



RECEIVED

Nov 18 2005

Transportation Cabinet

#2995 Washington Street • Burlington, KY 41005

www.boonecountyky.org

Phone: (859) 334-2196

Fax: (859) 334-2264

E-mail: plancom@boonecountyky.org

November 15, 2005

Mr. Daryl Greer
Acting Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Mail Code, W5-05-01
Frankfort, KY 40622

RE: Proposed Mary Grubbs Highway Extension

Dear Mr. Greer:

The Boone County Planning Commission staff has reviewed the material sent by your office regarding the proposed Mary Grubbs Highway Extension. Below is an initial list of comments:

- 1) Generally, the proposed Mary Grubbs Highway Extension would provide better access to I-75 for existing and future businesses in the Walton Industrial Park and future businesses and residents on the eastern side of the city. This includes property that has recently been annexed and future annexed land located in Kenton County. Essentially, the Extension becomes a primary transportation route for the City of Walton to expand east across the county line.
- 2) Depending on the alignment, the proposed Mary Grubbs Highway Extension could impact existing or planned residential development located near High Street in Walton.
- 3) If the proposed Mary Grubbs Highway Extension were built, then I-75 Exit #172/Walton Interchange must be analyzed for improvements because of the increase in traffic originating from Kenton County.
- 4) It may be more appropriate to redirect the alignment of the proposed Mary Grubbs Highway Extension to the north or towards KY 16 to tie in with the possible extension of I-71 east, past Dixie Highway into Kenton County. This alignment is supported by the recommendations in the *Boone County Comprehensive Plan* and the *Boone County Transportation Plan*. Two significant east-west transportation routes south of Richwood Road are costly and the I-71/KY 16 alignment would provide better access to a planned large industrial business district located south of Richwood Road from I-75 to the county line.

Mr. Daryl Greer
November 15, 2005
Page 2

If you have any questions regarding these comments, please don't hesitate to contact me.
Thank you for allowing us the opportunity to comment on this planning study.

Sincerely,



Kevin P. Costello, AICP
Executive Director

KPC/vlm

cc: Arnold Caddell, Chairman, Boone County Planning Commission
The Honorable Gary W. Moore, Boone County Judge-Executive
The Honorable Phillip Trzop, Mayor, City of Walton
Dennis Gordon, FAICP, Executive Director, Northern KY Area Planning Commission

Tucker, Joseph (KYTC)

From: awlwalton@fuse.net
Sent: Wednesday, October 26, 2005 10:03 AM
To: joseph.tucker@ky.gov
Subject: Mary Grubbs Highway Extension

I am in favor of extending Mary Grubbs Highway. I believe Corridor 2 would be the best choice.

Ann Leake
Walton City Council member
21 Bedinger Ave.
Walton, KY 41094

City of Walton

Phillip W. Trzop
Mayor

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www.cityofwalton.org

October 15, 2005

DIV OF PLANNING
2005 OCT 20 A 8-11

Kentucky Transportation Cabinet
Joe Tucker, Project Engineer
Division of Planning
200 Mero Street
Frankfort, Kentucky 40622

Dear Joe:

Re: Planning Study
Boone and Kenton Counties
Mary Grubbs Highway Extension

The City Council was reviewed the planning study for the above project and feels there is a need for a road to KY 17, by way of Mary Grubbs Highway.

I have had several meeting with the Boone County Planning and Zoning and the Northern Kentucky Area Development District regarding this study, since they are providing input to the Transportation Cabinet concerning this project.

Sincerely,



Phillip W. Trzop



Building Codes Administration • Infrastructure Engineering • Current Planning • LINK GIS Administration • Long-Range Planning

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NOV 18 2005

Transportation Cabinet

Monday 14 November 2005

Daryl Greer, Acting Director
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street, 5th Floor
Frankfort, Kentucky 40622

RE: Planning Study, Mary Grubbs Highway Extension

We appreciate the opportunity to provide input at this early stage of planning, Mr. Greer. We also thank your staff for meeting with our staff to discuss this study. Our members discussed this project during our regular meeting last Wednesday evening. We submit to you the unanimous findings and conclusions of our review of information provided by your staff and the policies and strategies contained in the comprehensive plan for Kenton County.

1. The proposed road alignments would induce urban sprawl and, therefore, are not consistent with the comprehensive plan.

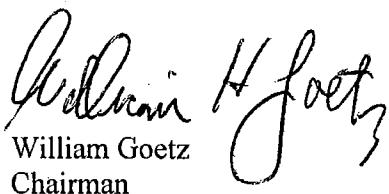
All proposed alignments of the road extension lay south of and outside Kenton County's established urban services area. Kentucky 16 is the general location of this boundary that lays along a major drainage boundary. Land to the north of Kentucky 16 is served or can be served readily by existing sewage treatment facilities whereas land south would require pumping sewage north or constructing new treatment facilities. Sufficient vacant land exists within the urban services area to provide for land use needs into the foreseeable future. New road construction in the rural services area would induce land development within areas where infrastructure is neither currently available nor planned.

2. Existing road improvement needs within the urban services area should take priority over this proposed project.

The need for better east-west traffic flow across Northern Kentucky's three counties should be met through projects already in the planning stages, primarily the realignment/reconstruction of Kentucky 536 and improvements to Kentucky 16. These routes can provide good east-west access if improvements are coordinated with projects being planned in Boone County. Further, if improvements to Kentucky 16 could be accomplished within a context sensitive approach similar to your Paris Pike project in Bourbon/Fayette counties, the predominantly rural character of the area to the south could be preserved, as called for in the comprehensive plan.

Daryl Greer, Acting Director
Monday 14 November 2005
Page 2

I thank you again for this opportunity to comment, Mr. Greer. If you would like further clarification or additional information, please contact Dennis Gordon, FAICP, executive director or Keith Logsdon, AICP, deputy director for long range planning.


William Goetz
Chairman



ERNIE FLETCHER
GOVERNOR

CABINET FOR HEALTH AND FAMILY SERVICES
DEPARTMENT FOR PUBLIC HEALTH
275 EAST MAIN STREET, HS1GWA
FRANKFORT, KENTUCKY 40601
(502) 564-3970 (502) 564-9377 FAX

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

October 20, 2005

RECEIVED
DIVISION OF PLANNING
2005 OCT 25 PM 1:45

Annette Coffey, PE, Director
Division of Planning
Transportation Cabinet
200 Mero Street
Frankfort, Kentucky 40601

Dear Ms. Coffey:

Thank you for your letter to Secretary James Holsinger regarding the planning study for the Mary Grubbs Highway extension in Boone and Kenton Counties. Secretary Holsinger has forwarded your study to me for review and response.

The Department for Public Health does not find any specific issues or concerns regarding the development of this project.

Thank you for the opportunity to review this study. If we may be of further assistance, feel free to contact my office at (502) 564-3970.

Sincerely,

A handwritten signature in black ink, appearing to read "W. D. Hacker".

William D. Hacker, MD, FAAP, CPE
Commissioner

Richie Farmer, Commissioner
32 Fountain Place
Frankfort, KY 40601



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

Kentucky
Department of
Agriculture

A Consumer Protection and Service Agency

September 30, 2005

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

2005 OCT - 3 P 2:27
DIV OF PLANNING

RE: Planning Study
Boone and Kenton Counties
Mary Grubbs Highway Extension

Dear Ms. Coffey:

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

Yours truly,

A handwritten signature in black ink, appearing to read "Ann Stewart".

Ann Stewart
Staff Assistant



www.kyagr.com

Tucker, Joseph (KYTC)

From: Greer, Daryl (KYTC)
Sent: Thursday, November 03, 2005 12:20 PM
To: Tucker, Joseph
Subject: FW: Highway Extension

From: Berthold, Julius L BG(R) NGKY [mailto:julius.l.berthold@ky.ngb.army.mil]
Sent: Thursday, November 03, 2005 10:59 AM
To: Greer, Daryl (KYTC)
Cc: Wilkins, Joe N MR NGKY
Subject: Highway Extension

Reference: Planning Study. Boone and Kenton Counties, Mary Grubbs Highway Extension

Attention: Daryl Greer

Pursuant to KYTC September 29, 2005 letter from Ms. Annette Coffey (subsequently retired), we have reviewed the project. There are no issues or concerns that impact this agency.

Sincerely,

Julius L. Berthold, BG (Ret.)
Executive Director
Office of Management & Administration
Department of Military Affairs
(502)-607-1529
Julius.Berthold@ky.ngb.army.mil



KENTUCKY COMMERCE CABINET
DEPARTMENT OF FISH & WILDLIFE RESOURCES

Ernie Fletcher
Governor

#1 Game Farm Road
Frankfort, Kentucky 40601
Phone (502) 564-3400
(800) 858-1549
Fax (502) 564-0506
www.kentucky.gov

W. James Host
Secretary

Dr. Jonathan W. Gassett
Commissioner

November 8, 2005



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

RE: Threatened/endangered species, critical habitat review, and potential environmental impacts associated with the proposed extension of the Mary Grubbs Highway in Boone and Kenton County, Kentucky.

Dear Ms. Coffey:

The Kentucky Department of Fish and Wildlife Resources (KDFWR) have received your request for the above-referenced information. The proposed project area is within the natural range and could impact the federally endangered Indiana bat, (*Myotis sodalis*), fanshell (*Cyprogenia stegaria*), and clubshell (*Pleurobema clava*). Please be aware that our database system is a dynamic one that only represents our current knowledge of the various species distributions.

Based on the information provided in your correspondence suitable summer habitat for the Indiana bat may be present and possibly occupied by this species. Indiana bats are known to occur within any wooded areas, fencerows, or livestock pastures. Indiana bats roost under exfoliating bark, in cavities of dead and live trees, and in snags. Trees in excess of 16 inches diameter breast height (DBH) are considered optimal for maternity roosts, with trees in excess of 9 inches DBH providing suitable maternity roost habitat. Trees 3 inches DBH and larger can provide suitable roost for male Indiana bats. Therefore, we recommend that trees should be removed within the project area between October 15 and March 31 in order to avoid impacts to summer roosting Indiana bats. If these recommendations cannot be incorporated into the pre-construction plans, the applicant should survey the project area to determine the presence or absence of the species within the project area.

To minimize indirect impacts to fanshell, clubshell, and bat foraging areas strict erosion control measures should be developed and implemented prior to construction to minimize siltation into waterways located within the project area. Such erosion control measures may include, but are not limited to silt fences, staked straw bales, brush barriers, sediment basins, and diversion ditches. Erosion control measures will need to be installed prior to construction and should be inspected and repaired regularly as needed.

For more information on how to proceed with the threatened/endangered species survey please contact the US Fish and Wildlife Service Kentucky Field Office at (502) 695-0468 or this office at (800) 852-0942 Extension 366.

It appears that the proposed project has the potential to impact wetland habitats. KDFWR recommends that you look at the appropriate US Department of Interior National Wetland Inventory Map (NWI) and the appropriate county soil surveys to determine where the proposed project may impact wetlands.

Additionally, field verification may be needed to determine the extent and quality of wetland habitats within the project area. Any planning should include measures designed to eliminate and/or reduce impacts to wetland habitats. If impacts cannot be avoided, mitigation should be properly designed and proposed to offset the losses. KDFWR will recommend, at a minimum, a 2:1 mitigation ratio for any permanent loss or degradation of wetland habitats.

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

- Channel changes located within the project area should incorporate natural stream channel design.
- Development/excavation during low flow period to minimize disturbances.
- Proper placement of erosion control structures below highly disturbed areas to minimize entry of silt into area streams.
- Replanting of disturbed areas after construction, including stream banks, with native vegetation for soil stabilization and enhancement of fish and wildlife populations. We recommend a 100 foot forested buffer along each stream bank.
- Return all disturbed instream habitat to its original condition upon completion of construction in the area.
- Preservation of any tree canopy overhanging any streams within the project area.

I hope this information proves helpful to you. If you have any questions or require additional information, please call me at (800) 852-0942 Extension 366.

Sincerely,



Doug Dawson
Wildlife Biologist III

Cc: Environmental Section File



DIV OF PLANNING
COMMERCER CABINET
DEPARTMENT OF PARKS

2005 OCT - 5 P 2:31

Ernie Fletcher
Governor

Capital Plaza Tower, 11th Floor
500 Mero Street
Frankfort, Kentucky 40601-1974
Phone (502) 564-2172
Fax (502) 564-9015
www.parks.ky.gov

W. James Host
Secretary

George Ward
Commissioner

October 4, 2005

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

Re: Planning Study
Boone and Kenton Counties
Mary Grubbs Highway Extension

Dear Ms. Coffey:

The Department of Parks has reviewed your correspondence to me regarding the subject. The study will not directly impact any of our facilities. I would like to state in general that our Agency's mission is protecting the environment associated with our facilities and we are certainly concerned about environmental impacts for the entire Commonwealth.

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

Sincerely,

A handwritten signature in black ink that appears to read "George Ward".

Mr. George Ward, Commissioner
Kentucky Department of Parks

C: John Drake



Tucker, Joseph (KYTC)

From: Harman, Charles L (Education Cabinet)
Sent: Wednesday, November 09, 2005 10:06 AM
To: Tucker, Joseph (KYTC)
Subject: Mary Grubbs Hwy ext.

Joe – The Education Cabinet has no comments at this time.

ch

Charlie Harman
Office of Budget and Administration
Education Cabinet
E-MAIL: CharlesL.Harman@ky.gov
Phone: (502)564-2276 x-127



ENVIRONMENTAL AND PUBLIC PROTECTION CABINET

Ernie Fletcher

Governor

November 2, 2005

Division of Conservation

375 Versailles Road
Frankfort, Kentucky 40601
Phone (502) 573-3080
Fax (502) 573-1692
www.conservation.ky.gov

LaJuana S. Wilcher

Secretary

Stephen A. Coleman

Director

Mr. Daryl J. Greer, P.E.
Acting Director, Division of Planning
Kentucky Transportation Cabinet
Station W5-05-01
200 Mero Street
Frankfort, KY 40622

RECEIVED

NOV 04 2005

Transportation Cabinet

Subject: Mary Grubbs Highway Extension Planning Study

Dear Mr. Greer:

As requested, the Division of Conservation has reviewed the proposed project to build an extension of the Mary Grubbs Highway (KY 14) in Boone County to the KY 16/ KY 17 intersection near Nicholson in Kenton County. We would like to provide the following comments and express concerns that may help in the initial data-gathering stage.

There are five certified agricultural districts and amendments established in the study area that could be impacted by this project. Two are in Boone County and three are in Kenton County. The enclosed list indicates the agricultural district id numbers and certification dates. Shape files showing location of these districts have been sent to Joe Tucker.

These agricultural districts were certified by the Kentucky Soil and Water Conservation Commission in order to conserve, protect, develop, and improve agricultural land for the production of food, fiber and other agricultural products. Under KRS 262.850(12), state agencies must mitigate any impact their programs may have on land in agricultural districts.

We would like to see the issue of the loss of farmland addressed. Both prime farmland and farmland of statewide importance could be impacted by this project. Every year pressure imposed by utility right-of-ways, urban expansion, and new roads reduce the land available for agricultural use in the Commonwealth. There are two documents that could be utilized to identify these farmland designations: the *Soil Survey of Boone, Campbell, and Kenton Counties, Kentucky (NRCS 1973)* and *Important Farmland Soils of Kentucky (NRCS 1981)*. This information is available through our office or the offices of Boone and Kenton County Conservation Districts. Soil survey information in tabular form only can be downloaded for both counties at the following web site: <http://soildatamart.nrcs.usda.gov//>. Spatial data can be acquired by contacting Steve Crabtree, GIS Coordinator, NRCS at steve.crabtree@ky.usda.gov.

Mr. Daryl J. Greer, P.E.
November 2, 2005
Page Two

One other concern we would like to comment on is the control of erosion and sedimentation during and after earth-disturbing activities once this project begins. We recommend best management practices (BMPs) be utilized to prevent nonpoint source water pollution. This would protect the water quality and aquatic habitat of several perennial and intermittent streams that this project could impact.

The manual, *Best Management Practices for Construction Activities*, contains information on the kinds of BMP's most appropriate for this project and is available through the Boone and Kenton County Conservation Districts or this office. Also an electronic version of the *Kentucky Erosion Prevention and Sediment Control Field Guide* is available online at <http://www.water.ky.gov/sw/nps/Publications.htm>

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

Sincerely,



Stephen A. Coleman, Director
Kentucky Division of Conservation

SAC/aeh

Enclosure

Boone County	Certification Date	Kenton County	Certification Date
008-06	07-14-1985	059-01	03-21-1983
008-07	10-10-1985	059-01(A1)	02-27-1984
		059-02	05-25-1983
		059-02(A1)	04-20-1990
		059-02(A2)	04-20-1990
		059-03	07-07-2004

ERNIE FLETCHER
GOVERNOR



LAJUANA S. WILCHER
SECRETARY

DIV OF PLANNING

2005 OCT 12 P 2:48

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

October 11, 2005

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

Dear Ms. Coffey,

The Division has reviewed the planning study for evaluating a proposed project from the Mary Grubbs Highway (KY 14) in Boone County to the KY 16/KY 17 intersection near Nicholson in Kenton County. The following Kentucky Administrative Regulations apply to this proposed project:

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

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

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

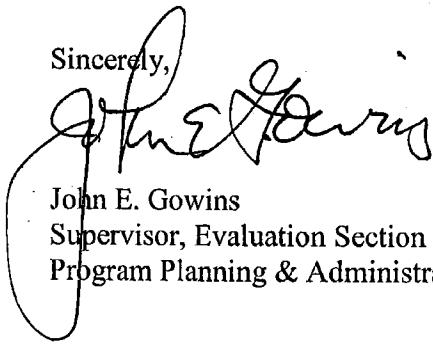


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Ms. Annette Coffey Letter
October 11, 2005
Page 2

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

Sincerely,

A handwritten signature in black ink, appearing to read "John E. Gowins".

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

JEG/jmf



ENVIRONMENTAL AND PUBLIC PROTECTION CABINET
DEPARTMENT FOR NATURAL RESOURCES

Ernie Fletcher
Governor

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

LaJuana S. Wilcher
Secretary

Susan C. Bush
Commissioner

October 27, 2005

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

RECEIVED

OCT 31 2005

Transportation Cabinet

RE: Planning Study
Boone and Kenton Counties
Mary Grubbs Highway Extension

Dear Ms. Coffey:

The Department for Natural Resources has examined the documentation for the above Planning Study and The Division of Forestry offers the following comment. The proposal indicated three proposed routes from the city of Walton (HWY 25) to the community of Nicholson. On all three proposed routes, land use is varied between agriculture and forestland. Data on forestland was acquired primarily through aerial photography with a minimal of field truthing due to the extensiveness of the project area. This data indicates that the forestland is composed predominantly of second and third growth forest and reverted agricultural fields, which means that the forestland has no unique or specialized characteristics. The forests will be generally immature with scattered mature sawtimber. However, there may be isolated small pockets of mature forests within the project area, which should be given special attention and avoided if possible.

Forestland in this area of the state is becoming more precious. All forests in the region provide tremendous values in the form of future timber resource, storm water retention, wildlife habitat, and recreation. Forestlands provide intangible community values improving the standard of living for the local citizens. For these reasons, we ask that forestland destruction be minimized and best practices be utilized, regardless of the route taken.

Please contact Linda Potter in the Commissioner's Office at (502) 564-6940 if you need any additional information.

Sincerely,

A handwritten signature in black ink that reads "Susan C. Bush".

Susan C. Bush
Commissioner
Kentucky Department for Natural Resources





ENVIRONMENTAL AND PUBLIC PROTECTION CABINET

Ernie Fletcher
Governor

Department for Natural Resources
2 Hudson Hollow
Frankfort, Kentucky 40601
Phone: (502) 564-6940
Fax: (502) 564-5698
www.naturalresources.ky.gov
www.kentucky.gov

Lajuana S. Wilcher
Secretary

Susan C. Bush
Commissioner

October 7, 2005

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

Subject: Planning Study
Boone and Kenton Counties
Mary Grubbs Highway Extension

Dear Ms. Coffey:

Thank you for the opportunity to comment on the referenced potential highway project located in Boone and Kenton Counties.

Our records indicate that we do not have any existing or proposed mining permits within the evaluation area depicted in your correspondence of September 29, 2005. Our nearest quarry operation is outside of the project area.

I appreciate the notification and the opportunity to comment on the proposal. If you have any questions regarding this correspondence, please contact Pam Carew or James McKenzie at (502) 564-2340.

Sincerely,

Paul Rothman, Director
Division Of Mine Reclamation and Enforcement

Tucker, Joseph (KYTC)

From: Palmer-Ball, Brainard (EPPC OOS KNPC)
Sent: Wednesday, October 05, 2005 3:58 PM
To: Greer, Daryl (KYTC)
Cc: Tucker, Joseph (KYTC)
Subject: KSNPC response to Mary Grubbs Highway Extension, Boone & Kenton cos.

TO: Annette Coffey, KTC

FROM: Brainard Palmer-Ball, Jr.

DATE: October 5, 2005

RE: Mary Grubbs Highway Extension, Boone & Kenton cos.

KSNPC has reviewed the project package and notes that there will definitely be issues with potential impacts to Running buffalo clover (USFWS Endangered and KSNPC Threatened) in any of the proposed corridors. There may also be potential for Indiana bat (USFWS and KSNPC Endangered) and the project will almost certainly impact habitat for the Redback salamander (KSNPC Special Concern).



KENTUCKY STATE POLICE

Ernie Fletcher
Governor

919 Versailles Road
Frankfort, Kentucky 40601
www.kentucky.gov

Mark L. Miller
Commissioner

October 27, 2005

RECEIVED

OCT 31 2005

Transportation Cabinet

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

Dear Ms. Coffey,

Enclosed you will find a memorandum from Trooper Chris Steward, referencing the planning study of the Mary Grubbs Highway Extension.

I feel, that Trooper Steward did an excellent job, in studying and thus, conveying his findings.

Should you need further information, please do not hesitate to contact us, at Post 6.

Sincerely,



Captain Al Rich

Commander Post 6



KENTUCKY STATE POLICE

Ernie Fletcher
Governor

919 Versailles Road
Frankfort, Kentucky 40601
www.kentucky.gov

Mark L. Miller
Commissioner

MEMORANDUM

TO: Commander Post 6 (Through Channels)

FROM: Trooper C. D. Steward, U/ 1015

DATE: October 23, 2005

SUBJECT: Mary Grubbs Highway Extension

I have received and reviewed the study plans for an extension of Mary Grubbs Highway. This roadway extension will effect traffic flow in southern Boone and Kenton Counties. I have reviewed all projected corridors for this project and believe corridor two is the best option.

Based on the information I have received and reviewed, it is my opinion that corridor two will be the most beneficial path for the new roadway. Corridor two projects to intersect with KY 17 a few miles south of Nicholson. This will allow for an opportunity to widen and straighten KY 17 from the Atwood area to the Nicholson area. The widening and straightening of this roadway is vital as population growth trends in southern Kenton County continue to increase. Corridor two also provides the least impact on the intersection of KY 16 and KY 17. Currently, this intersection is offset and due to the lack of traffic control devices, it becomes very congested during peak hours. Corridor two will provide the option of adding a traffic control device at this intersection, which should help in the reduction of collisions. Corridor two is also projected to intersect with KY 2043 (Green Road). With the new roadway it is very likely growth will come to this rural roadway. I believe a traffic control device will be needed at this intersection. Corridor two also appears to have the least impact on existing roadways. Corridor two is the only projected corridor that will not effect Percival Road, which is a rural residential roadway. I would suggest that corridor two be moved slightly to the south so that it would not effect Spillman Road, which is another rural residential roadway.

Memorandum
Page 2
October 23, 2005

Corridor three uses an existing portion of Ky 16 and Ky 2043, which I believe, defeats the purpose of the study. One of the project goals is to improve east-west connectivity between Ky 17 and I-75. I believe corridor three would be costly and in the end would not meet the growth needs in the community. There are already two east-west roadways in place that intersect with Mary Grubbs Highway, Ky 16 (Walton-Nicholson) just a few miles to the north and Ky 14 (Bracht-Piner) just a few miles to the south. These two roadways currently act as the east-west connectors from Ky 17 to I-75. If the thought process is to use existing roadways, why build a new costly roadway when the money could be spent on improvements of these two existing roadways.

Corridor one would be my second choice for the new Mary Grubbs Highway extension. I do have concerns about the impact this corridor would have on Percival Road. Percival Road is mainly a rural residential roadway. I believe this corridor would be the most costly to the residents in way of their homes. I also have concerns on how the roadway would intersect with Ky 16 in Nicholson. Corridor one appears to be projected to intersect with Ky 17 very close to the existing Ky 16 intersection. If this is the case than this intersection would have the potential to be a high collision intersection even with traffic control devices.

After reviewing all the information and familiarizing myself with traffic patterns and flows in the area I believe corridor two would be the most beneficial option in regards to traffic flow. I believe this corridor comes closest in meeting the project goals. I also believe it provides the best option for expansion and growth as populations in southern Boone and Kenton Counties continue to increase.

Tpr. C.D. Steward u/1015
Trooper C. D. Steward u/1015

Sgt. Bob Mayf 9/18

Rew & Forward 10-24-05
C/D by



JUSTICE AND PUBLIC SAFETY CABINET

Ernie Fletcher
Governor

Kentucky Vehicle Enforcement
Frankfort, Kentucky 40601

Lt. Gov. Stephen B. Pence
Secretary

Gregory G. Howard
Commissioner

MEMORANDUM

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

FROM: Gregory G. Howard, Commissioner *GH*
Department of Kentucky Vehicle Enforcement
Justice and Public Safety Cabinet

DATE: October 5, 2005

SUBJECT: Planning Study
Boone and Kenton Counties
Mary Grubbs Highway Extension

DIV OF PLANNING
2005 OCT 10 A 10:57

After having my staff research the above mentioned project, Kentucky Vehicle Enforcement can foresee no problems with this road project. We feel it is a very good and needed road improvement to this particular area.

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



TRANSPORTATION CABINET

Ernie Fletcher
Governor

Frankfort, Kentucky 40622
www.kentucky.gov

DIV OF PLANNING

2005 OCT 12 P 2:48

Bill Nighbert
Acting Secretary

Marc Williams
Commissioner of Highways

MEMORANDUM

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

ATTN: Joe Tucker, P.E.
Division of Planning

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

DATE: October 10, 2005

SUBJECT: Planning Study
Boone & Kenton Counties
Mary Grubbs Highway Extension

This office has reviewed the information packet sent from your office concerning the above subject planning study for Mary Grubbs Highway Extension.

This office does not have any comments at this time. A new road would open this area to more development and could reduce traffic on US 25 which is becoming very congested. Should this office have further comments or suggestions, we will forward this information to your office.

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

Attachment

M E M O R A N D U M**P- 4-05**

TO: Daryl Greer , PE
Acting Director
Division of Planning

FROM: William Broyles, PE
Geotechnical Engineering
Branch Manager
Division of Materials

BY: Michael Blevins, PG
Geotechnical Branch

DATE: October 25, 2005

SUBJECT: Boone & Kenton Counties
Mary Grubbs Highway Extension

The Geotechnical Branch has completed a review of the study area. The project study area is underlain by Quaternary Alluvium and Terrace Deposits, the Bull Fork Formation, the Bellevue Tongue of Grant Lake Limestone, Fairview Formation and Kope Formation. The Alluvium is found along the valleys and streams and consists of gravel, sand, silt and clay. The Bull Fork is predominant along the ridges and covers the majority of the study area. The Bull Fork consists of interbedded limestone and shale with limestone making up more than 50 percent of the formation. The shale degrades rapidly when exposed. The Bellevue Tongue is consists of an argillaceous limestone is found along the lower parts of ridges and upper portion of valleys. The Fairview and Kope are found in the valleys. These consist of interbedded shale and limestone. The limestone percent in the Fairview ranges around 50 percent and around 20 percent limestone in the Kope.

Geotechnical Concerns:

1. The Branch recommends a corridor be evaluated along the existing KY. 16 route or just to the north. This would be located in material with higher limestone percentages although the shale is still a nondurable clay shale and susceptible to weathering. The height of the cut and fill sections should be less than in other locations of study area. If a corridor is chosen to the south of KY 16, larger cuts and fills would likely be required and be constructed of material with higher percentages of nondurable shale's that would require flatter than normal cut and fill slopes and more right-of-way.

Memorandum
Daryl Greer
October 25, 2005
Page-2-

2. Cut and embankment sections could be relatively shallow along and North of KY 16.

Cut and embankment sections along the recommended corridor would require flatter than normal slopes due to the erodible nature of the shale's in the Bull Fork Formation.

If there are any questions, please advise.

cc: Joe Tucker (Div of Planning)

Tucker, Joseph (KYTC)

From: Houlihan, John (KYTC)
Sent: Tuesday, October 11, 2005 8:44 AM
To: Tucker, Joseph (KYTC)
Subject: Mary Grubbs Highway Extension

Mr. Tucker,

The only concern is with construction equipment that may exceed the 100:1 slope at a distance of 20,000 feet from the Northern Kentucky/Cincinnati Airport or 200 feet above ground level . If any equipment exceeds these surfaces a permit will be required from this office. Please submit your application 90 days prior to construction. If you have any questions, let me know.

Thank you.

Kentucky Airport Zoning Commission
John Houlihan, Administrator
200 Mero Street
Frankfort KY 40622
502.564.9900 Ext. 3854
Fax 502.564.7953
www.transportation.ky.gov/aviation/zoning.htm



DIV OF PLANNING

TRANSPORTATION CABINET

Frankfort, Kentucky 40622
2005 OCT 10 P 2:19
www.kentucky.gov

Ernie Fletcher
Governor

Bill Nighbert
Acting Secretary

Jim Adams
Deputy Secretary

Marc Williams
Commissioner of Highways

Dan Druen
Commissioner of
Administrative Services

Paul Steely
Commissioner of Aviation

Roy Mundy
Commissioner of
Vehicle Regulation

TO: Daryl Greer
Acting Director
Division of Planning

FROM: M. Chad LaRue
Branch Manager
Permits

DATE: October 10, 2005

RE: Boone and Kenton Counties
Mary Grubbs Highway Extension
Planning Study

mch

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

1. We urge the Cabinet to classify this project as a partially controlled access facility.
2. Assuming the project is partial control access, we encourage all possible access points be set on the plans in accordance with 603 KAR 5:120, even if they are not to be constructed at that time. We encourage using the existing roadway as a frontage road to provide access to closely spaced entrances to reduce the amount of conflict points.
3. When buying R/W for this and all reconstruction routes, assuming the access control is partial control, new deeds for all adjoining property owners need to be executed to identify the access control even if no new R/W is acquired.
4. In addition, we would like to make every effort possible to have the design speed to be the same as anticipated posted speed when the project is complete.
5. We would like to see access control fence installed with the project.

6. Please notify this office if the proposed roadway is to be placed on the National Highway System. This information is needed to assist this office in regulating the installation of any outdoor advertising device.

Thank you for the opportunity to verbalize our concerns.

MCL/brm



2005 OCT 24 A.D. 00:

October 21, 2005

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

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

Dear Ms. Coffey:

This letter is to summarize any geologic concerns for the planning study:

Boone and Kenton Counties
Mary Grubbs Highway Extension

Physiographic Region

This planning study is in the Outer Bluegrass physiographic region, which is underlain by limestone, siltstone, shale, gravel, sand, silt, and clay.

Karst Potential

This planning study might encounter karst features such as shallow sinkholes.

Landslide Potential

This planning study would encounter units that would be prone to landslides. Units with more than 50 percent shale would become unstable, deform easily, and be subject to slumping when wet. Removing material from the base of a steep slope should be avoided or proper design and drainage should be implemented.

Unconsolidated Sediments

This planning study would encounter unconsolidated sediments.

Resource Conflicts

This project area would not encounter any resource conflicts such as prior ownership of property for quarrying or mining. Some inactive or abandoned limestone mines might be in the area.

Materials Suitability

This project area would encounter rock units that would be suitable as construction stone.



Fault Potential

This project area would not encounter any faulted areas.

Earthquake Ground Motions

This project area has a probable peak ground acceleration (PGA) due to earthquake ground motion of 0.09g. There would be a low potential for liquefaction or slope failure in the unconsolidated sediments at or near streams caused by earthquake bedrock ground motion.

Sincerely,



Richard A. Smath
Geologist

cc: Mike Blevins

United States Department of Agriculture



Natural Resources Conservation Service
771 Corporate Drive; Suite 210
Lexington, KY 40503-5479

DIV OF PLANNING

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

October 6, 2005

2005 OCT 20 A 8:16

Dear Ms. Coffey:

In regards to the planning study for the extension of the Mary Grubbs Highway (KY 14) to the KY 16/ KY 17 intersection near Nicholson in Kenton County the USDA-Natural Resources Conservation Service (NRCS) is concerned with potential impacts that the proposed highway project might have upon prime farmland soils and additional farmlands of statewide importance. If federal dollars are to be used to convert important farmlands from agricultural uses to non-agricultural uses a Form AD-1006 (or Form NRCS-CPA-106 if the project is a corridor type project) must be submitted to the local NRCS office. These forms may be obtained from the local NRCS office and are also available as electronic forms on the web at http://www.nrcs.usda.gov/programs/fppa/pdf_files/AD1006.PDF and http://www.nrcs.usda.gov/programs/fppa/pdf_files/CPA106.pdf.

The contact person is:

Ed Thompson, District Conservationist
USDA-Natural Resources Conservation Service
6028 Camp Ernst Road
Burlington, KY 41005
phone: (859) 586-7903

Mr. Thompson can help in identifying important farmlands in the proposed project area.

To further assist with the planning efforts, I am enclosing a CD containing ArcView GIS shapefiles of basic soils information for the project study area. The GIS shapefiles are in UTM projection, nad83, zone 17. The soil database table includes a column for "farmland classification-all components" (farmclac) that identifies prime farmlands and soils of statewide importance. The AV legends subdirectory contains a legend (farmland_classif.avl) for prime and statewide important farmland that can be added to the soils shapefile.

Sincerely,

DAVID G. SAWYER
State Conservationist

cc: Ed Thompson, district conservationist, Burlington, KY
David Stipes, area conservationist, Frankfort, KY

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment.



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE
CORPS OF ENGINEERS
P.O. BOX 59
LOUISVILLE, KENTUCKY 40201-0059
FAX: (502) 315-6677
<http://www.lrl.usace.army.mil/>

RECEIVED

DEC 12 2005

December 9, 2005

Operations Division
Regulatory Branch (South)
ID No. 200501676-pjl

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

Dear Ms. Coffey:

This is in response to your letter requesting our comments on a Planning Study for the Mary Grubbs Highway Extension in Boone and Kenton Counties, in Northern Kentucky.

The Corps of Engineers exercises regulatory authority under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Section 404 of the Clean Water Act (33 USC 1344). The data you furnished indicates an authorization under one or both of these sections of law may be required before you begin the work. However, the information given is insufficient for us to be certain of the need for a permit on this particular proposal. We will need additional detail on the project's design, scope, construction methods and purpose in order to determine whether a permit is required.

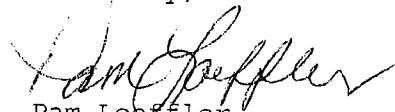
When selecting a preferred alternate route for the extension, consideration should be given to potential impacts to all "waters of the United States" within the chosen corridor. This would include ephemeral, intermittent, and perennial streams, as well as adjacent wetlands. The area under consideration encompasses numerous named streams, such as Cruises Creek, Sawyers Fork, Bullock Pen Creek, Bowman Creek, and Trace Run; as well as unnamed tributaries to those streams, any one of which could potentially include adjacent wetlands. Any wetlands that appear to be isolated due to a lack of any surface connection to a waterway must be reviewed to determine whether or not they are situated within the 100-year floodplain of a stream. In that instance, otherwise isolated wetlands would be considered jurisdictional under our regulatory authority.

We have found it is usually in the applicant's best interest to submit that data in a formal permit application. Should an individual permit be required, we can then begin processing your request immediately.

Enclosed is a packet which contains the information and forms needed to apply for a DA permit. Currently, the processing time for non-controversial applications requiring individual review takes approximately 120 days. Please allow sufficient time in your preconstruction schedule for the processing of a DA permit application.

If we can be of any further assistance, please contact us by writing to the above address, ATTN: CELRL-OP-FS, or by calling me at (502) 315-6693.

Sincerely,



Pam Loeffler
Regulatory Specialist
Regulatory Branch

Enclosure

DAO = any obr interest?



TRANSPORTATION CABINET

Ernie Fletcher
Governor

Frankfort, Kentucky 40622
www.kentucky.gov

RECEIVED

Bill Nighbert
Acting Secretary

DEC 20 2005

Marc Williams
Commissioner of Highways

September 29, 2005

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

Dear Mr. Wiebusch:

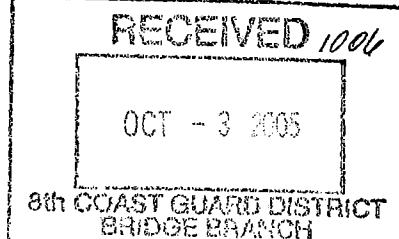
Subject: Planning Study
Boone and Kenton Counties
Mary Grubbs Highway Extension

We are requesting your agency's input and comments on a planning study to determine the need and potential impacts for a proposed highway project. The Kentucky Transportation Cabinet has assembled a study team to evaluate the proposed extension of the Mary Grubbs Highway (KY 14) in Boone County. The proposed route would extend from the Mary Grubbs Highway to the KY 16/ KY 17 intersection near Nicholson in Kenton County. The study is currently in the initial data-gathering stage.

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

We respectfully ask that you provide us with your comments by November 1, 2005, to ensure timely progress in this planning effort.

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



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

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

10/25/05

(Date)



DEPARTMENT OF HEALTH & HUMAN SERVICES

Public Health Service

Centers for Disease Control
and Prevention (CDC)
Atlanta GA 30341-3724

DIV OF PLANNING
October 20, 2005
2005 OCT 24 A 10:01

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

Dear Ms. Coffey:

This is in response to your Advance Notification request for the Planning Study for KY 14, Extension of Mary Grubbs Highway (KY 14) in Boone County to KY 16/KY 17 intersection near Nickolson in Kenton County. We are responding on behalf of the Department of Health and Human Services (DHHS), U.S. Public Health Service.

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

AREAS OF POTENTIAL PUBLIC HEALTH CONCERN:

I. Air Quality

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

II. Water Quality/Quantity

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

III. Wetlands and Flood Plains

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

IV. Hazardous Materials/Wastes

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

V. Non-Hazardous Solid Waste/Other Materials

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

VI. Noise

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

VII. Occupational Health and Safety

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

VIII. Land Use and Housing

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

IX. Environmental Justice

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

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

Sincerely yours,



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



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

**Southern Region
Memphis Airports District Office**

**2862 Business Park Dr., Bldg. G
Memphis, TN 38118-1555
Phone: (901) 322-8180 Fax: (901) 322-8195**

October 20, 2005

DIV OF PLANNING

2005 OCT 24 A.D.O.

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

Dear Ms. Coffey:

Planning Study
Boone and Kenton Counties
Mary Grubbs Highway Extension

The Federal Aviation Administration (FAA), Memphis Airports District Office has reviewed your planning study proposal dated September 29, 2005, to determine the need and potential impacts for a proposed highway project in the vicinity of Walton, Kentucky.

A review of our records and database reveals that a future general aviation airport has been proposed in the Walton, Kentucky vicinity. However, no site selection plan has been conducted to determine the need and potential locations for constructing a general aviation airport in the area. Therefore, the FAA has not identified any impacts your road construction proposal would present to establishment of an airport in the Walton, KY vicinity. If a future airport location is identified, then we will coordinate with your office to see if a proposed airport would in any way impact your road project.

In addition, there does not appear to be any other general aviation airports near the proposed routes identified by your correspondence or the drawings you provided.

We look forward to working with you in the future. If you need any additional information, please call me at (901) 322-8184.

Sincerely,

Jerry O. Bowers

Jerry O. Bowers
Airports Program Manager

Appendix C

Traffic Forecast



TRANSPORTATION CABINET

Ernie Fletcher
Governor

Frankfort, Kentucky 40622
www.kentucky.gov

Bill Nighbert
Acting Secretary

Jim Adams
Deputy Secretary

Marc Williams
Commissioner of Highways

Dan Druen
Commissioner of
Administrative Services

Paul Steely
Commissioner of Aviation

Roy Mundy
Commissioner of
Vehicle Regulation

TO: Bruce Siria
Division of Planning

ATTN: Joe Tucker

FROM: Lynn Soporowski *LJS*
Division of Planning

DATE: October 18, 2005

SUBJECT: Boone and Kenton Counties Traffic Forecasts
Mary Grubbs Extension Study

This is to supplement our August 12, 2005 traffic forecasts on the subject project study. We are providing ADTs, and DHVs for Alternatives 1, 2 and 3 in the attached report.

If you have any questions, please call Scott Thomson or Kong Ee.

LJS:ST:KE
Attachment
c: Kong Ee w/attachment
Bob Koehler w/attachment: OKI

Boone and Kenton Counties Traffic Forecasts Mary Grubbs Extension Study



Division of Planning

Table of Contents

Executive Summary
Vicinity Map
Traffic Forecast Summary

Executive Summary

Volumes

Current Year (2005) Volumes

The current year volumes for this forecast were taken from recent counts from the CTS program.

Future Year (2030) Volumes

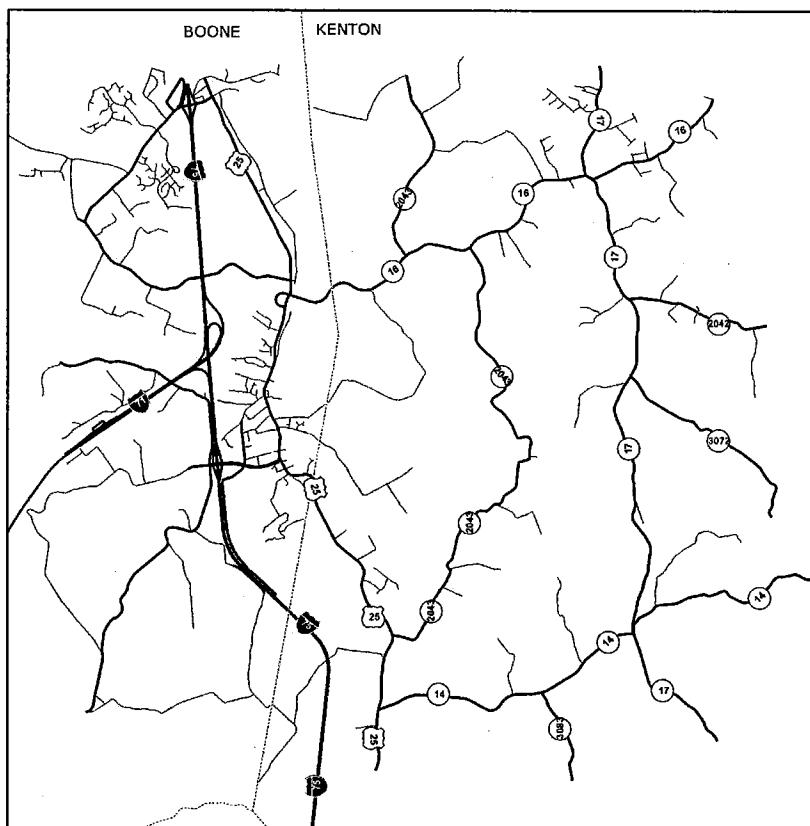
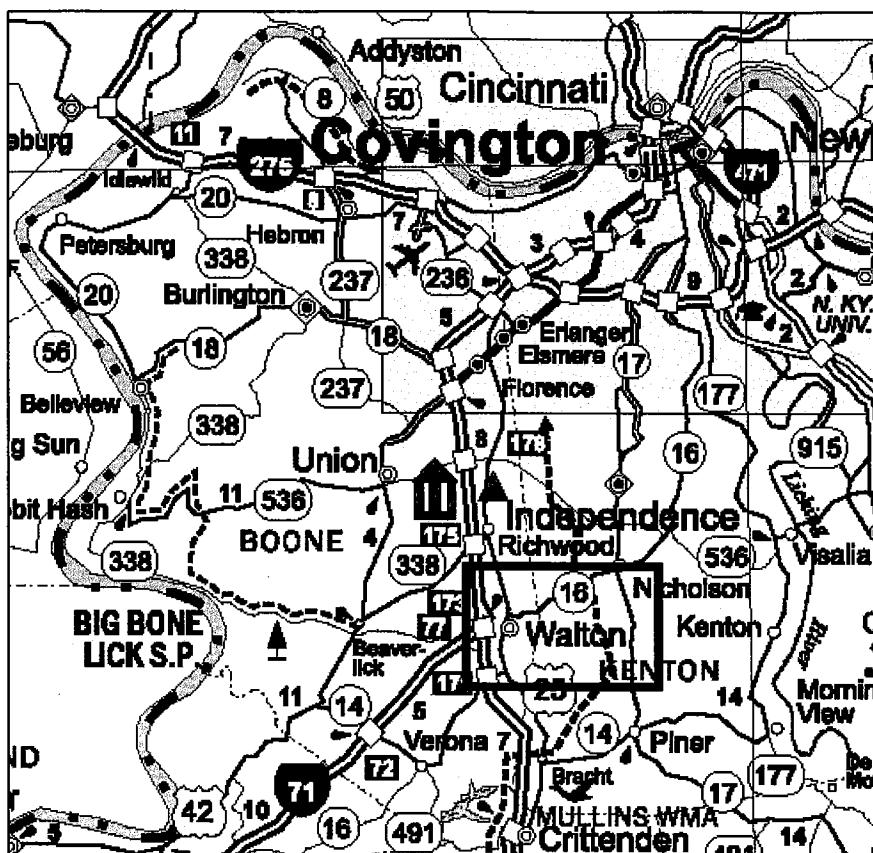
The future year volumes were computed from various growth rates projected by the OKI models.

K Factor

An average K Factor Used = 11%

K Factors were computed and averaged from the PTR reports in the traffic forecast vicinity area.

**Boone and Kenton Counties
Mary Grubbs Extension
Vicinity Map**

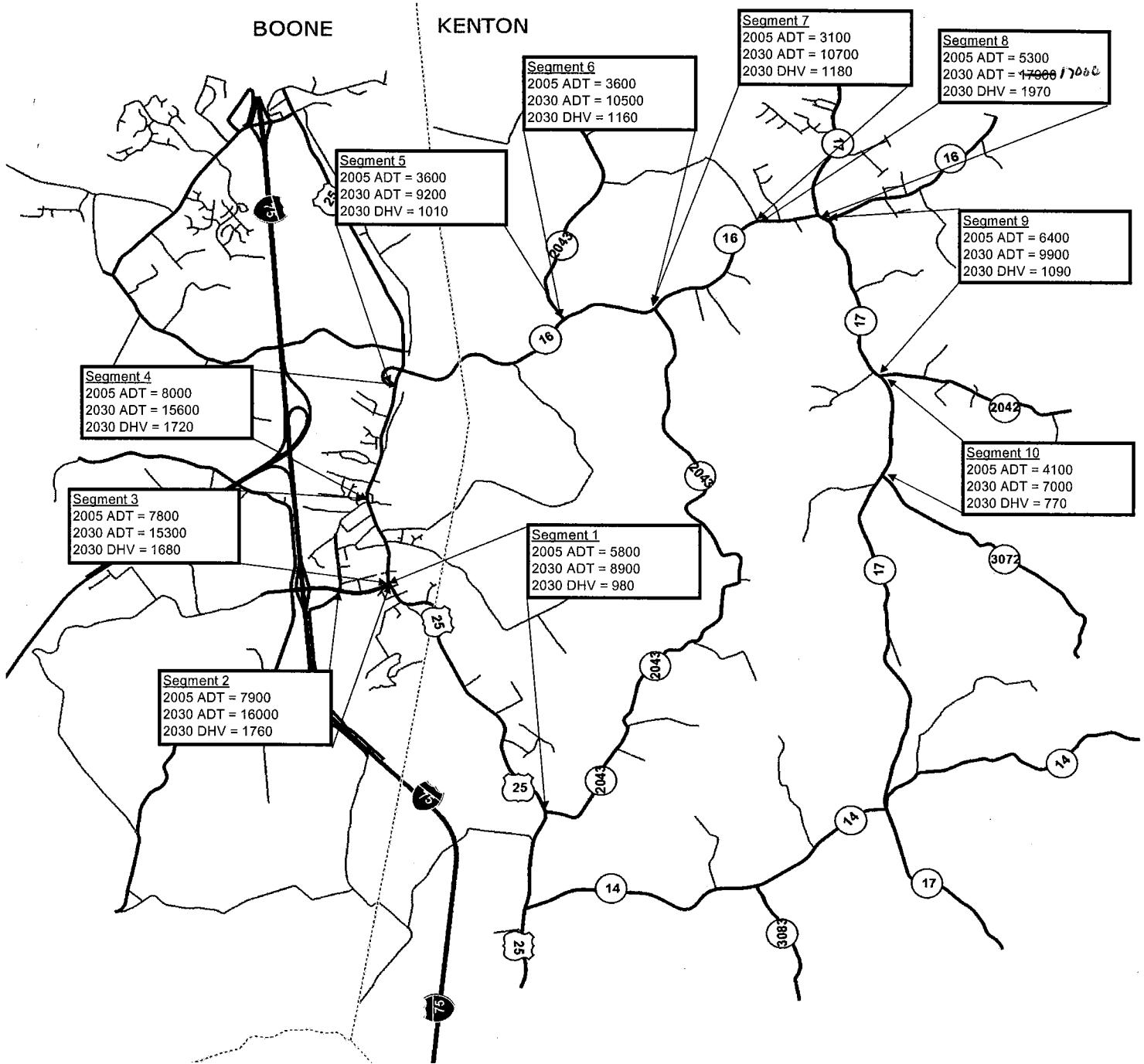


Traffic Forecast Summary

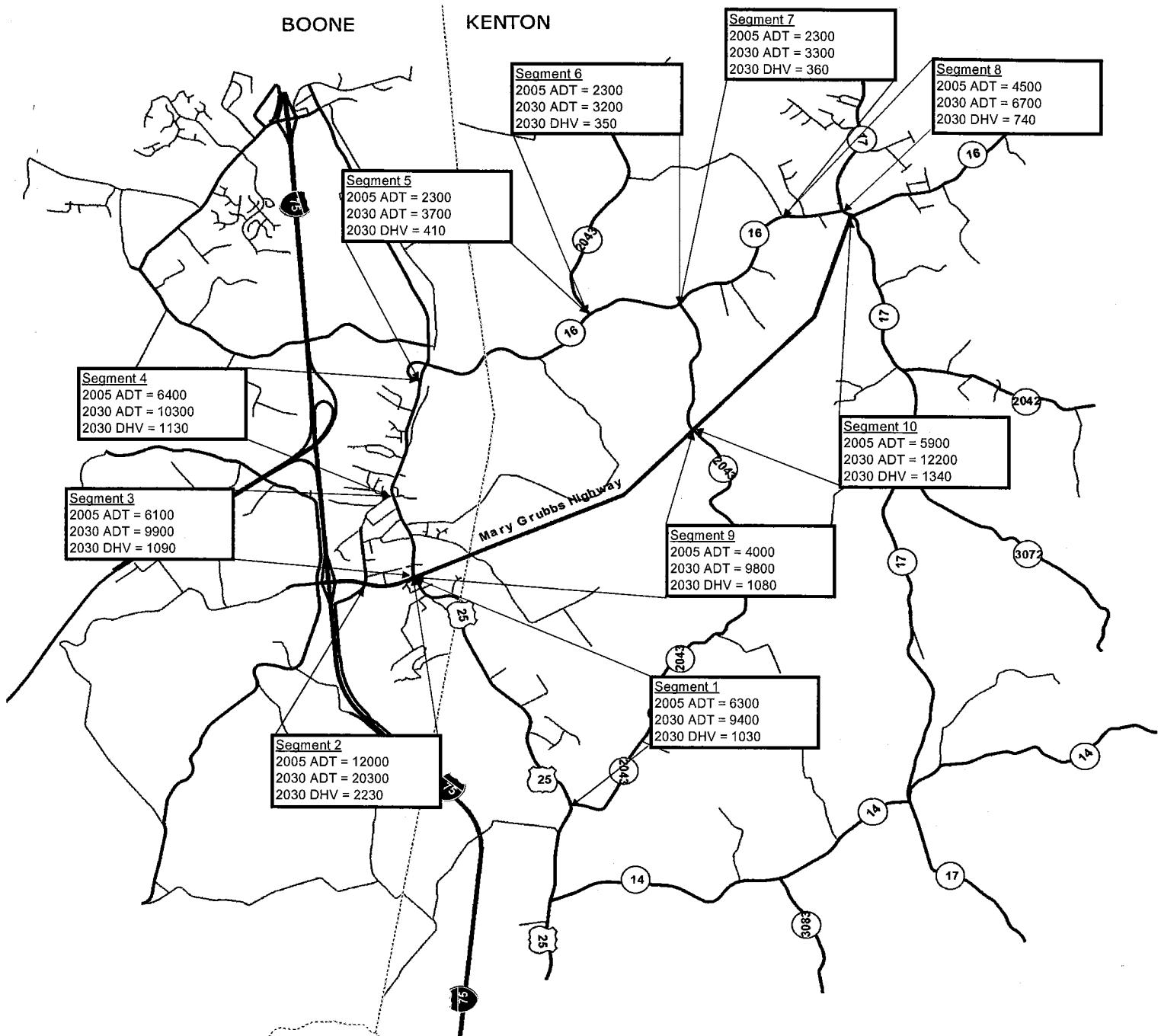
Boone and Kenton Counties

Mary Grubbs Extension

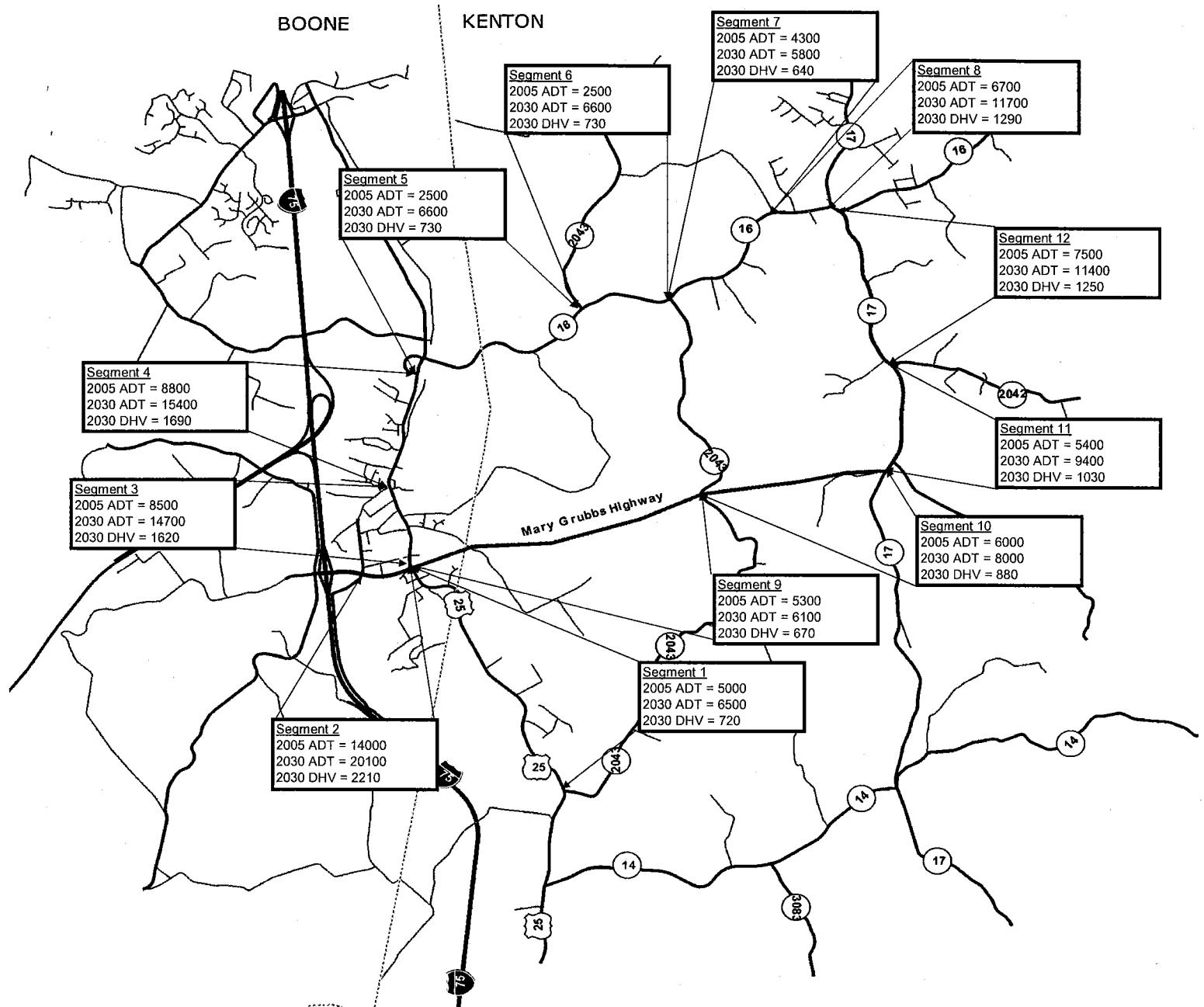
No Build



Traffic Forecast Summary
Boone and Kenton Counties
Mary Grubbs Extension
Alternative 1

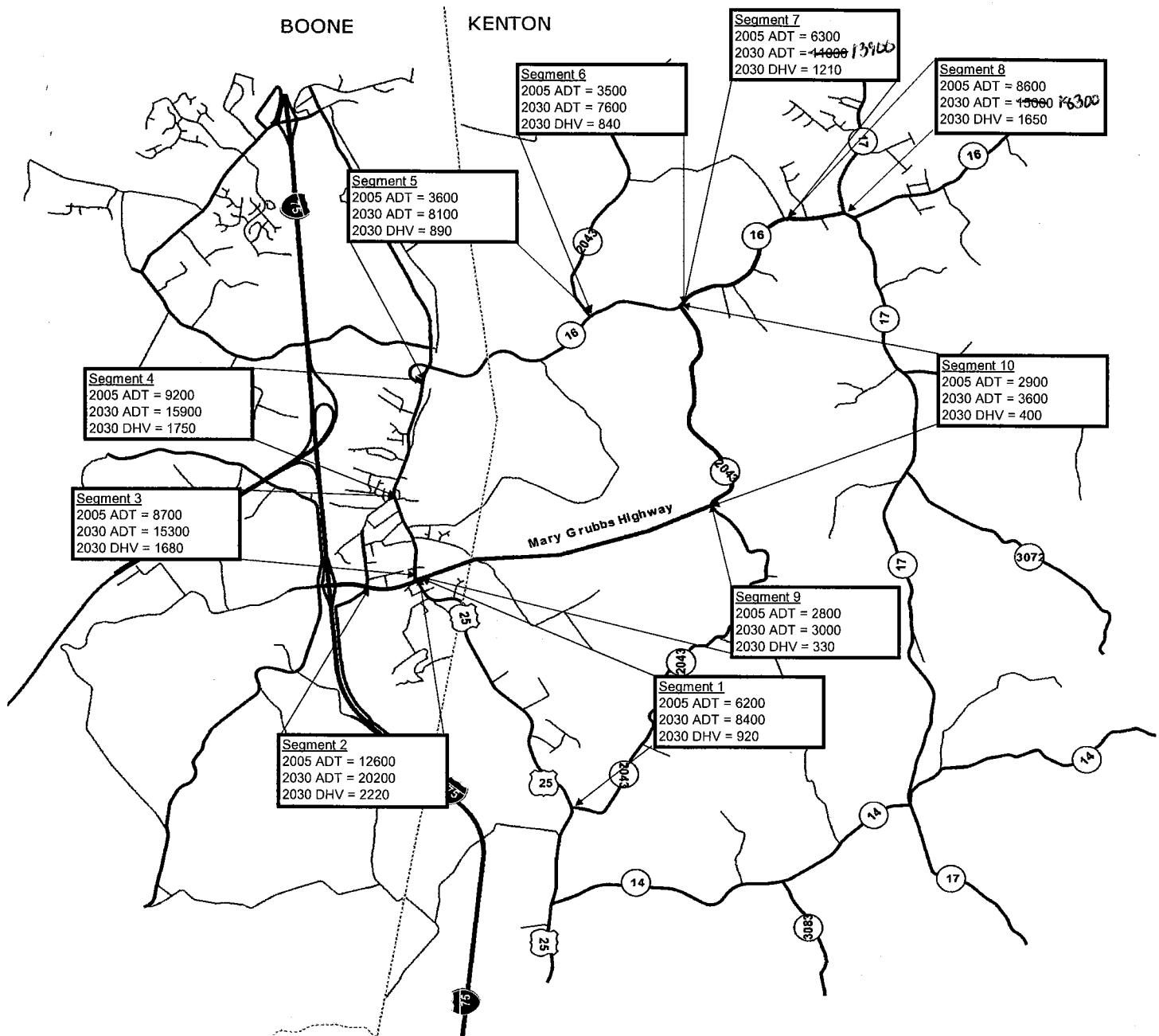


Traffic Forecast Summary Boone and Kenton Counties Mary Grubbs Extension Alternative 2



Traffic Forecast Summary
Boone and Kenton Counties
Mary Grubbs Extension
Alternative 3

K = 117.





DIV OF PLANNING

2005 OCT -3 A 11:46

Ohio • Kentucky • Indiana
Regional Council of Governments

September 30, 2005

Ms. Annette Coffey, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, MC 5-1
Frankfort, Kentucky 40622

RE: Mary Grubbs Highway Traffic Forecast

Dear Ms. Coffey:

Attached are traffic forecasts for the three alternatives for the extension of Mary Grubbs Highway in Boone and Kenton counties as requested in your letter dated August 29, 2005. The figures represent daily volumes for 2005 no-build, 2005 build, 2030 no-build and 2030 build scenarios. The forecasts were developed through application of the OKI Travel Demand Model version 6.3.

If you have any questions please feel free contact me.

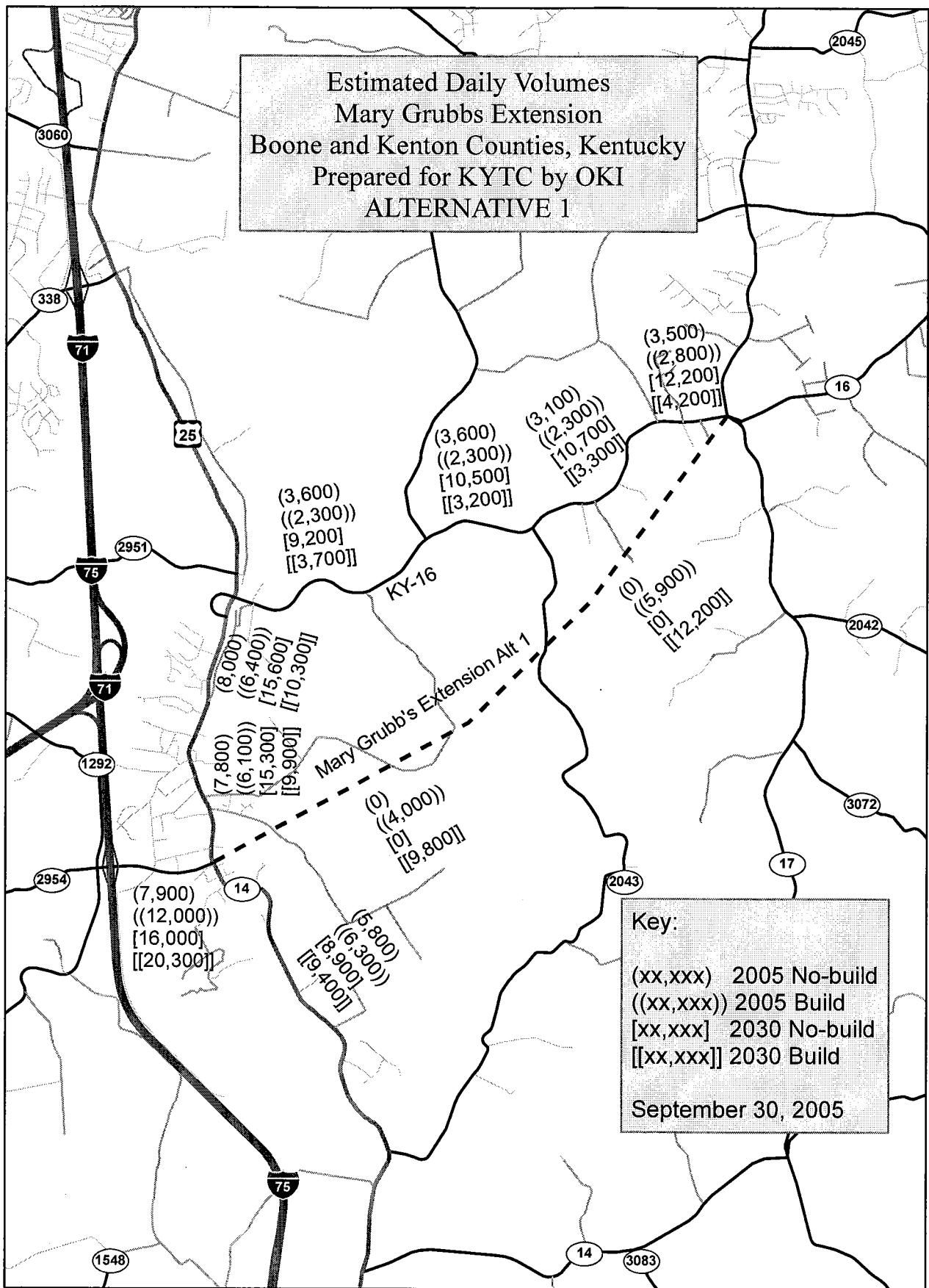
Sincerely,

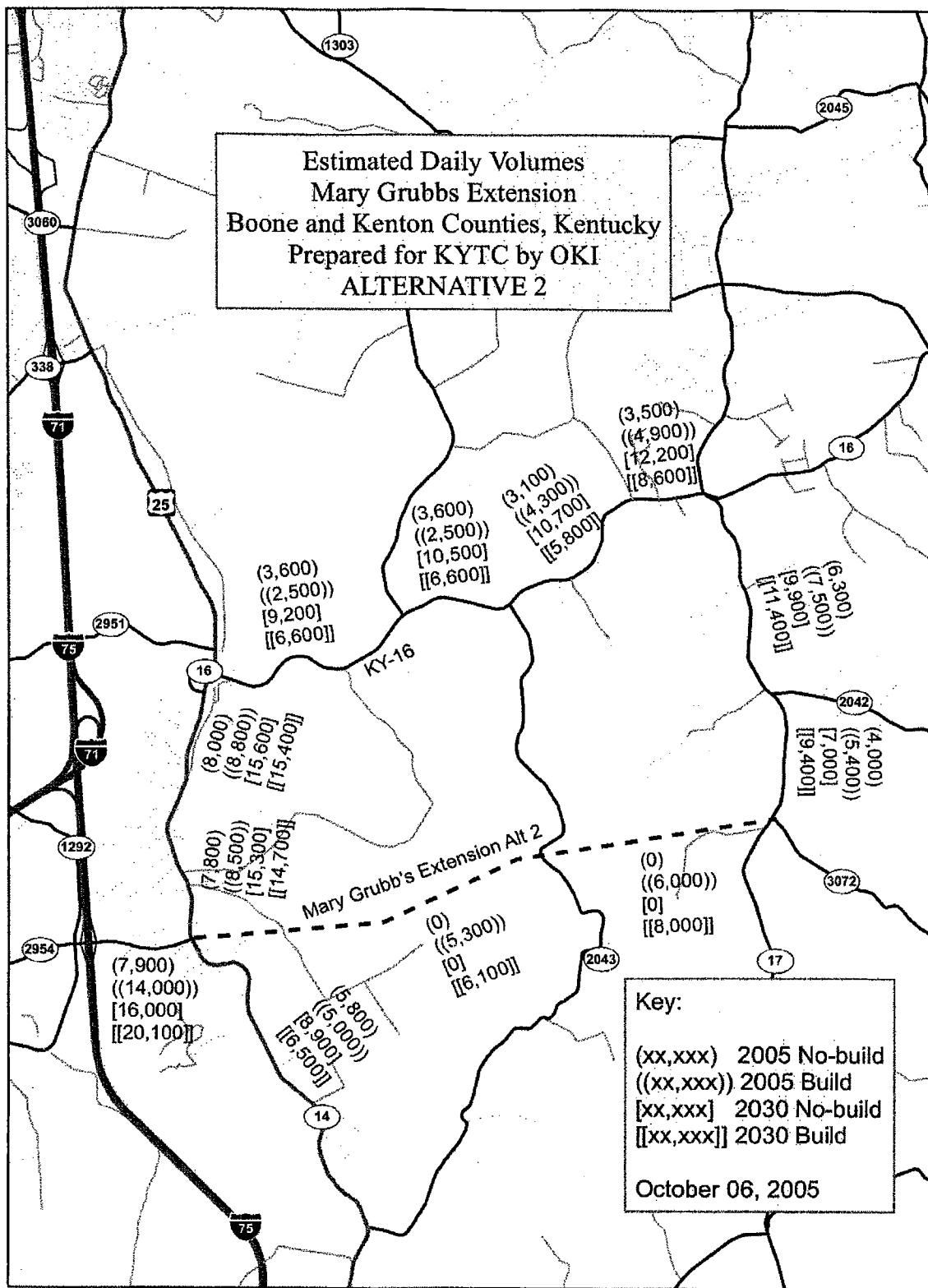
Robert W. Koehler, P.E.
Director of Transportation Planning

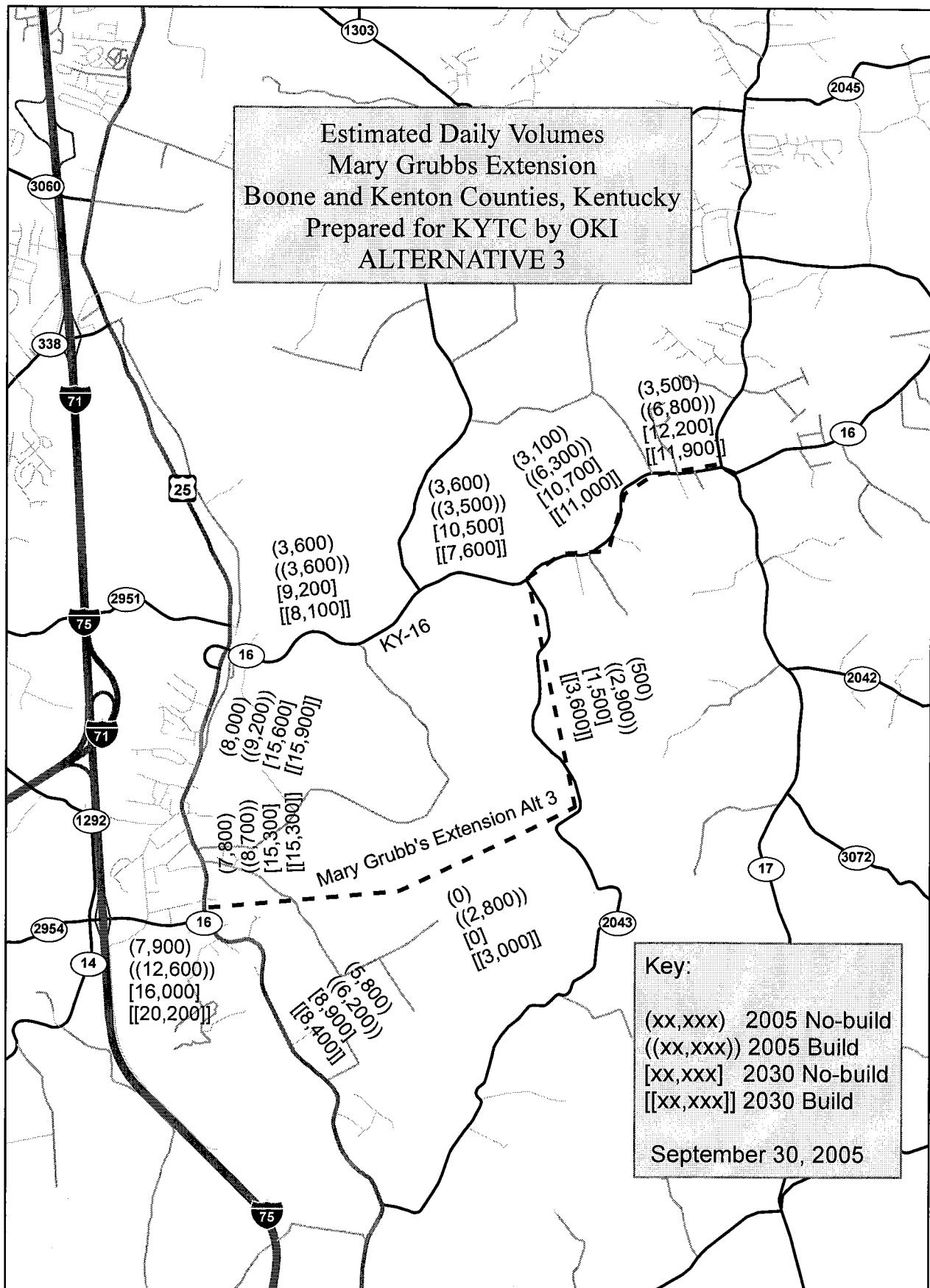
RWK/rmb
Enclosures

Gary W. Moore
President

Mark R. Policinski
Executive Director









DIV OF PLANNING

2005 MAY 26 A 10:44

Ohio • Kentucky • Indiana
Regional Council of Governments

May 25, 2005

Ms. Annette Coffey, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, MC 5-1
Frankfort, Kentucky 40622

**RE: Mary Grubbs Highway Traffic
Forecast**

Dear Ms. Coffey:

Attached are traffic forecasts for the Mary Grubbs Highway in Boone and Kenton counties as requested in your letter dated May 16, 2005. The figures represent daily volumes for 2005 no-build, 2005 build, 2030 no-build and 2030 build scenarios. The forecasts were developed through application of the OKI Travel Demand Model version 6.3. Also included are Traffic Analysis Zone (TAZ) employment and household information for your reference. If you have any questions please feel contact me.

Sincerely,

Robert W. Koehler, P.E.
Director of Transportation Planning

RWK/rmb
Enclosures

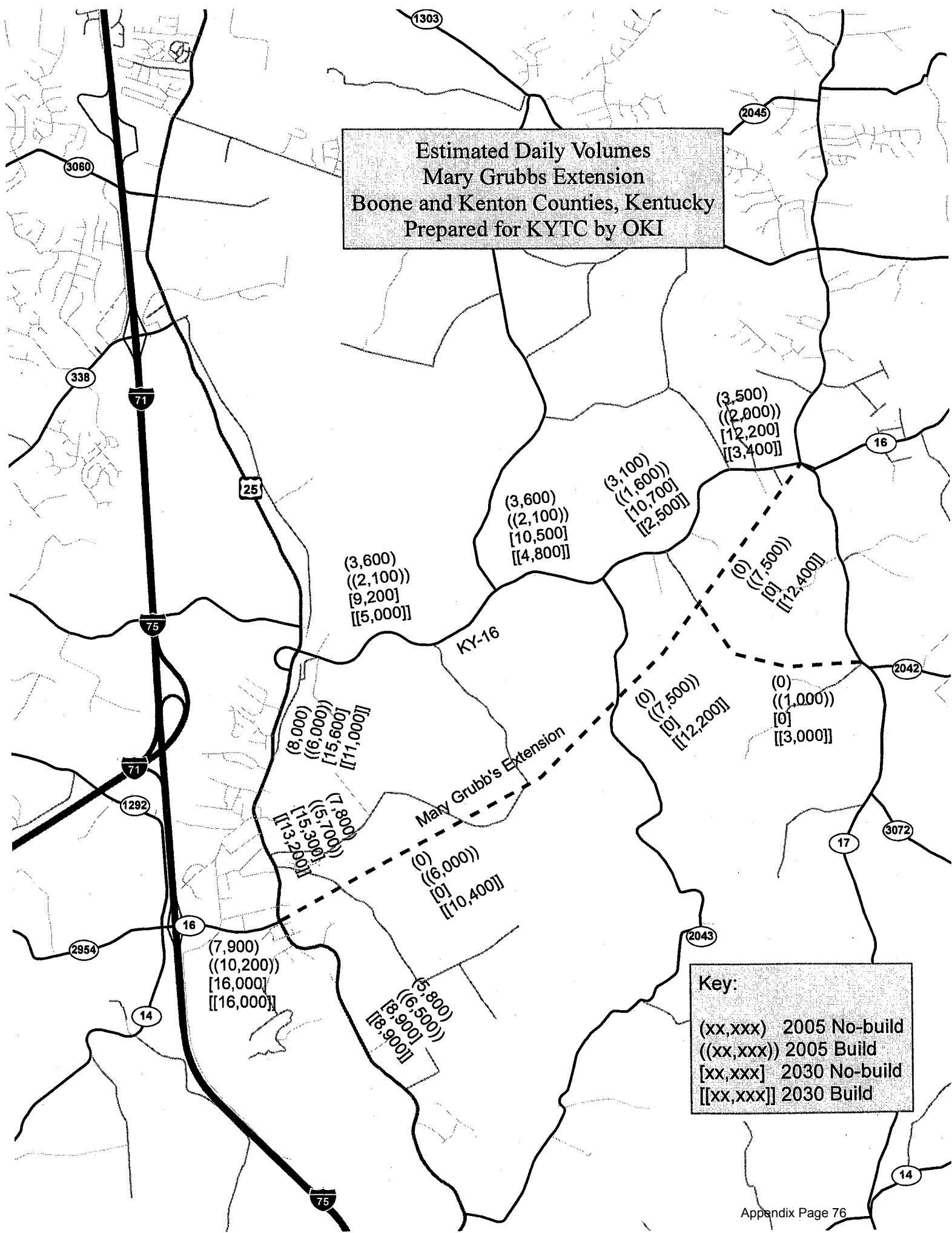
Gary W. Moore
President

Mark R. Policinski
Executive Director

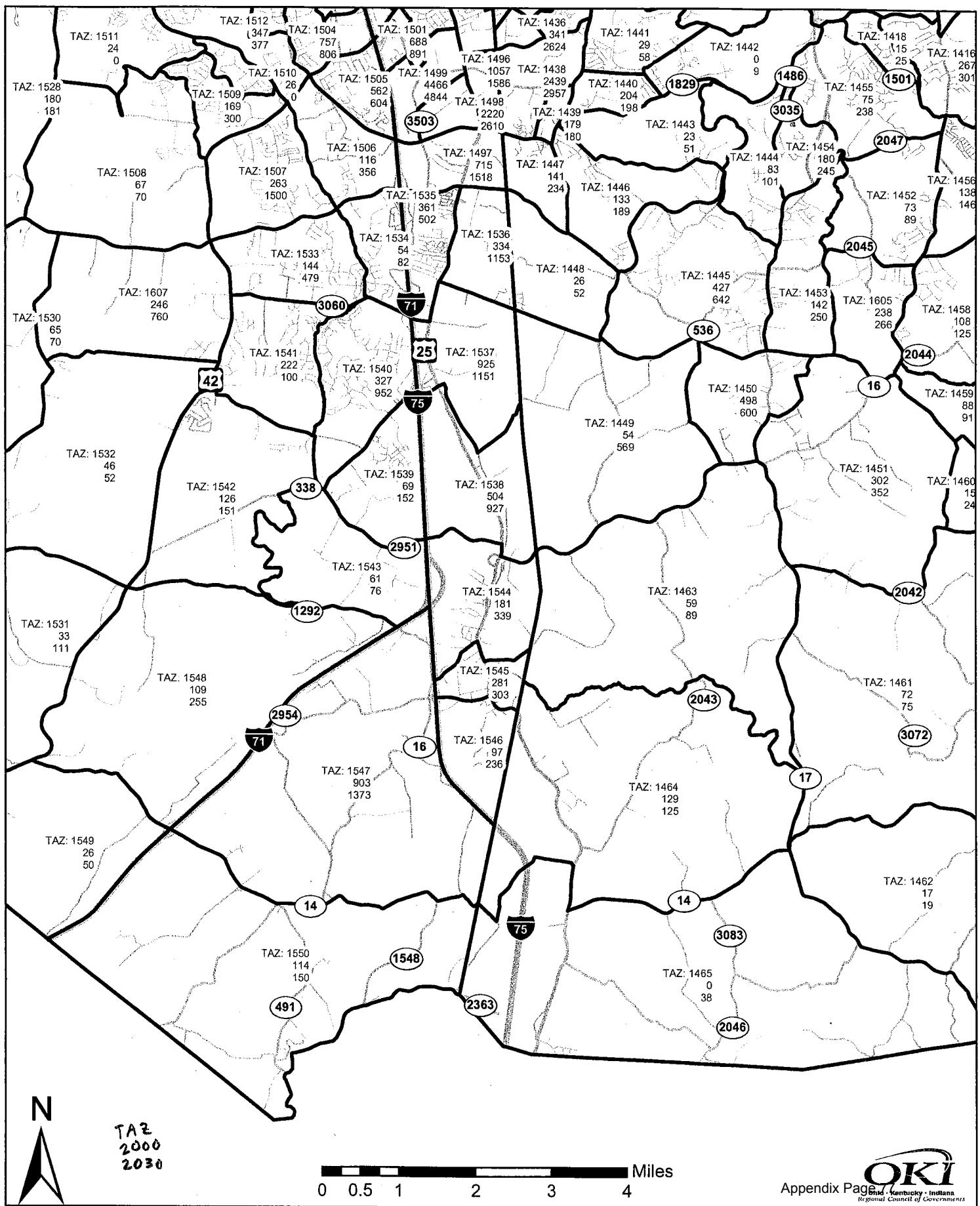
C:\Documents and Settings\rbrock\Local Settings\Temporary Internet Files\OLK3\MaryGrubbs.htm.doc

720 East Pete Rose Way, Suite 420 • Cincinnati, Ohio • 45202 • Phone (513) 621-6300 • Fax (513) 621-5325 75 www.oki.org
Serving the Counties of: Boone • Butler • Campbell • Clermont • Dearborn • Hamilton • Kenton • Warren

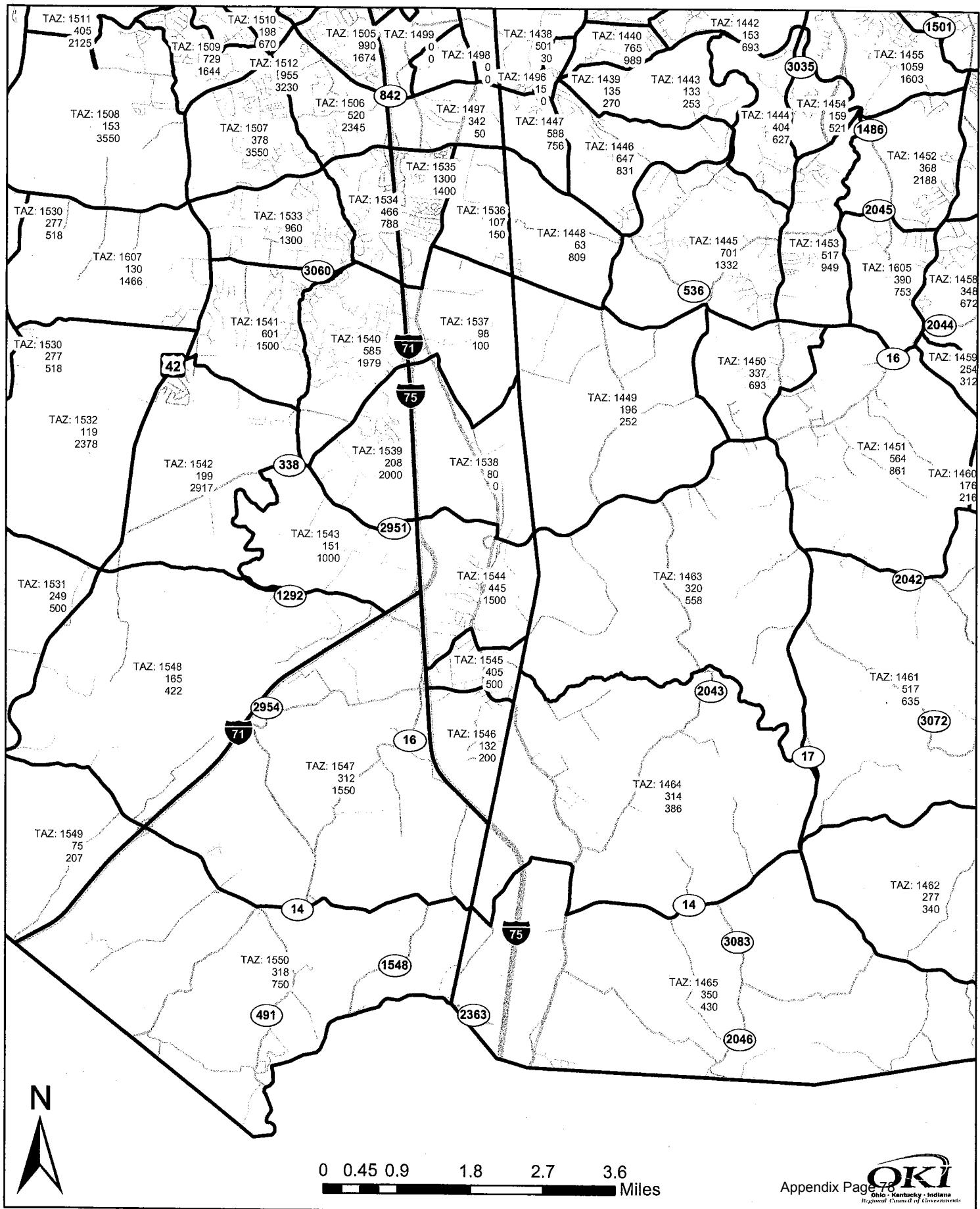
**Estimated Daily Volumes
Mary Grubbs Extension
Boone and Kenton Counties, Kentucky
Prepared for KYTC by OKI**



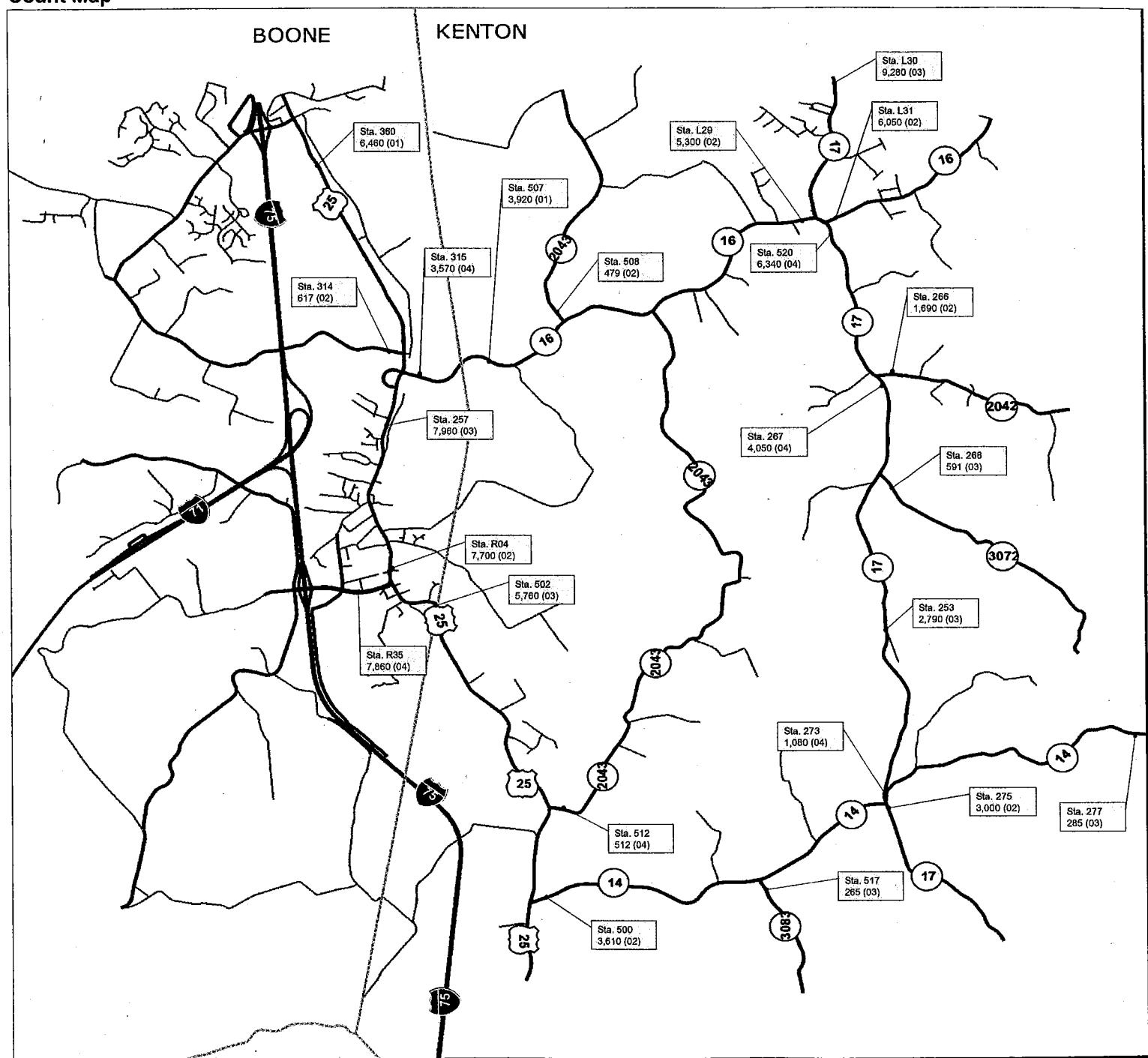
2000 and 2030 Employment in TAZs Surrounding I-71/I-75 Split

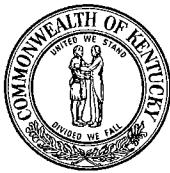


2000 and 2030 Households in TAZs Surrounding I-71/I-75 Split



Count Map





TRANSPORTATION CABINET

Ernie Fletcher
Governor

Frankfort, Kentucky 40622
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Bill Nighbert
Acting Secretary

Jim Adams
Deputy Secretary

Marc Williams
Commissioner of Highways

Dan Druen
Commissioner of
Administrative Services

Paul Steely
Commissioner of Aviation

Roy Mundy
Commissioner of
Vehicle Regulation

TO: Daryl Greer
Division of Planning

ATTN: Joe Tucker

FROM: Lynn Soporowski
Division of Planning *DS*

DATE: August 12, 2005

SUBJECT: Boone and Kenton Counties Traffic Forecasts
Mary Grubbs Extension Study

This is in response to your April 26, 2005 request for traffic forecasts on the subject project study. We are providing ADTs, and truck percentages in the attached report.

If you have any questions, please call Lynn Soporowski or Kong Ee.

LJS:KE
Attachment
c: Kong Ee w/attachment
Bob Koehler w/attachment: OKI

Boone and Kenton Counties Traffic Forecasts Mary Grubbs Extension Study



Division of Planning

August 12, 2005

Table of Contents

Executive Summary
Vicinity Map
Traffic Forecast Summary
Turning Movements

Executive Summary

Project Description

Volumes

Current Year (2005) Volumes

The current year volumes for this forecast were taken from recent counts from the CTS program.

Future Year (2030) Volumes

The future year volumes were computed from various growth rates projected by the OKI model.

Growth Rates

- Growth Rates for the No-Build Scenario Used = 1.7% - 5.1% provided by OKI
- Growth Rates for the Build Scenario Used = 1.3% - 4.5% provided by OKI
- Population data from the Census and population estimates made by the State Data Center are reliable indicators of travel growth. As can be seen from Boone and Kenton Counties' population growth rates and projected growth rates, it is acceptable that there is potential growth between 2% - 5% per year used in these forecasts.

Area	1990 (Census)	2000 (Census)	90-00 GR	2030 (Est.)	00-30 GR
KY	3,686,891	4,041,769	0.96%/year	5,006,885	0.72%/year
Boone	57,589	85,991	4.1%/year	249,143	3.6%/year
Kenton	142,031	151,464	0.65%/year	167,873	0.3%/year

Directional Factor

Assume Mary Grubbs Highway belongs to Functional Classification # 7 (Rural Major Collector). According to Table 4A from Traffic Forecasting Report 2004, it indicates a 64/36 directional split for FC#7. The peak flow moves towards the city of Walton and the I-75 exit in the morning. The flow reverses in the evening.

K Factor

An average K Factor Used = 11%

K Factors were computed and averaged from the PTR reports in the traffic forecast vicinity area.

Truck Percentages

No Build

- Truck Percentage on KY 16 Used = 8.6%

The truck percentage was obtained from the 2005 vehicle classification count at station L29 on KY 16.

- Truck Percentage on US 25 Used = 12.1%

The truck percentage was obtained from the 2005 vehicle classification count at station K25 on US 25.

Build

- Truck Percentage on Mary Grubbs Highway Used = 11.8%

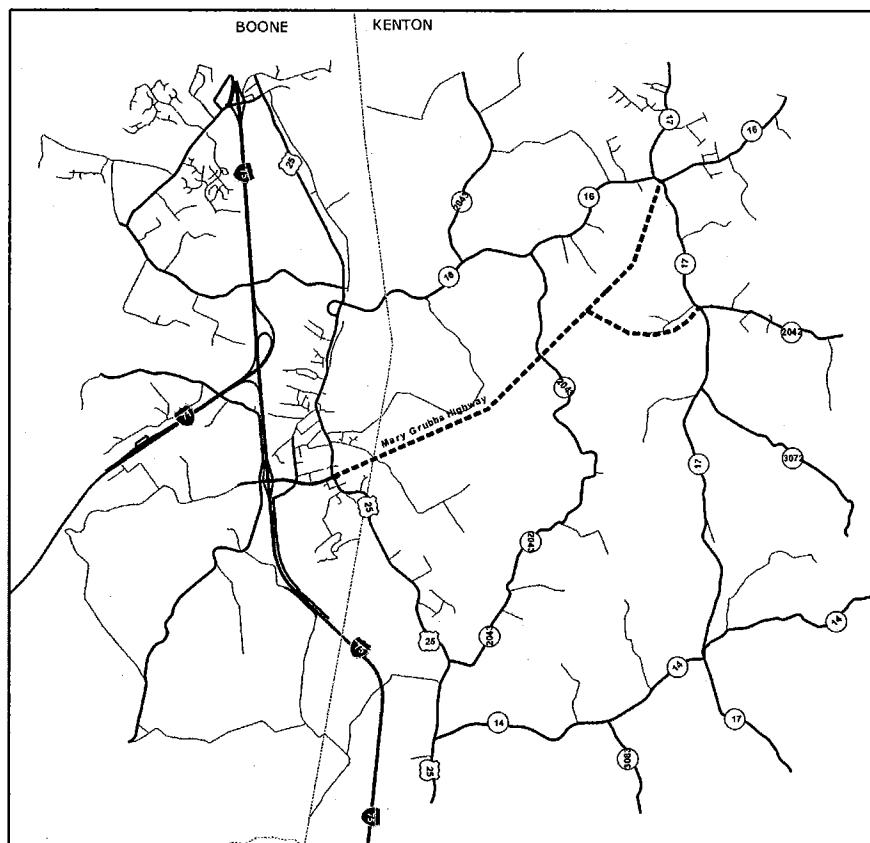
The truck percentage was used based on the 2003 Aggregated ESAL in Table 4C in Traffic Forecasting Report 2004. The truck percentage produces approximately 700 trucks.

Residual

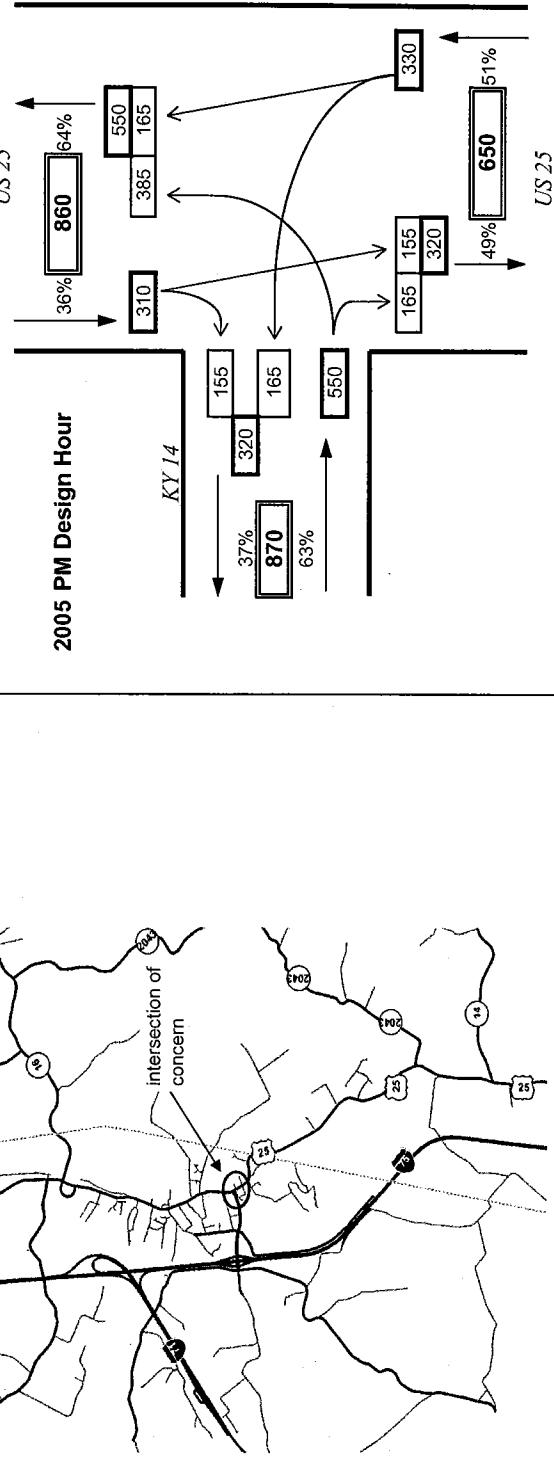
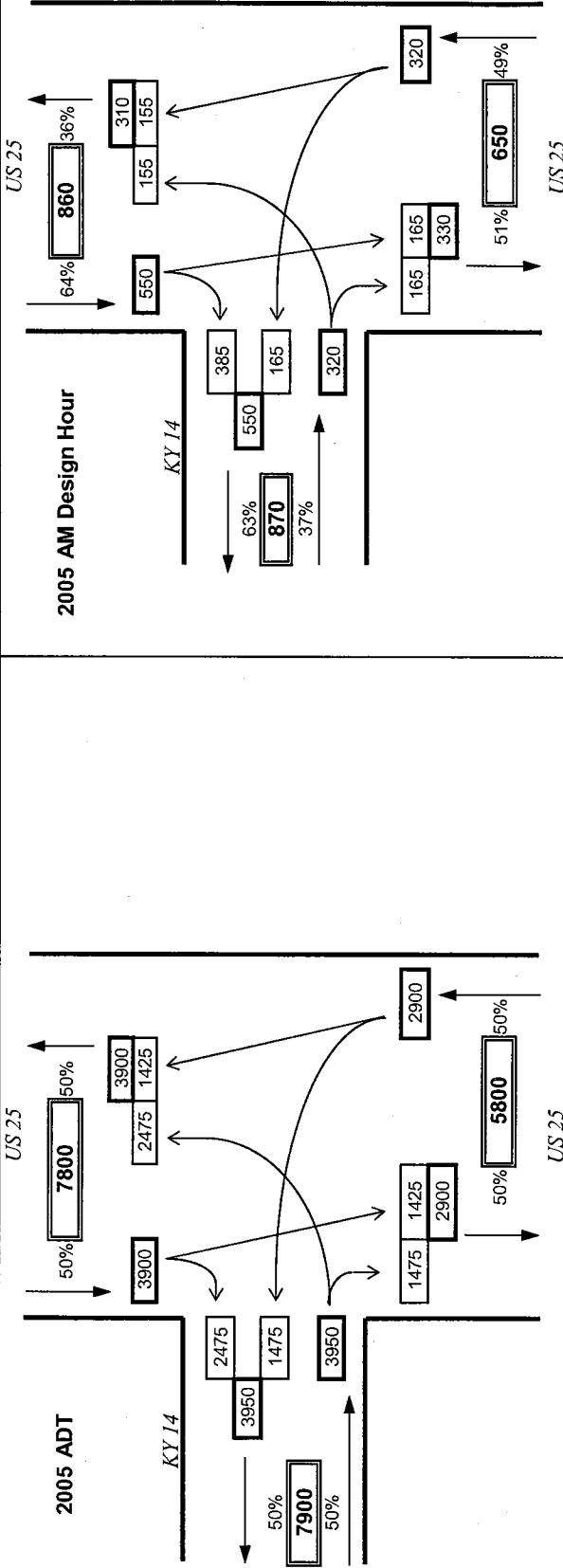
- Truck Percentage on KY 16 Used = 2% - 4%

It is assumed that only 60 trucks remain on KY 16 after traffic diversion.

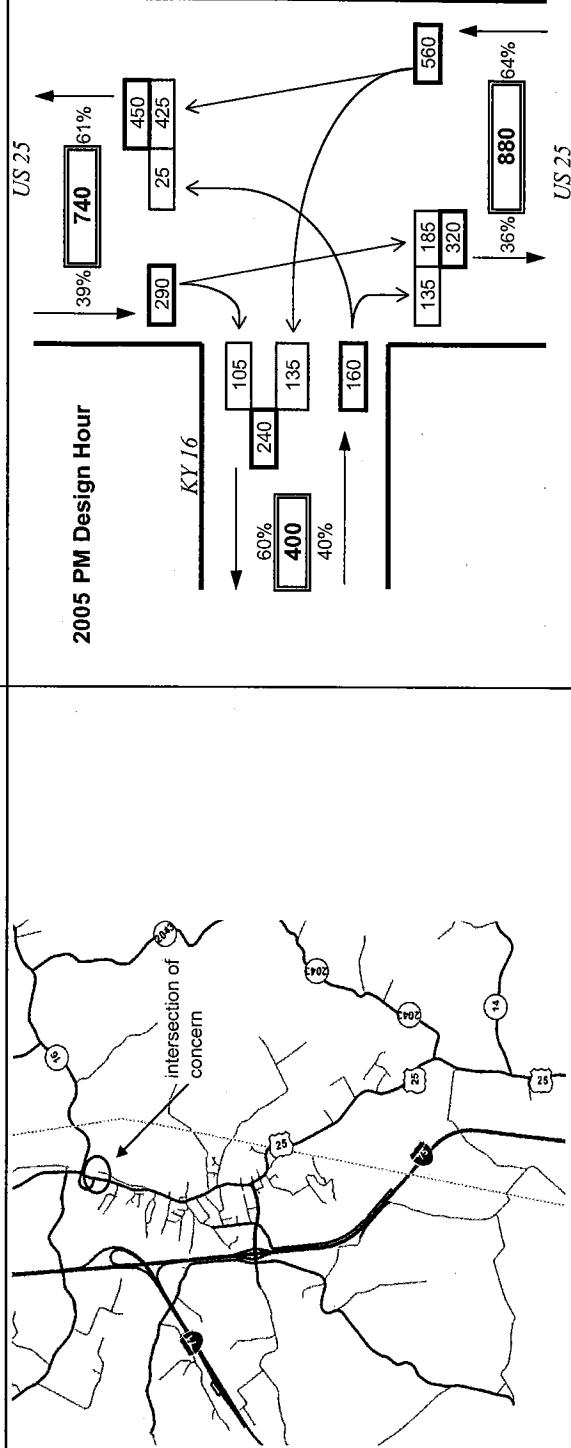
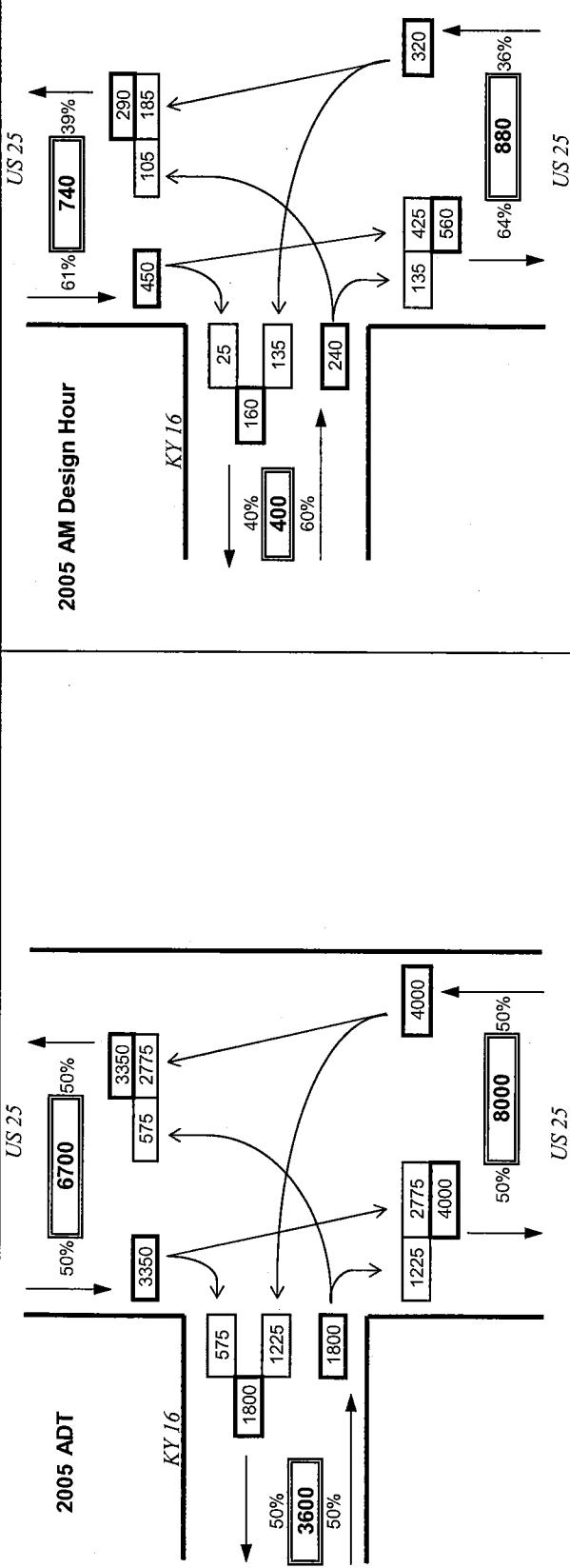
**Boone and Kenton Counties
Mary Grubbs Extension
Vicinity Map**



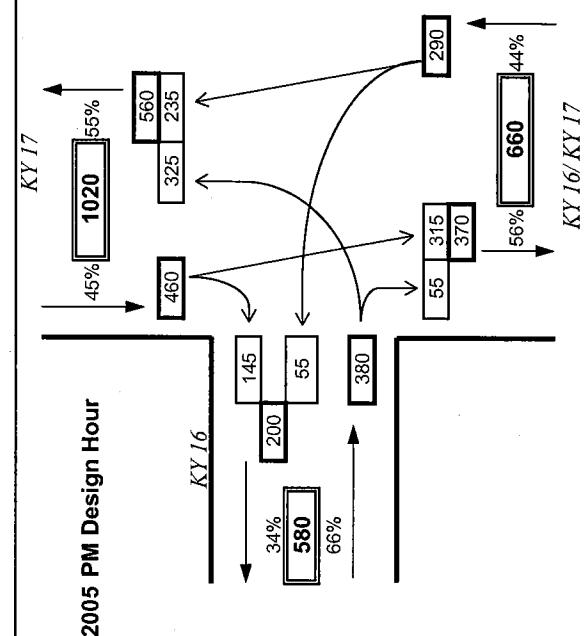
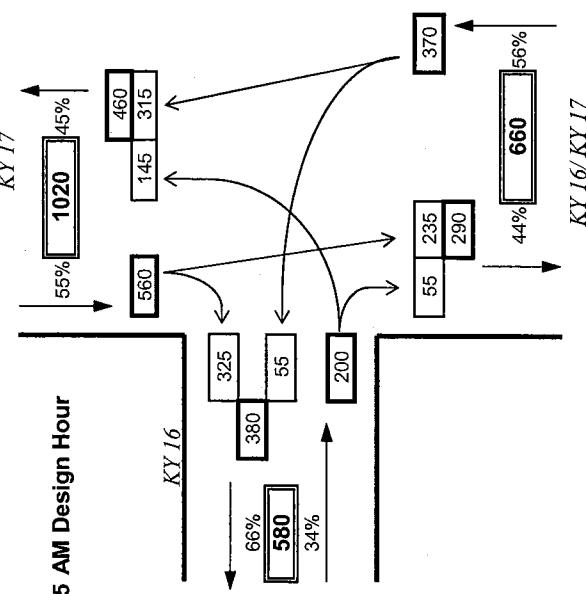
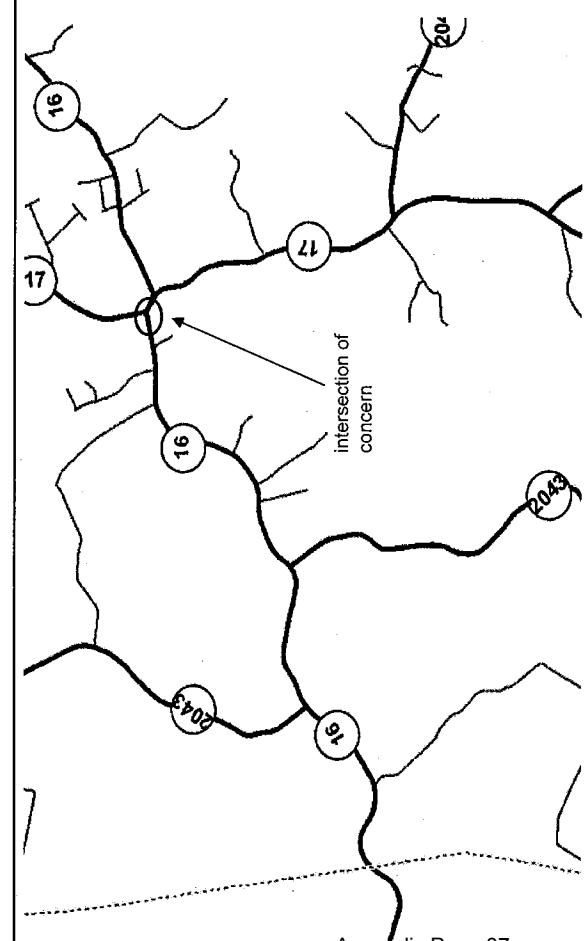
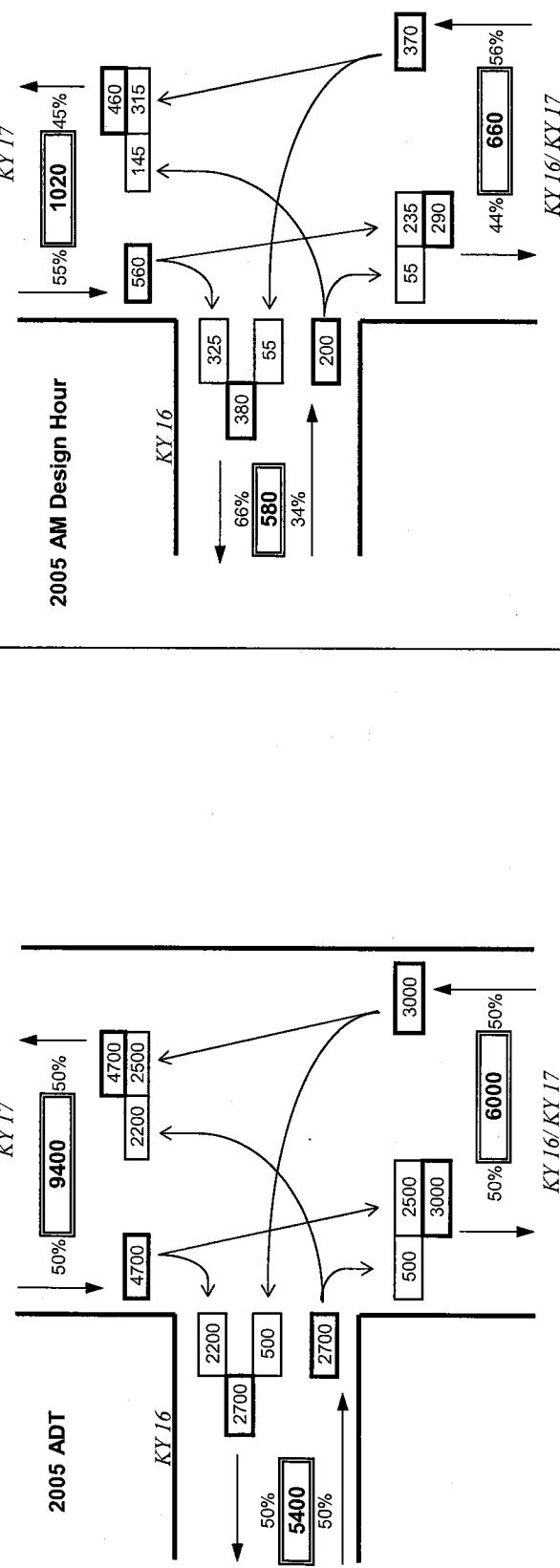
PROJECT : Boone and Kenton Counties, Mary Grubbs Highway
ITEM NUMBER :
MARS NUMBER :
DATE : 7/22/2005
ANALYST : Kong Ee
SCENARIO : 2005 ADT and Design Hour Volumes
INTERSECTION : KY 14 at US 25 (TM1; No Build)



PROJECT	:	Boone and Kenton Counties, Mary Grubbs Highway
ITEM NUMBER	:	
MARS NUMBER	:	
DATE	:	7/22/2005
ANALYST	:	Kong Ee
SCENARIO	:	2005 ADT and Design Hour Volumes
INTERSECTION	:	KY 16 at US 25 (TM2; No Build)



PROJECT	: Boone and Kenton Counties, Mary Grubbs Highway
ITEM NUMBER	:
MARS NUMBER	:
DATE	: 7/22/2005
ANALYST	: Kong Ee
SCENARIO	: 2005 ADT and Design Hour Volumes
INTERSECTION	: KY 16 at KY 17 (TM3; No Build)



PROJECT : Boone and Kenton Counties, Mary Grubbs Highway

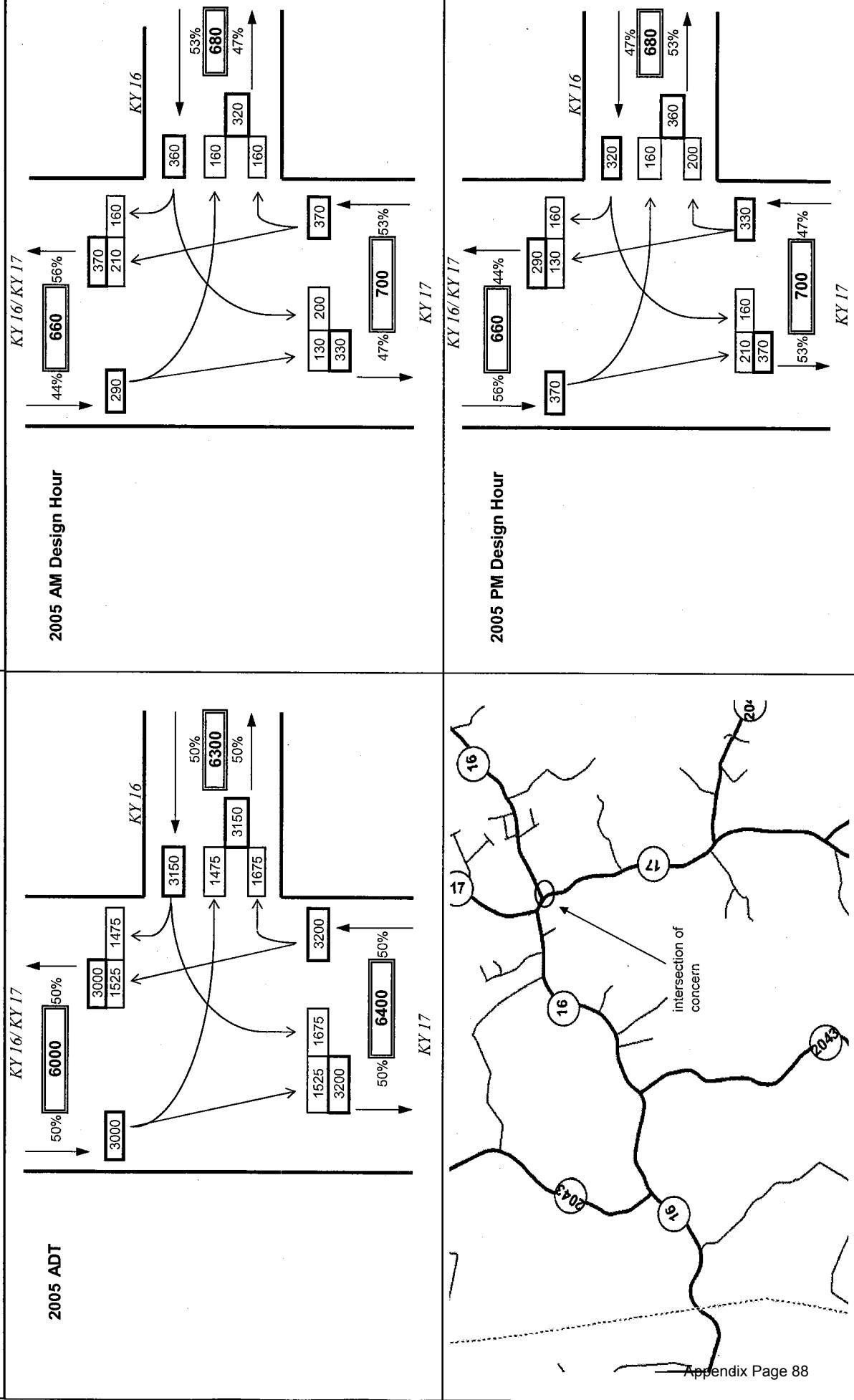
ITEM NUMBER : MARS NUMBER :

DATE : 7/22/2005

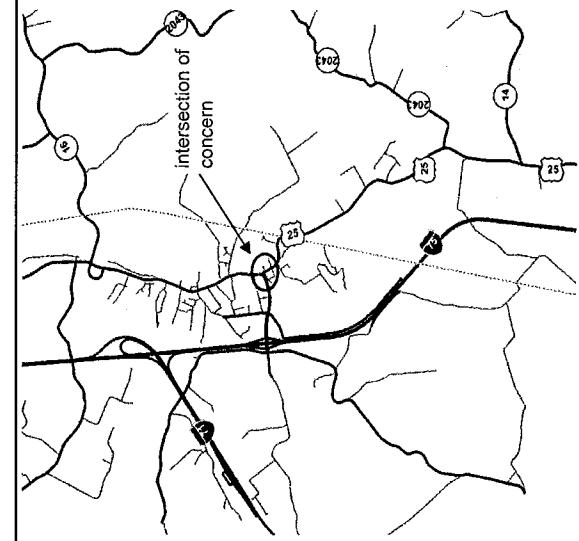
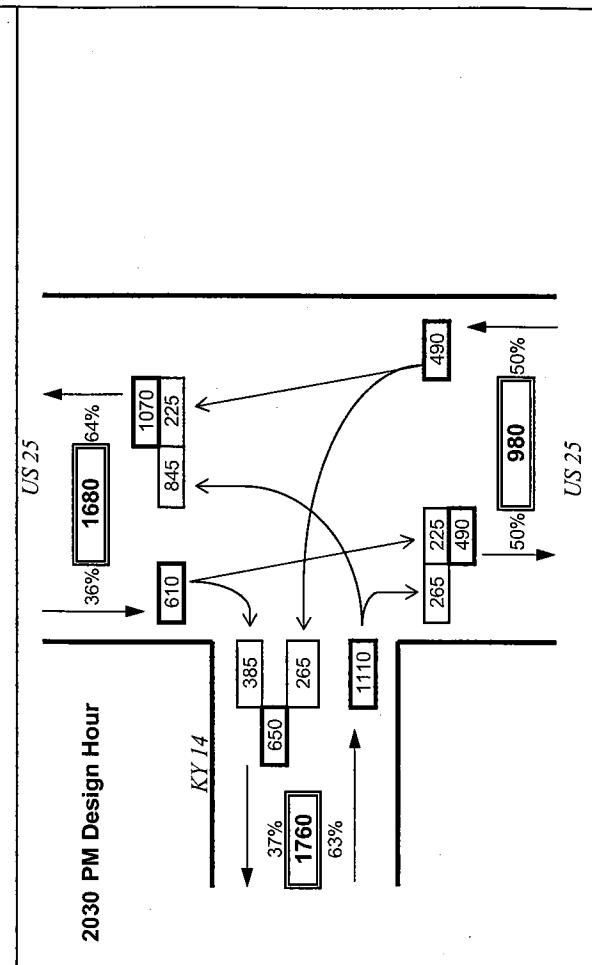
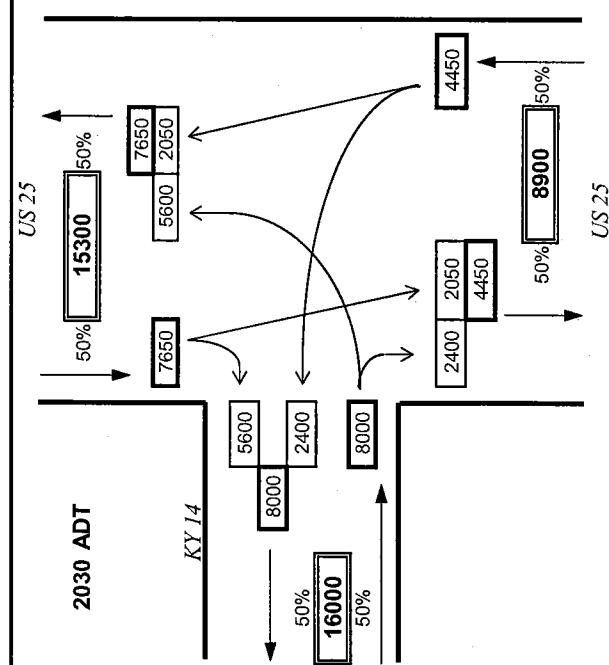
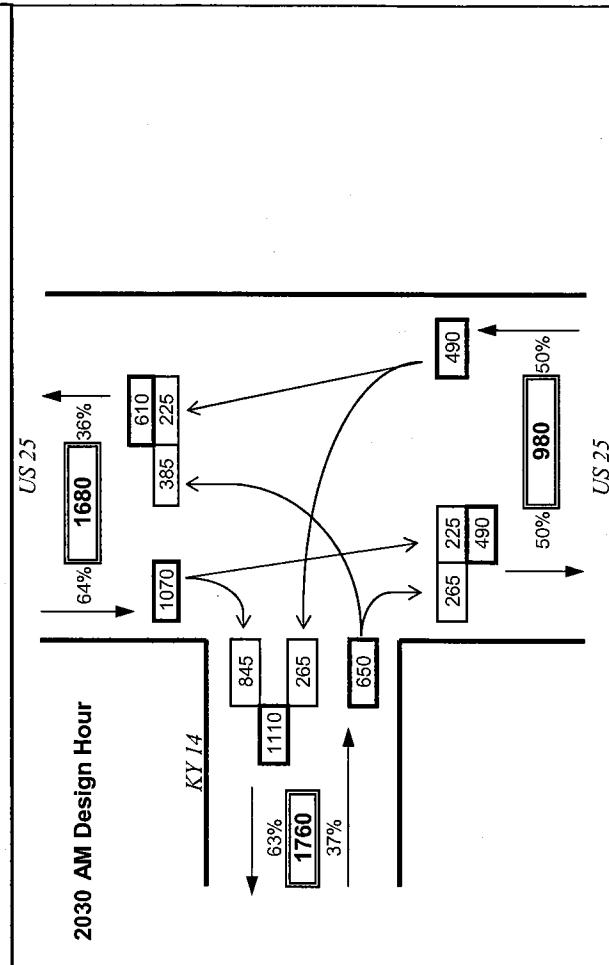
ANALYST : Kong Ee

SCENARIO : 2005 ADT and Design Hour Volumes

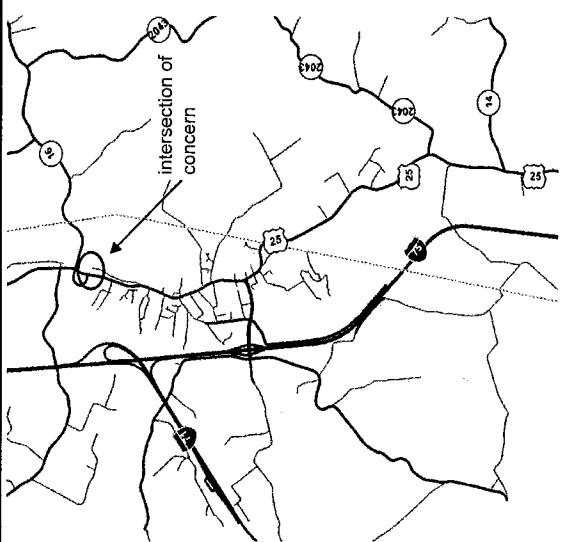
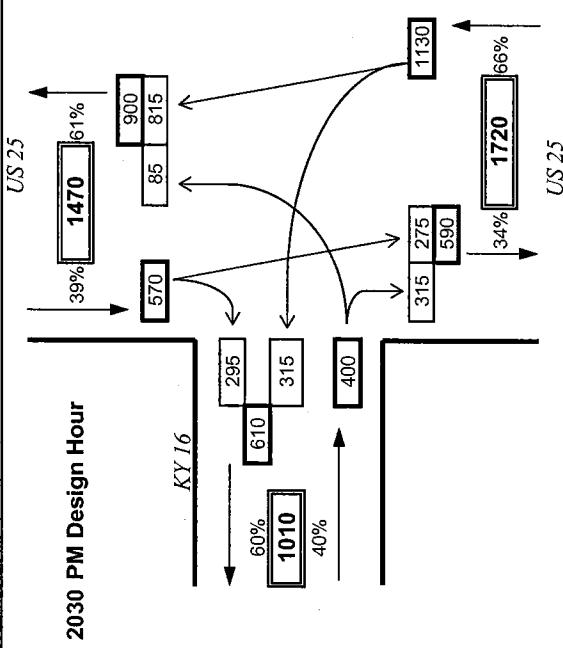
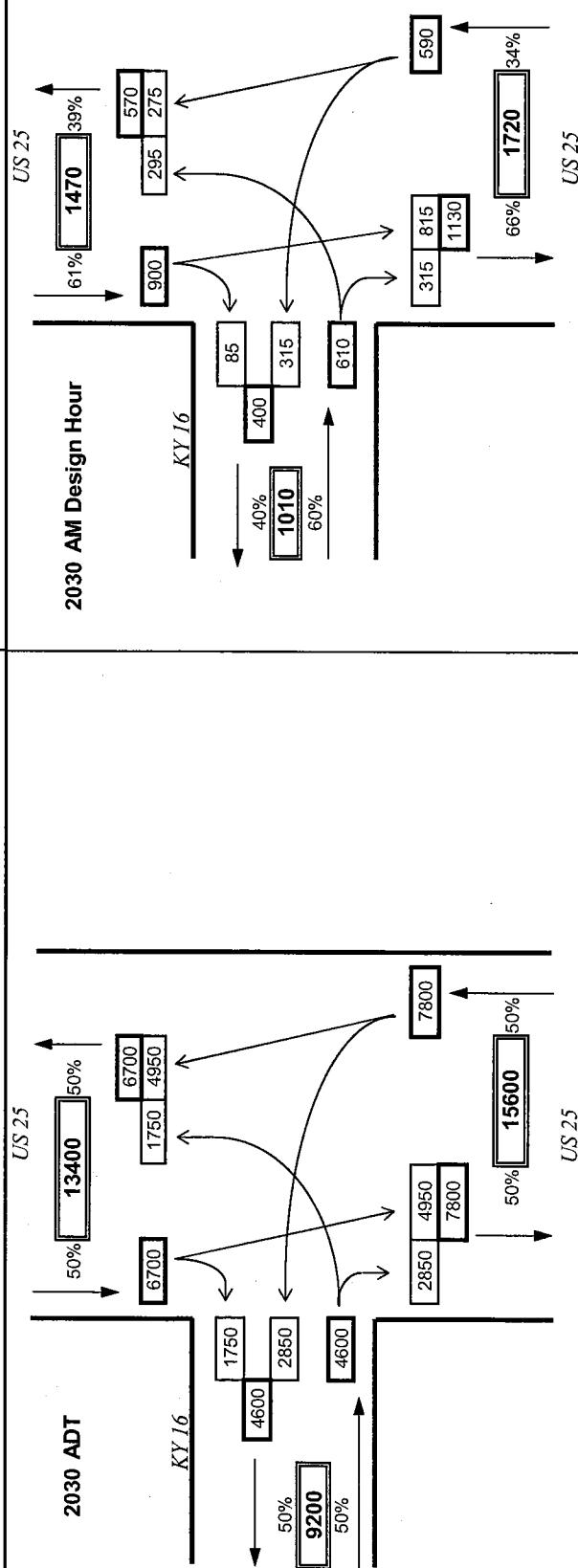
INTERSECTION : KY 16 at KY 17 (TM4; No Build)



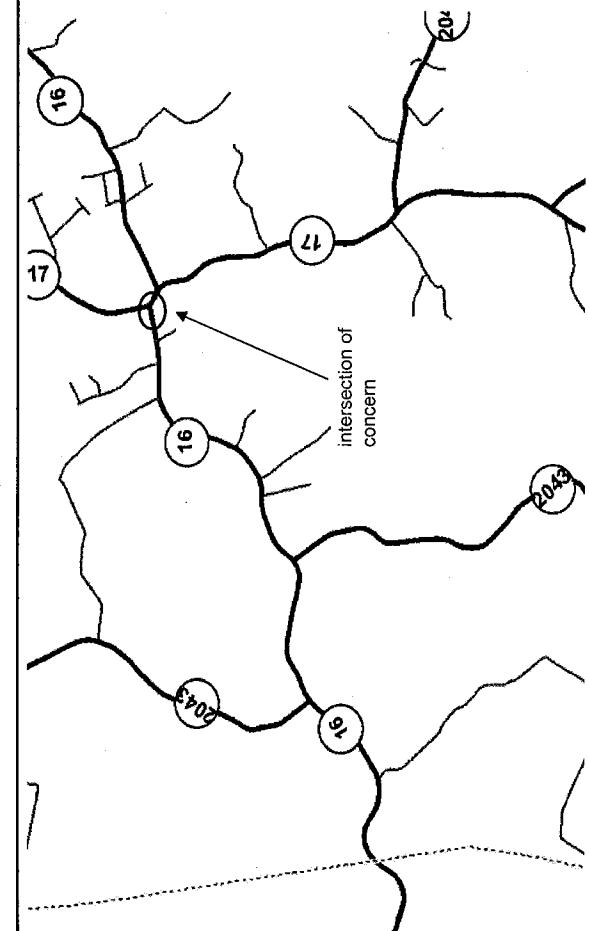
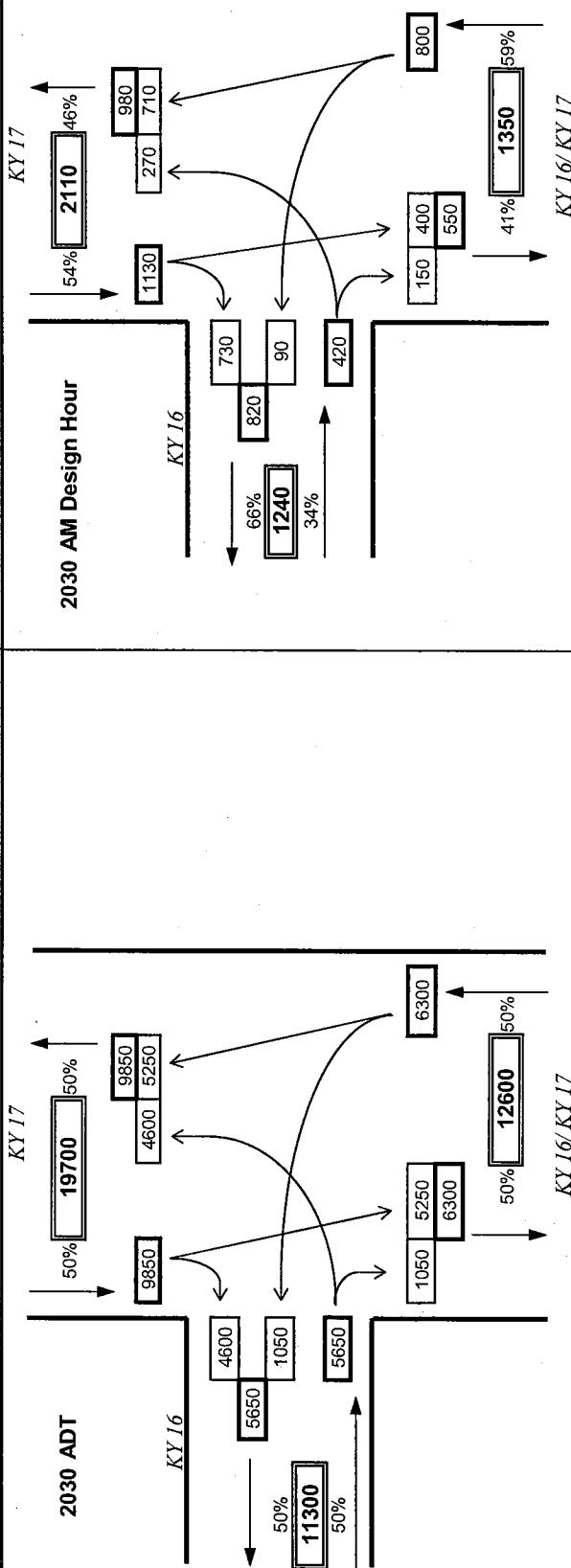
PROJECT : Boone and Kenton Counties, Mary Grubbs Highway
 ITEM NUMBER :
 MARS NUMBER :
 DATE : 7/25/2005
 ANALYST : Kong Ee
 SCENARIO : 2030 ADT and Design Hour Volumes
 INTERSECTION : KY 14 at US 25 (TM1; No Build)



PROJECT : Boone and Kenton Counties, Mary Grubbs Highway
 ITEM NUMBER :
 MARS NUMBER :
 DATE : 7/22/2005
 ANALYST : Kong Ee
 SCENARIO : 2030 ADT and Design Hour Volumes
 INTERSECTION : KY 16 at US 25 (TM2; No Build)



PROJECT : Boone and Kenton Counties, Mary Grubbs Highway
ITEM NUMBER :
MARS NUMBER :
DATE : 7/22/2005
ANALYST : Kong Ee
SCENARIO : 2030 ADT and Design Hour Volumes
INTERSECTION : KY 16 at KY 17 (TM3; No Build)



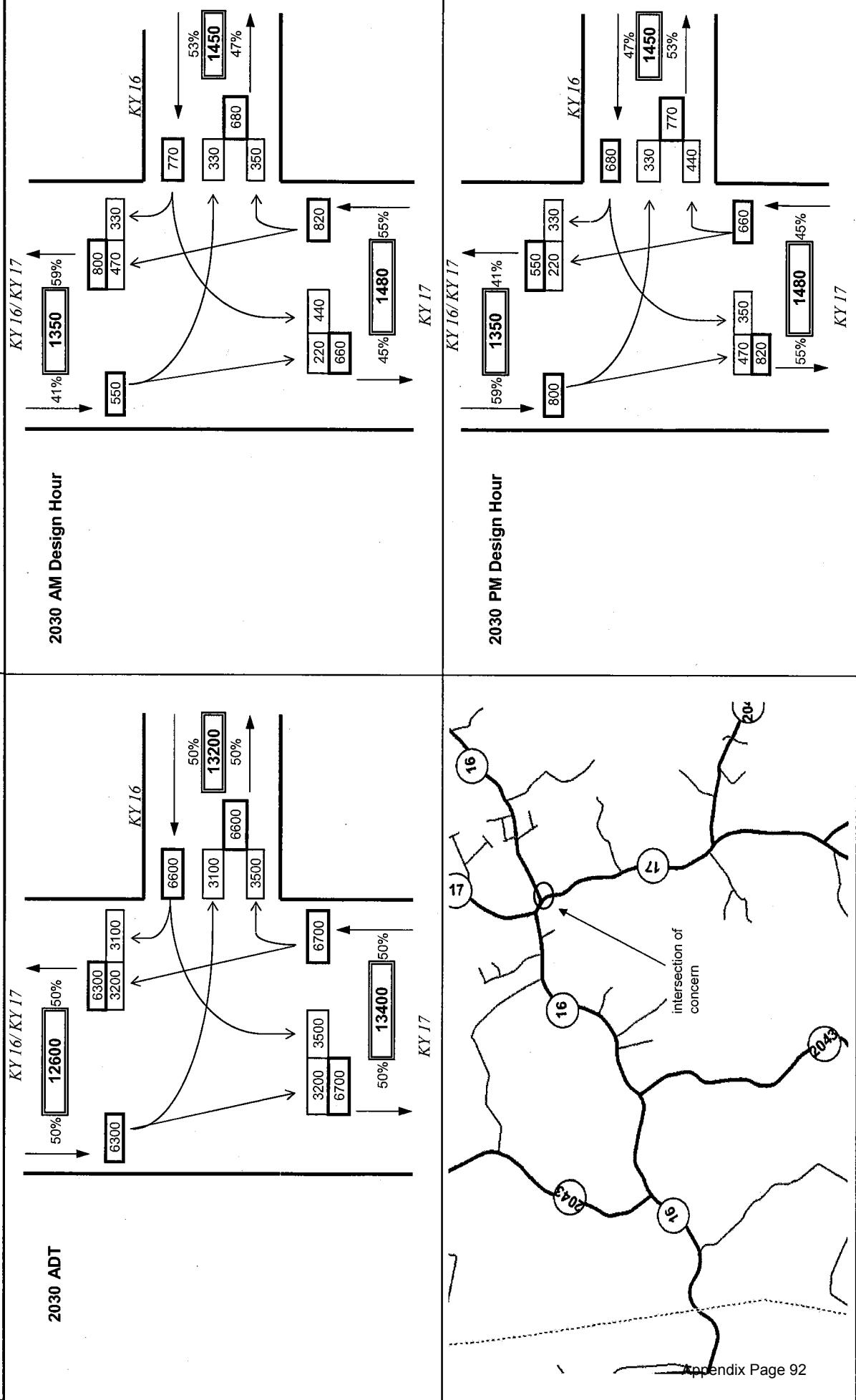
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PROJECT : Boone and Kenton Counties, Mary Grubbs Highway

ITEM NUMBER : 6201

MARS NUMBER : 7/22/2005
DATE : 7/22/2005
ANALYST : Kong Ee

SCENARIO : 2030 ADT and Design Hour Volumes
INTERSECTION : KY 16 at KY 17 (TM4; No Build)

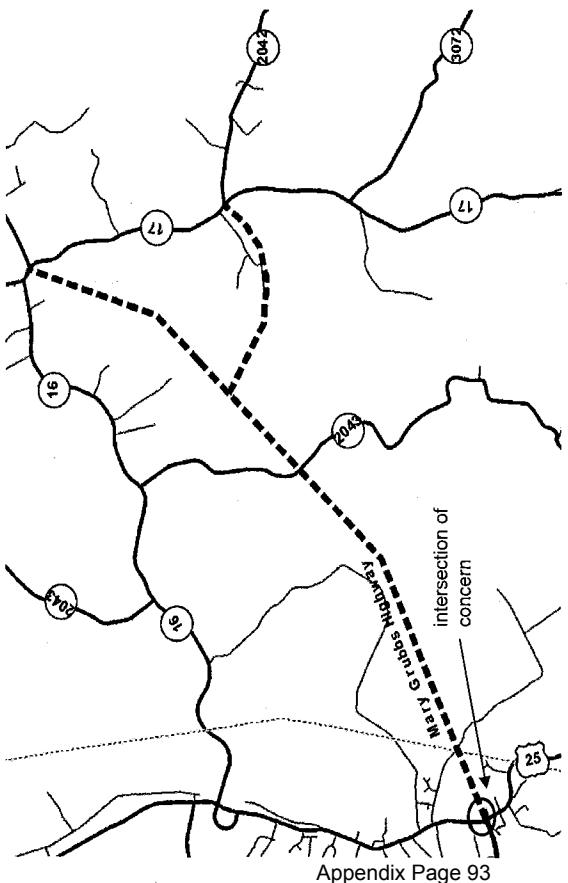
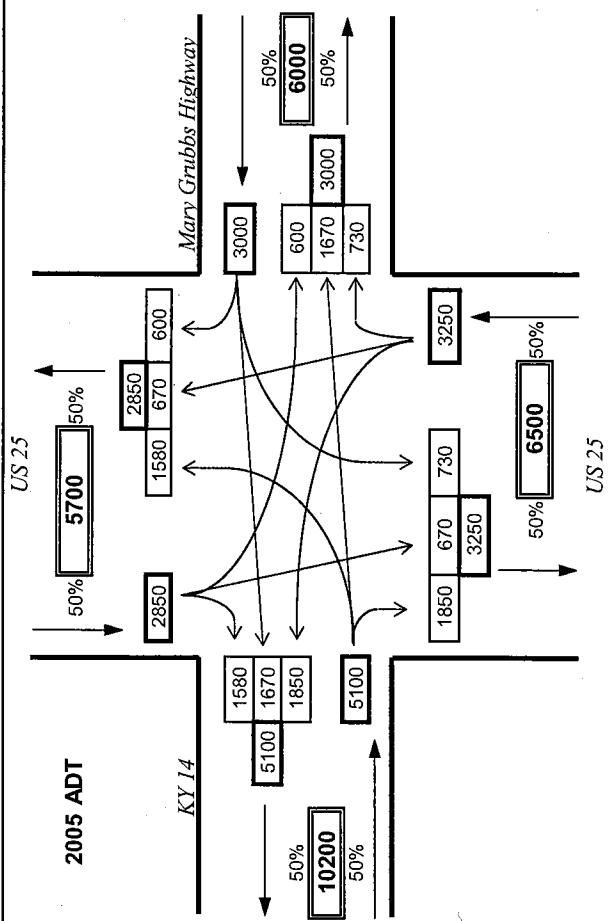


PROJECT: Boone and Kenton Counties, Mary Grubbs Highway
ITEM NUMBER:

ITEM NUMBER:
MARS NUMBER:
DATE: 7/22/2005
ANALYST: Kana E

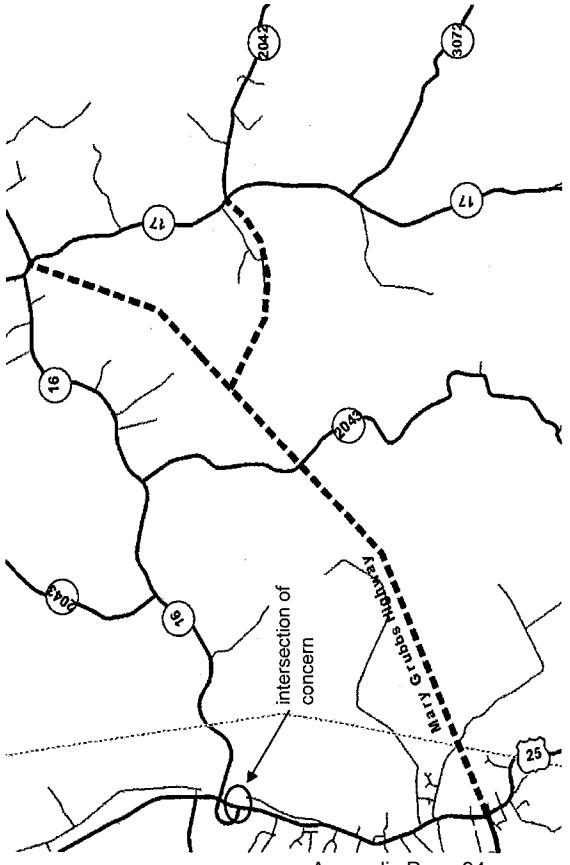
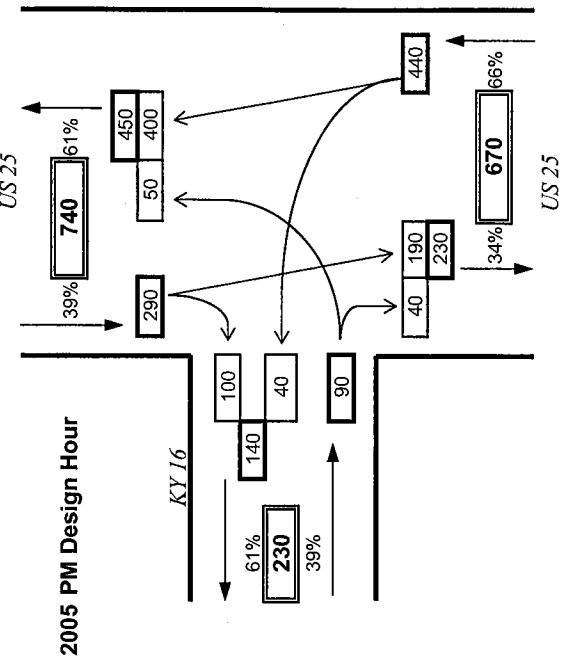
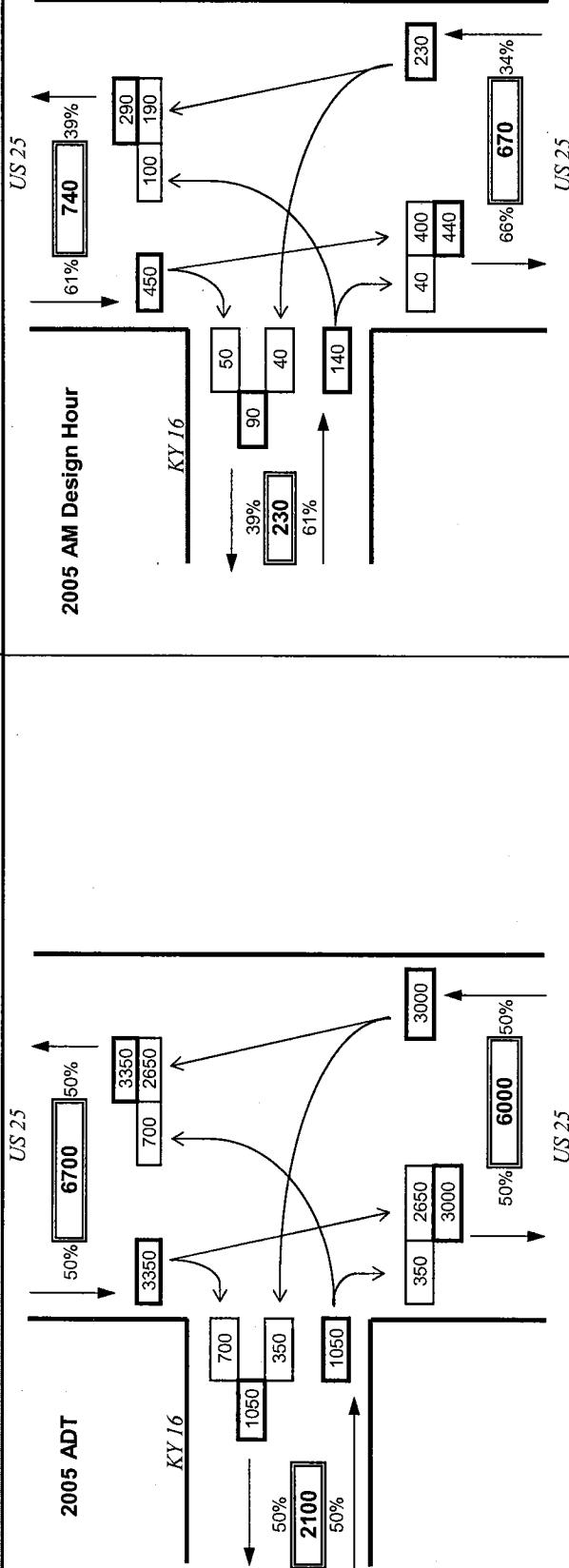
ANALYST: S.I. Kong, E.E.
SCENARIO: 2005 ADT and Design Hour Volumes
INTERSECTION: US 25 at KY 14/Mary Grubbs Highway

INTERSECTION: US 25 at KY 14/ Mary Grubbs Highway (TM1; Build)

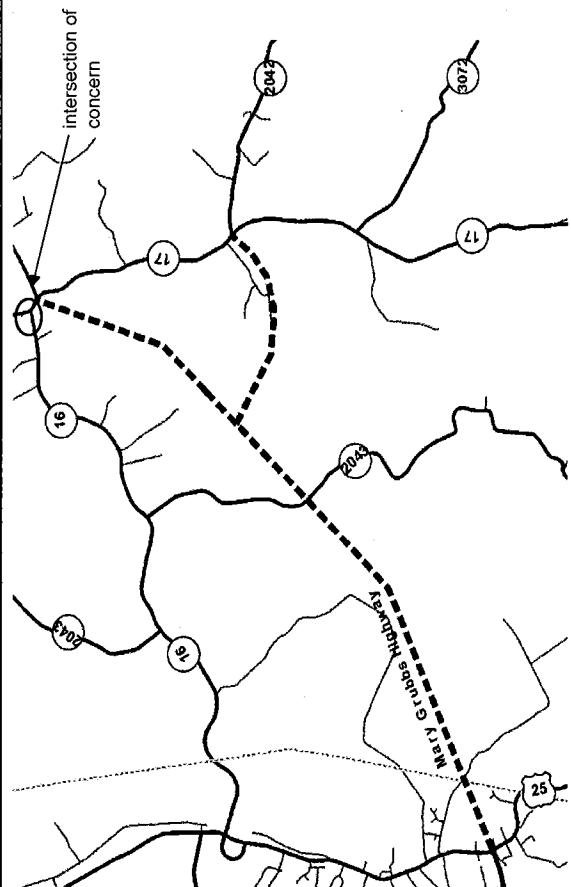
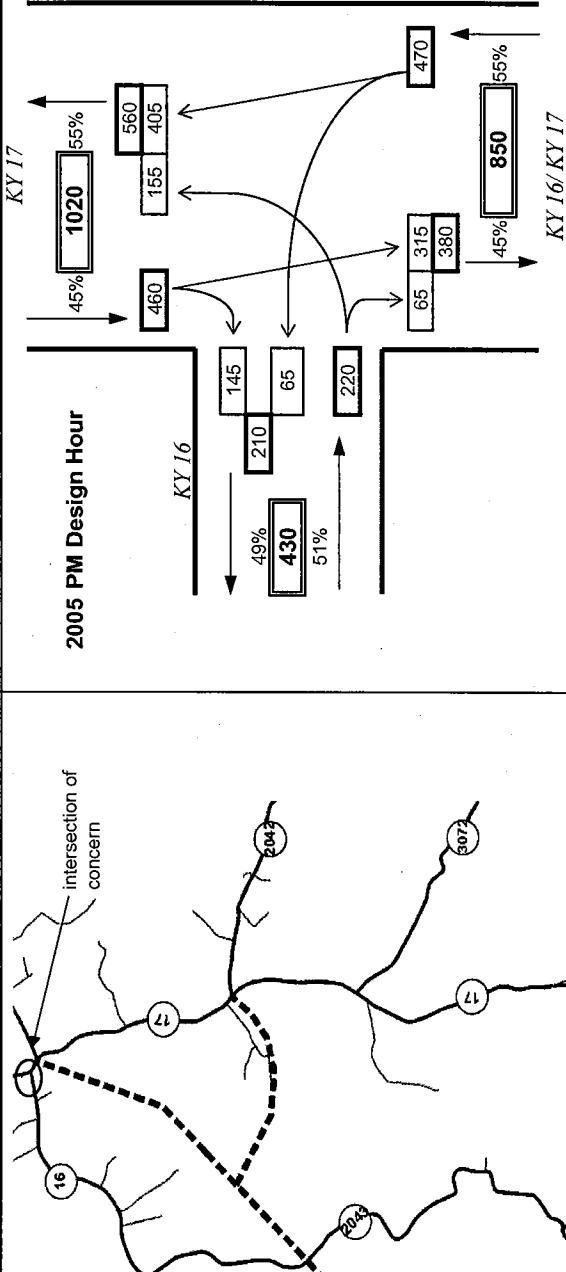
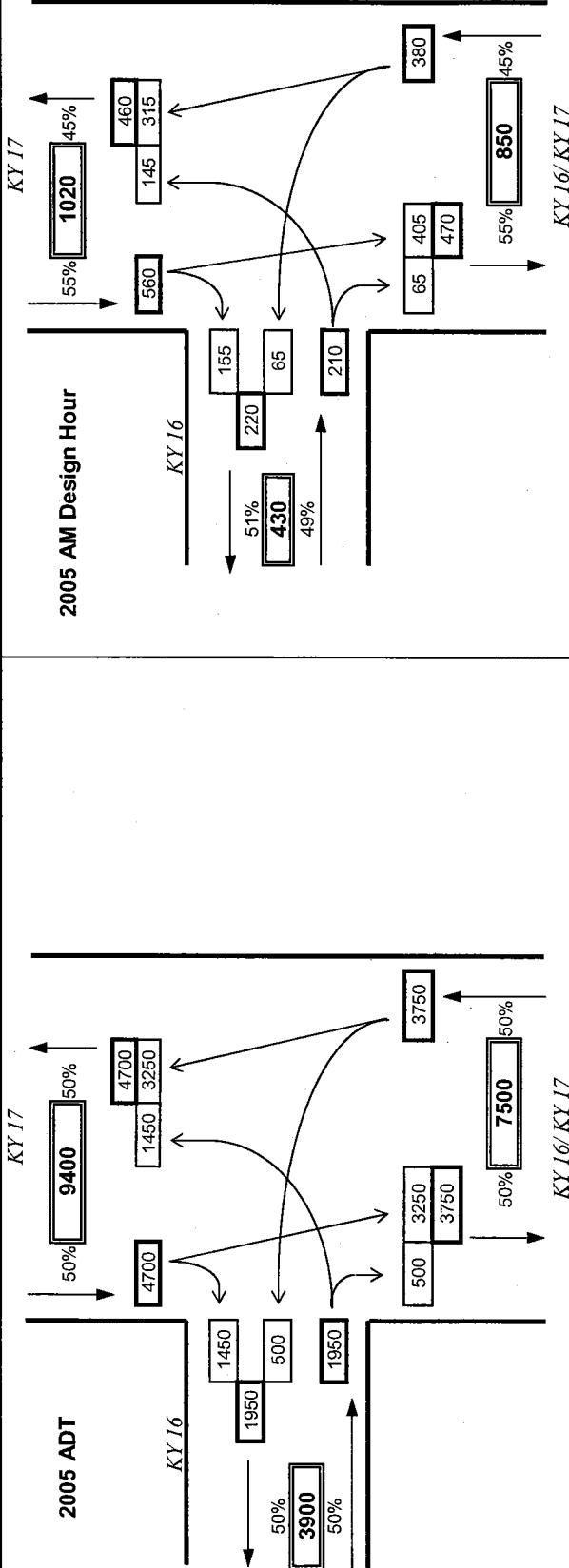


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PROJECT	:	Boone and Kenton Counties, Mary Grubbs Highway
ITEM NUMBER	:	
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DATE	:	7/22/2005
ANALYST	:	Kong Ee
SCENARIO	:	2005 ADT and Design Hour Volumes
INTERSECTION	:	KY 16 at US 25 (TM2; Build)



PROJECT : Boone and Kenton Counties, Mary Grubbs Highway
 ITEM NUMBER :
 MARS NUMBER :
 DATE : 7/22/2005
 ANALYST : Kong Ee
 SCENARIO : 2005 ADT and Design Hour Volumes
 INTERSECTION : KY 16 at KY 17 (TM3; Build)



PROJECT: Boone and Kenton Counties, Mary Grubbs Highway

ITEM NUMBER:

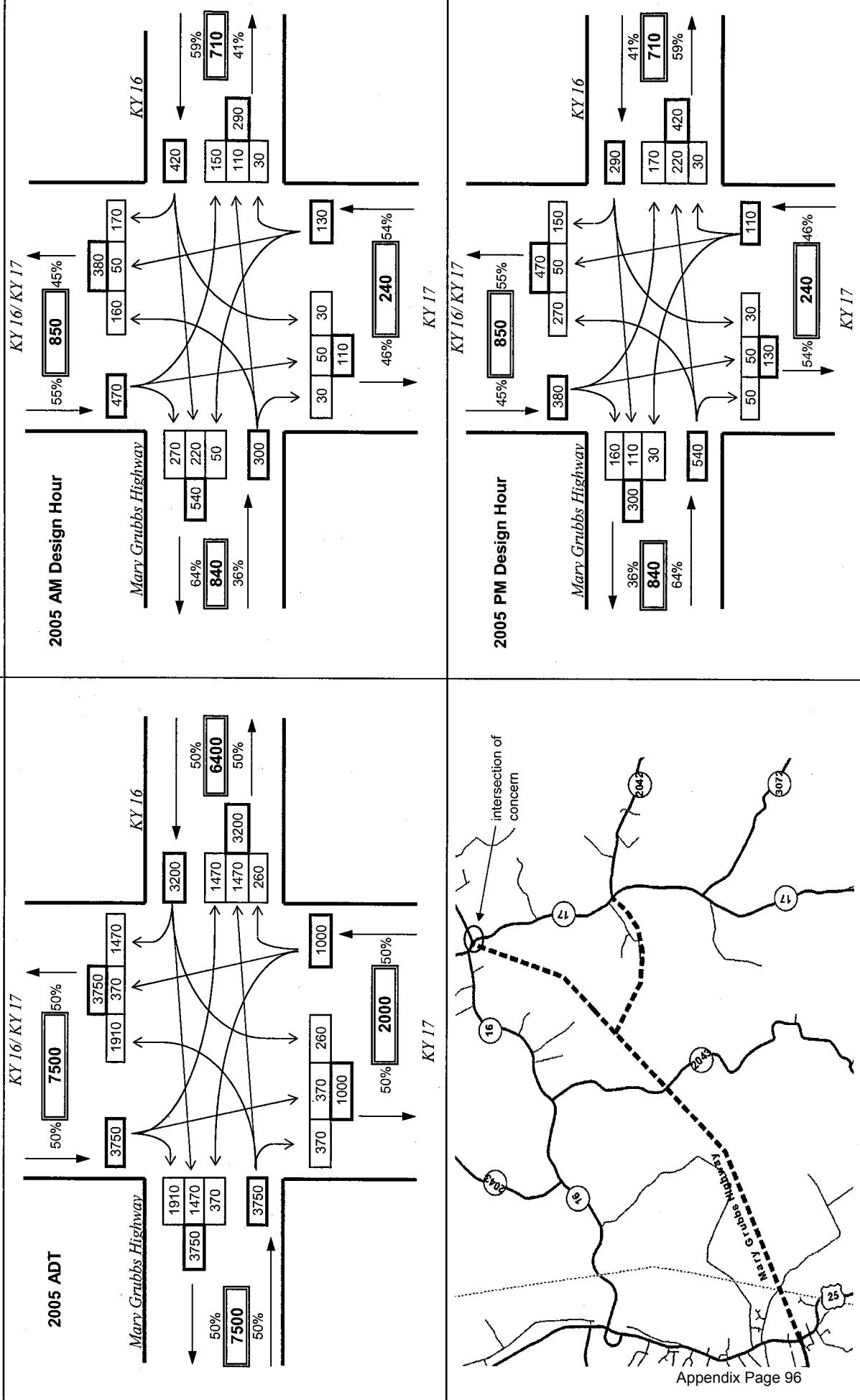
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DATE: 7/22/2005

ANALYST: Kong Ee

SCENARIO: 2005 ADT and Design Hour Volumes

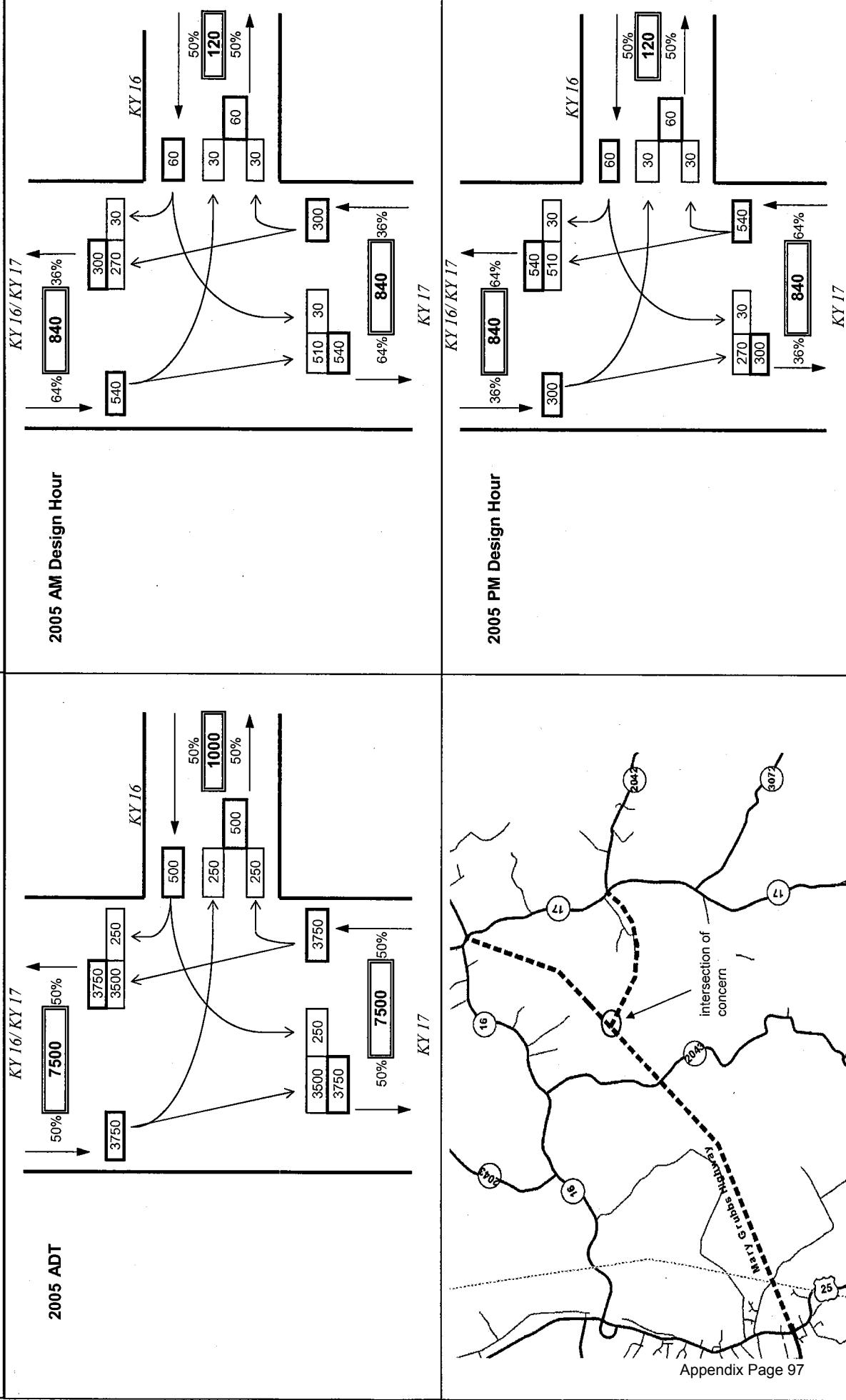
INTERSECTION: KY 16 at KY 17/ Mary Grubbs Highway (TM4; Build)



PROJECT : Boone and Kenton Counties, Mary Grubbs Highway

10

PROJECT	:	Boone and
ITEM NUMBER	:	
MARS NUMBER	:	
DATE	:	7/22/2005
ANALYST	:	Kong Ee
SCENARIO	:	2005 ADT
INTERSECTION	:	Mary Grub



PROJECT: Boone and Kenton Counties, Mary Grubbs Highway

ITEM NUMBER:

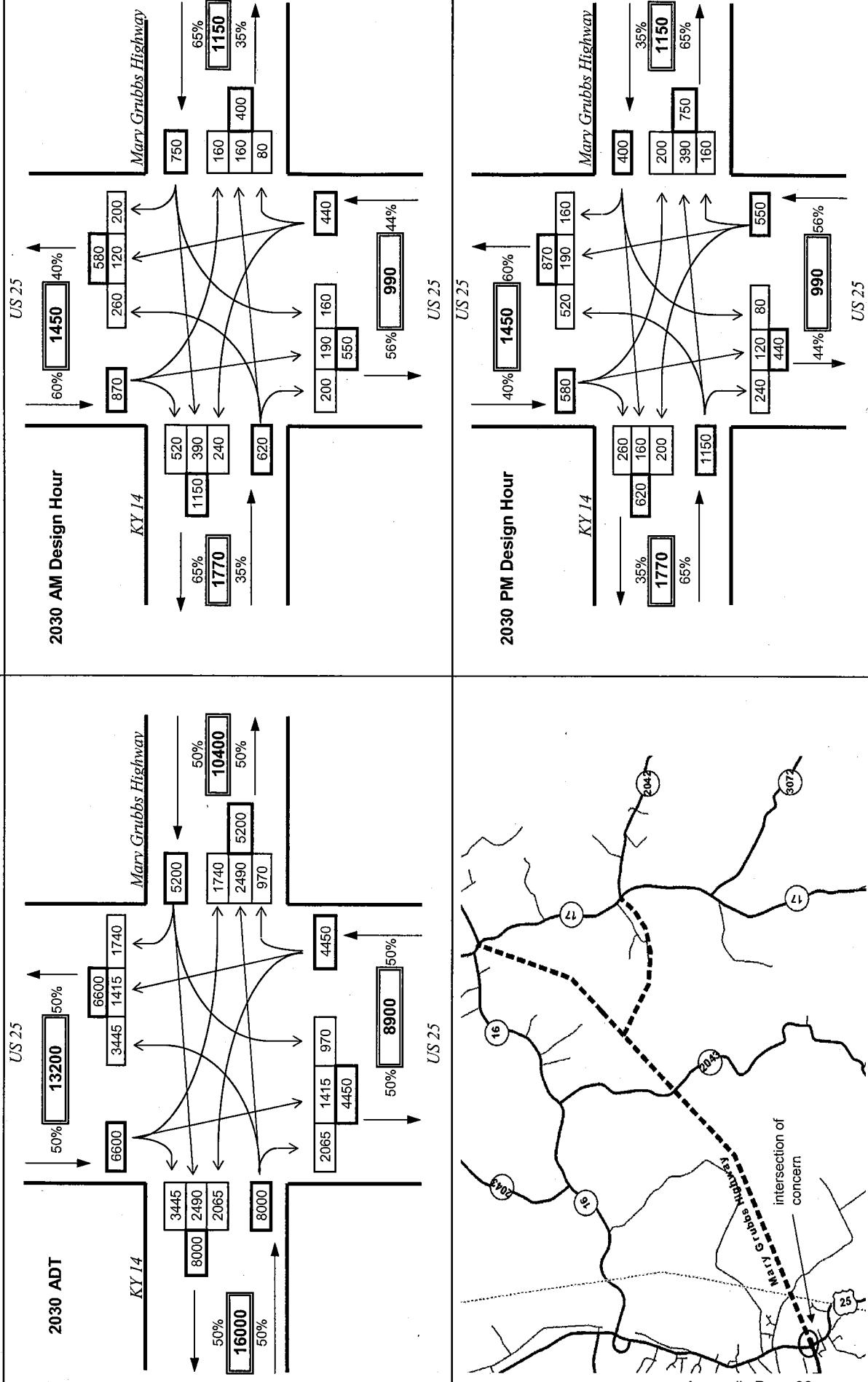
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DATE: 7/22/2005

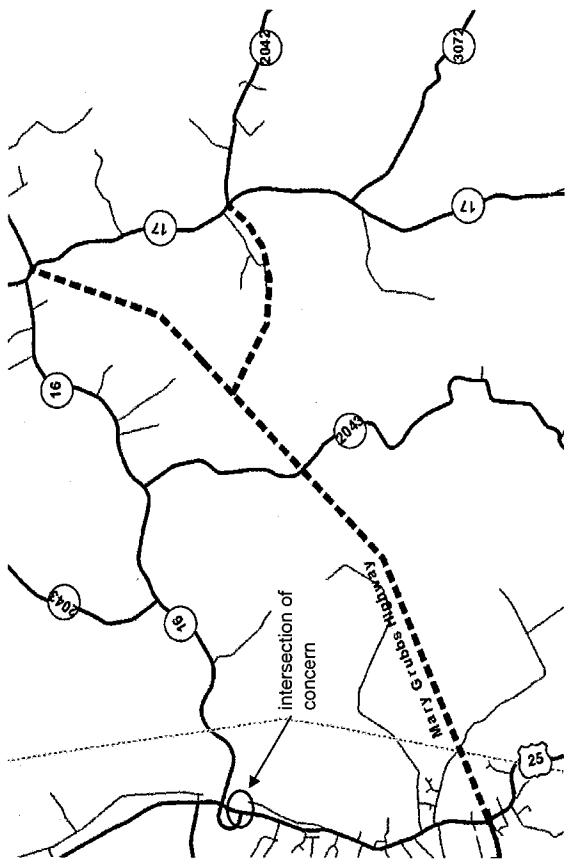
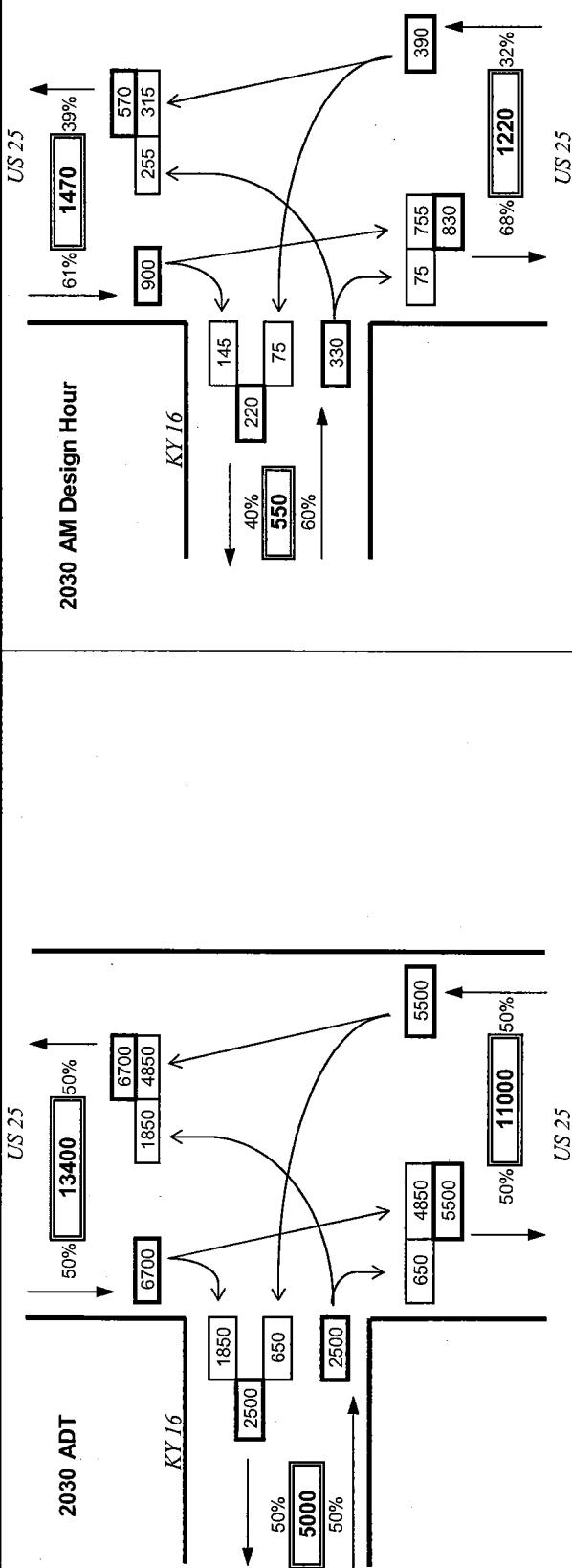
ANALYST: Kong Ee

SCENARIO: 2030 ADT and Design Hour Volumes

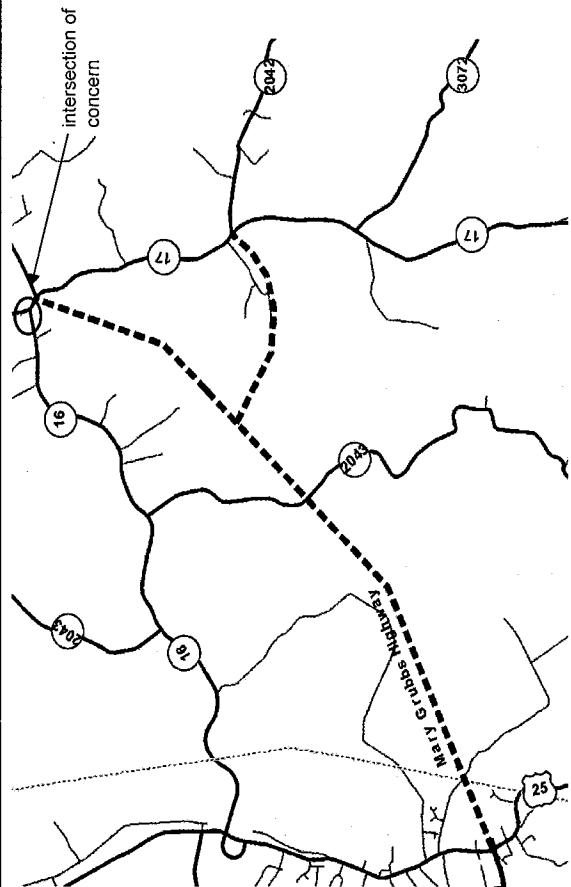
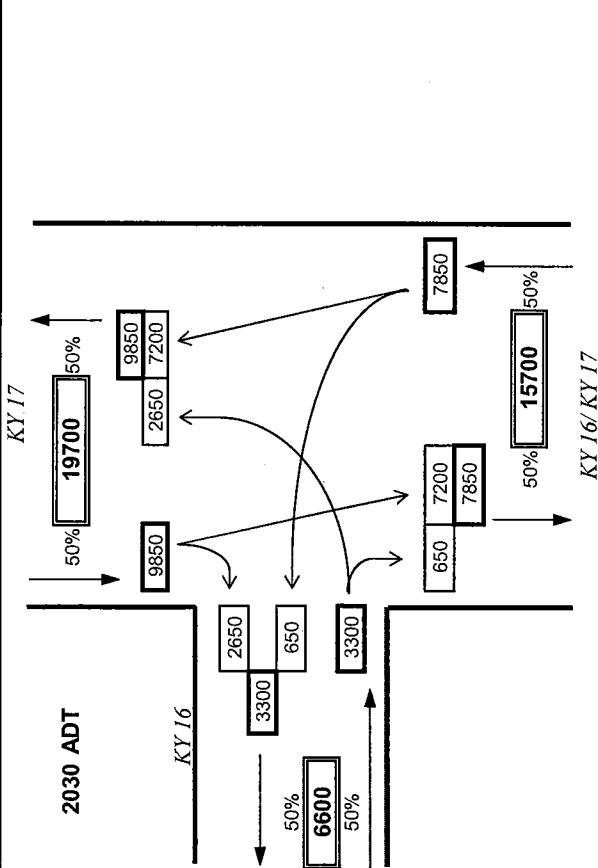
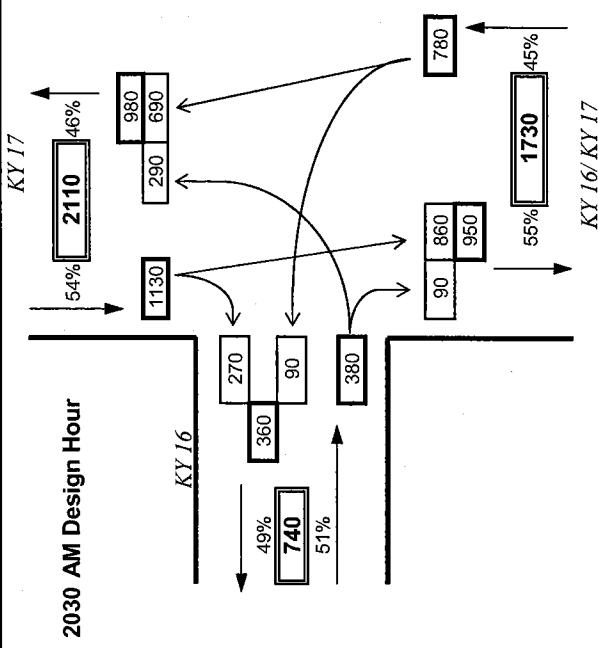
INTERSECTION: US 25 at KY 14/ Mary Grubbs Highway (TM1; Build)



PROJECT : Boone and Kenton Counties, Mary Grubbs Highway
 ITEM NUMBER :
 MARS NUMBER :
 DATE : 7/22/2005
 ANALYST : Kong Ee
 SCENARIO : 2030 ADT and Design Hour Volumes
 INTERSECTION : KY 16 at US 25 (TM2; Build)



PROJECT : Boone and Kenton Counties, Mary Grubbs Highway
 ITEM NUMBER :
 MARS NUMBER :
 DATE : 7/22/2005
 ANALYST : Kong Ee
 SCENARIO : 2030 ADT and Design Hour Volumes
 INTERSECTION : KY 16 at KY 17 (TM3; Build)



PROJECT: Boone and Kenton Counties, Mary Grubbs Highway

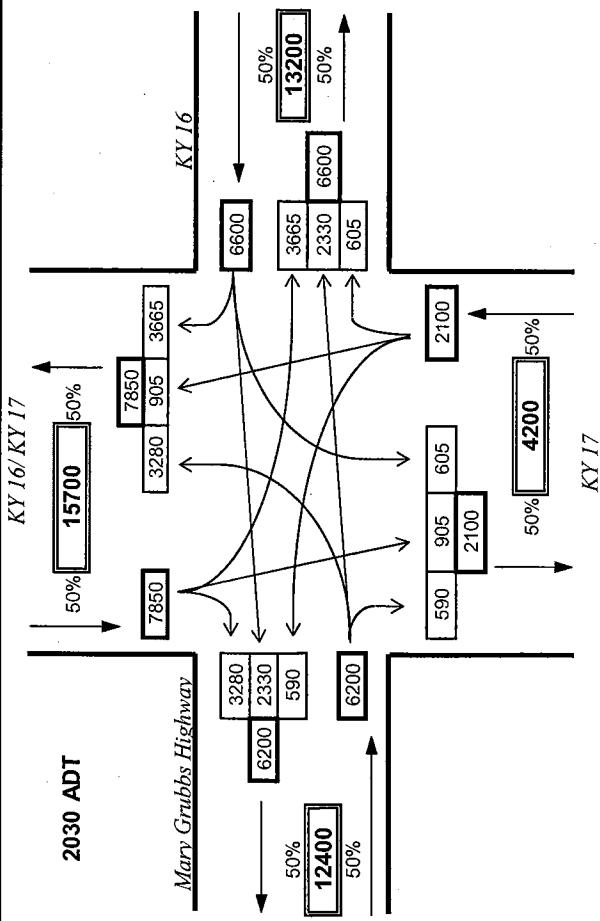
ITEM NUMBER:

MARS NUMBER:

DATE: 7/22/2005

ANALYST: Kong Ee

SCENARIO: 2030 ADT and Design Hour Volumes
INTERSECTION: KY 16 at KY 17/ Mary Grubbs Highway (TM4; Build)





DIV OF PLANNING

2005 OCT -3 A 11:46

Ohio • Kentucky • Indiana
Regional Council of Governments

September 30, 2005

Ms. Annette Coffey, P.E.
Director, Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, MC 5-1
Frankfort, Kentucky 40622

RE: Mary Grubbs Highway Traffic Forecast

Dear Ms. Coffey:

Attached are traffic forecasts for the three alternatives for the extension of Mary Grubbs Highway in Boone and Kenton counties as requested in your letter dated August 29, 2005. The figures represent daily volumes for 2005 no-build, 2005 build, 2030 no-build and 2030 build scenarios. The forecasts were developed through application of the OKI Travel Demand Model version 6.3.

If you have any questions please feel free contact me.

Sincerely,

Robert W. Koehler

Robert W. Koehler, P.E.
Director of Transportation Planning

RWK/rmb
Enclosures

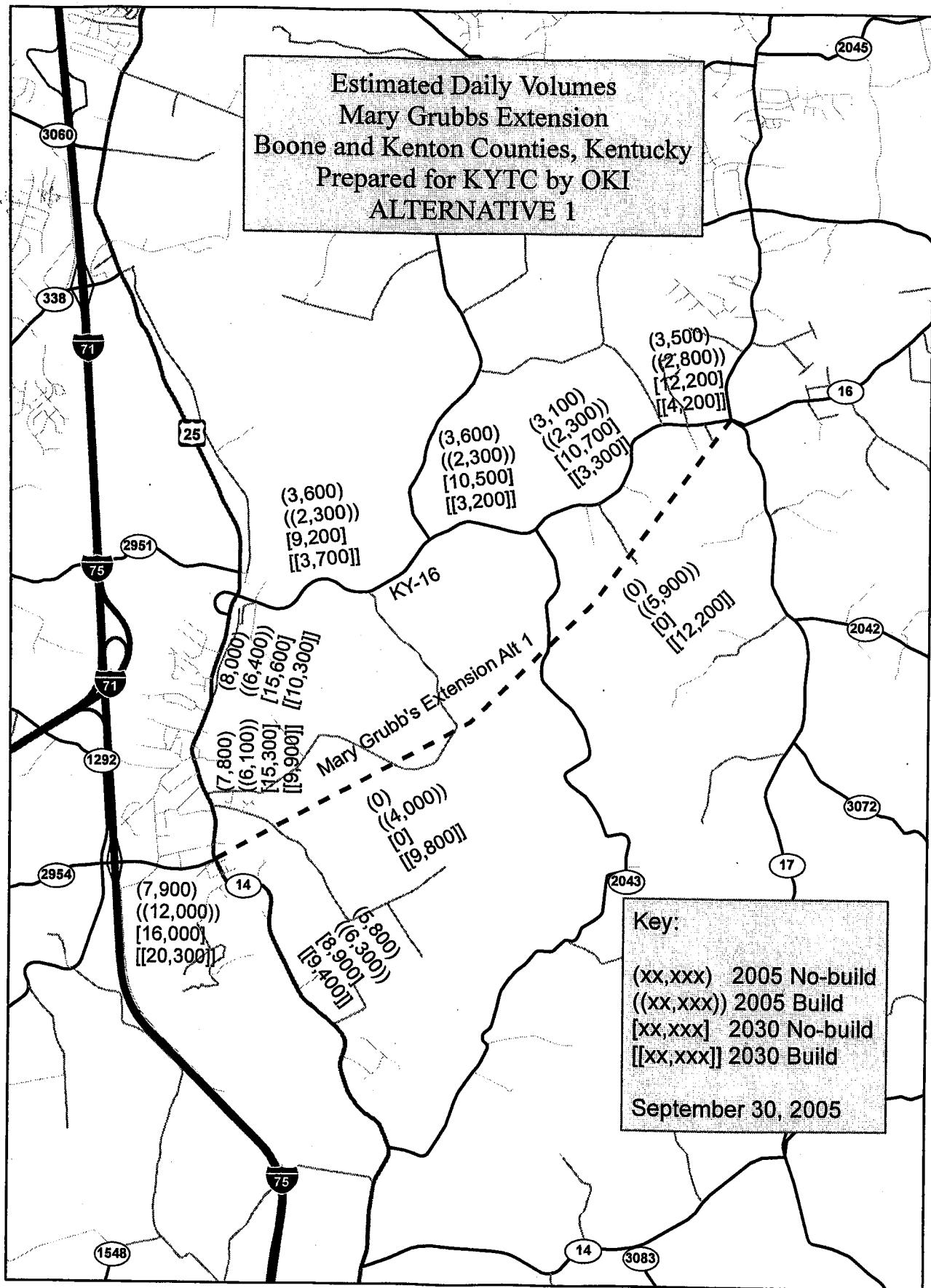
Gary W. Moore
President

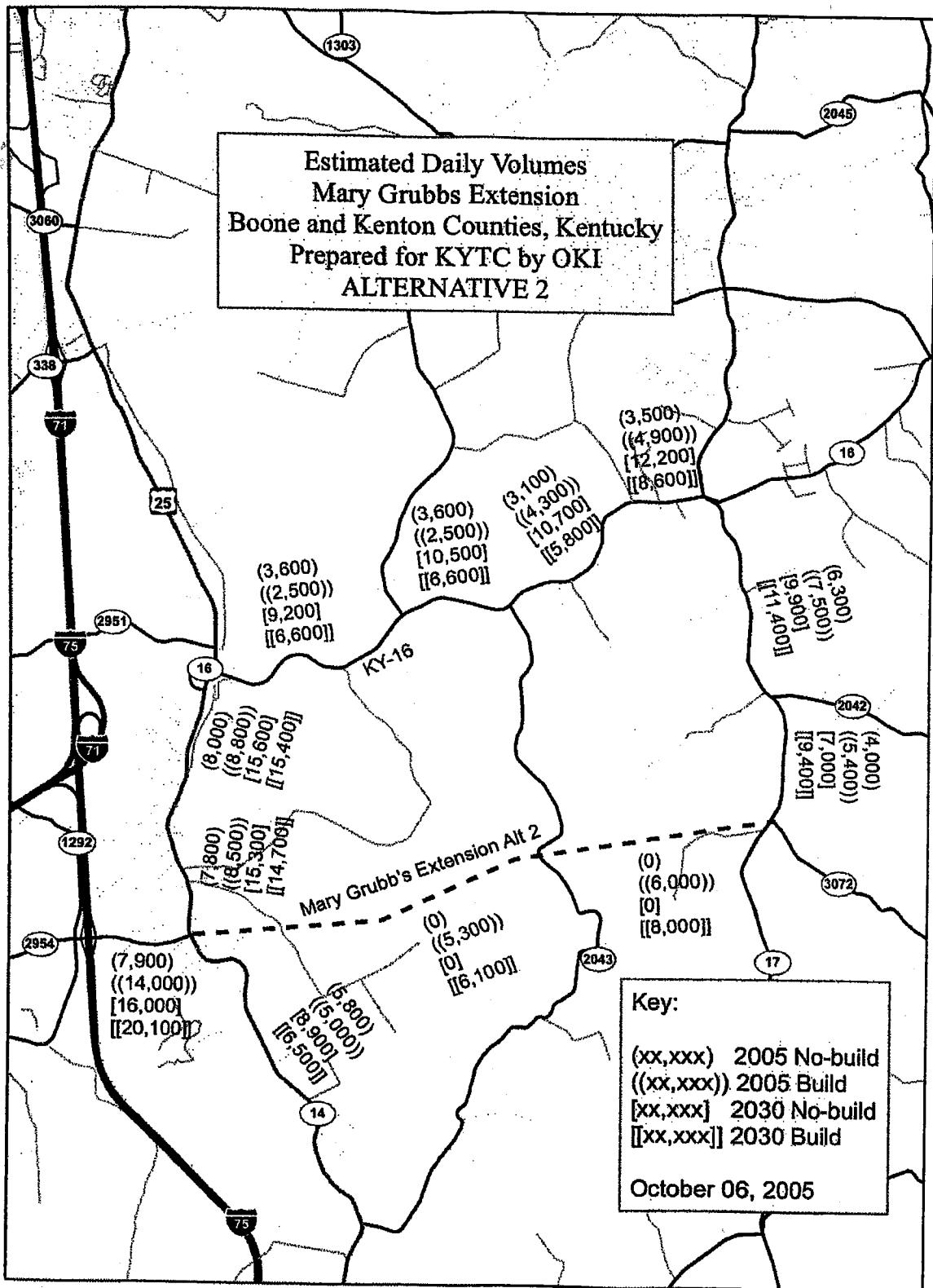
Mark R. Policinski
Executive Director

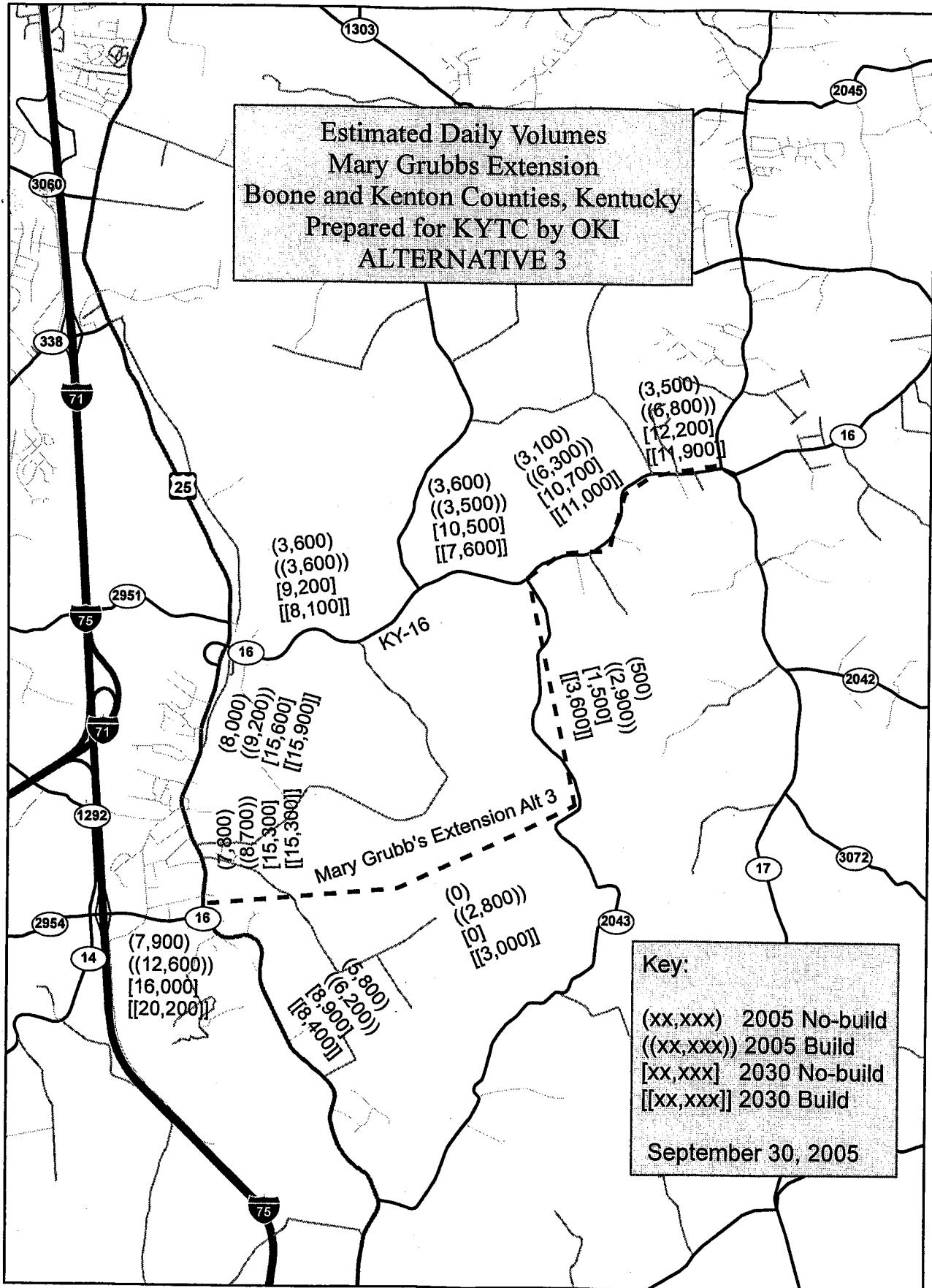
C: (TRANSMISSION STAFF) DBOB/MaryGrubbs@citylink.net

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Estimated Daily Volumes
Mary Grubbs Extension
Boone and Kenton Counties, Kentucky
Prepared for KYTC by OKI
ALTERNATIVE 1





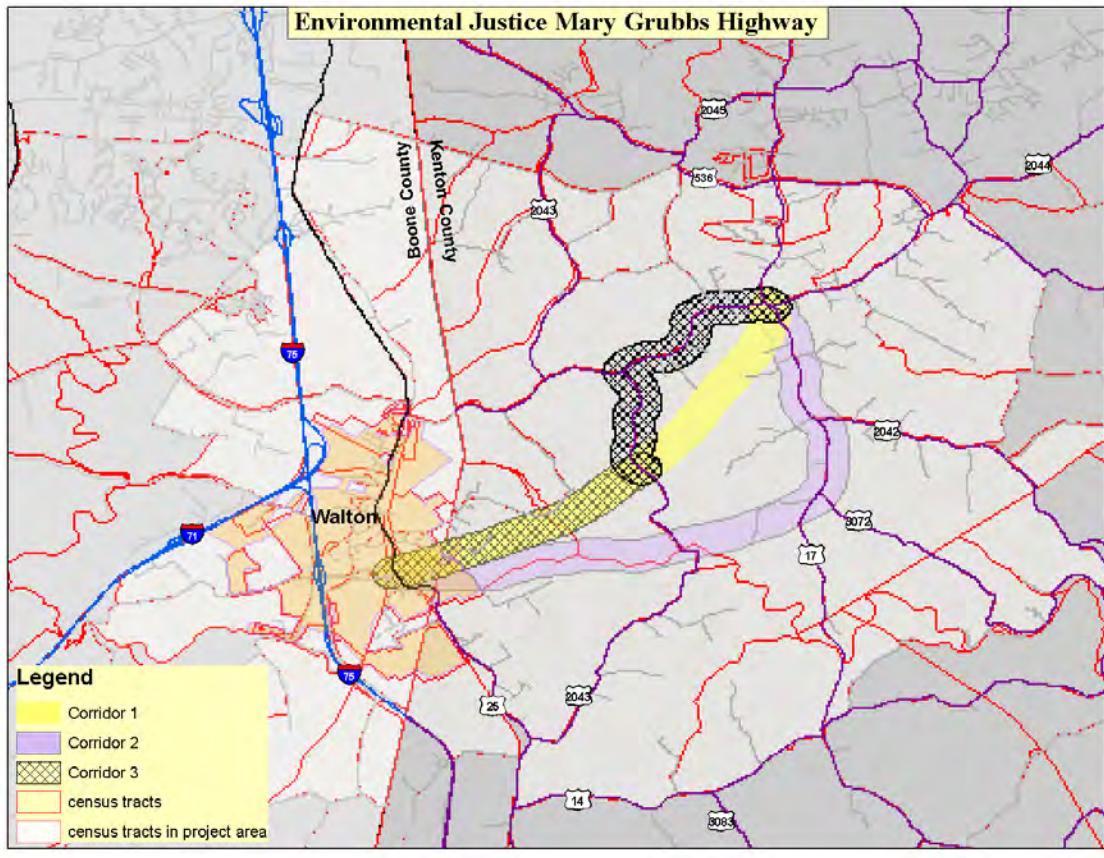


Appendix D

Environmental Justice

Mary Grubbs Highway (KY 14)

Kenton and Boone Counties, Kentucky



Environmental Justice & Community Impact Report

Prepared by:
Northern Kentucky Area Development District
22 Spiral Drive
Florence, KY 41042
Phone: (859) 283-1885
Casey Grady, Transportation Planner

1. INTRODUCTION

The following Environmental Justice report is an assessment of community demographics and characteristics related to a defined study area for the proposed construction of a new route for Mary Grubbs Highway (KY 14) in Boone and Kenton Counties.

The study area is composed primarily of residential land. Statistical data from the U.S. Census Bureau's 2000 Census is provided to display population by race (**% Population non-white**), population by age (**% population under 19, % population 19-64, % population over 64**), population by poverty (**All individuals for whom poverty status is determined; Number; Below poverty level**), and disabled population (**% disabled population based on : Total disabilities tallied for the civilian noninstitutionalized population 5 years and over with disabilities: Total disabilities tallied**) for the United States of America, the State of Kentucky, Boone County, Kenton County, census tracts 706.03 and 706.04 in Boone County, census tracts 636.05, 637.01 and 637.02 in Kenton County and all Block Groups from the aforementioned census tracts when available. Two groups of census tracts were chosen to encompass all surrounding areas; the surrounding area was broken into two groups. The two groups are as follows: 1) census tracts directly in study area and 2) census tracts not directly in study area but bordering the census tracts that are directly in study area. Appendix 2 contains census data, the highlighted rows are census tracts containing the study area. The remaining census tracts that are not highlighted represent the bordering census tracts with direct contact to the study area census tracts.

Resources used during the compilation of this report include, but are not limited to the following: the U.S. Census Bureau, Kentucky State Data Center, Kentucky Transportation Cabinet, local elected officials, community leaders, and field observations of the study area. The information and results included herein are intended to assist the Kentucky Transportation Cabinet in making informed and prudent transportation decisions with respect to the study area, particularly with regard to the requirements of Executive Order 12898¹, to ensure equal environmental protection to all groups potentially impacted by this project.

2. WHAT IS ENVIRONMENTAL JUSTICE?

The U.S. EPA Office of Environmental Justice (EJ) defines EJ as:

“The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation

¹ Executive Order 12898 signed on February 11, 1994 states “...each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations...”

and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socio-economic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local and tribal programs and policies.”

A disproportionately high and adverse effect on a minority or low-income population means an adverse effect that:

1. is predominately borne by a minority population and/or low-income population, or
2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

3. DEFINITIONS

USDOT Order 5610.2 on EJ, issued in the April 15, 1997 Federal Register defines what constitutes low income and minority populations.

- Low-Income is defined as a person whose median household income is at or below the U.S. Department of Health and Human Services poverty guidelines.
- Minority is defined as a person who is: (1) Black (a person having origins in any black racial groups of Africa); (2) Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); (3) Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or (4) American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).
- Low-Income Population is defined as any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant geographically dispersed/transient persons who will be similarly affected by a proposed DOT program, policy or activity.
- Minority Population is defined as any readily identifiable group of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed DOT program, policy or activity.

EO 12898 and USOT Order 5610.2 do not address consideration of the elderly population. However, the U.S. DOT encourages the study of these populations in EJ discussions and in accordance with EJ, Title VI of the Civil Rights Act of 1964 and the Kentucky Transportation Cabinet’s advocacy of inclusive public involvement and equal

treatment of all persons this report includes statistics for persons age 62 and over that are within the study and comparison areas.

4. METHODOLOGY

For this study, data was collected by using the method outlined by the KYTC document “Methodology for Assessing Potential Environmental Justice Concerns for KYTC Planning Studies”.

The primary sources of data used in the compilation of this report were the United States Census Bureau’s 2000 Census, the Kentucky State Data Center, local elected officials, community leaders, and field observations. Statistics were collected to present a detailed analysis of the community conditions for the study area.

5. CENSUS DATA ANALYSIS

The U.S. Census Bureau defines geographical units as:

- Census Tract (CT) – “A small, relatively permanent statistical subdivision of a county or statistically equivalent entity delineated for data presentation purposes by a local group of census data users or the geographic staff of a regional census center in accordance with Census Bureau guidelines. CTs generally contain between 1,000 and 8,000 people. CT boundaries are delineated with the intention of being stable over many decades, so they generally follow relatively permanent visible features. They may also follow governmental unit boundaries and other invisible features in some instances; the boundary of a state or county is always a census tract boundary.”
- Block Group (BG) - “A statistical subdivision of a CT. A BG consists of all tabulation blocks whose numbers begin with the same digit in a CT. BGs generally contain between 300 and 3,000 people, with an optimum size of 1,500 people.”
- Census Block (CB) – “An area bounded on all sides by visible and/or invisible features shown on a map prepared by the Census Bureau. A CB is the smallest geographic entity for which the Census Bureau tabulates decennial census data.”

The study and comparison area analysis includes percentages for minority, impoverished, disabled and elderly populations in the United States, Kentucky, Boone County, Kenton County, and Census Tracts and Block Groups located in and around the study area.

6. STUDY FINDINGS

This Environmental Justice and Community Impact Report is to be used as a component of a pre-design scoping study currently being conducted by the Kentucky Transportation Cabinet's Division of Planning for the proposed construction of a new route for KY 14, Mary Grubbs Highway. This study is intended to help define the location and purpose of the project and meet federal requirements regarding consideration of environmental issues as defined in the National Environmental Policy Act (NEPA).

Evaluation of the study area consisted of compiling and analyzing Census data for five (5) Tracts consisting of sixteen (16) Block Groups. Six (6) Block Groups directly intersect the study area. The Census Blocks Groups that directly intersect the study area are as follows:

Boone County

- Tract 0706.03 – Block Groups 3 & 4

Kenton County

- Tract 0636.05 – Block Groups 3 & 4
- Tract 0637.01 – Block Groups 1
- Tract 0637.02 – Block Groups 1

Comparative data from ten (10) Block Groups from afore mentioned census tracts were collected for areas surrounding the study area, having no direct intersection or inclusion in the area. This data includes the following Census divisions:

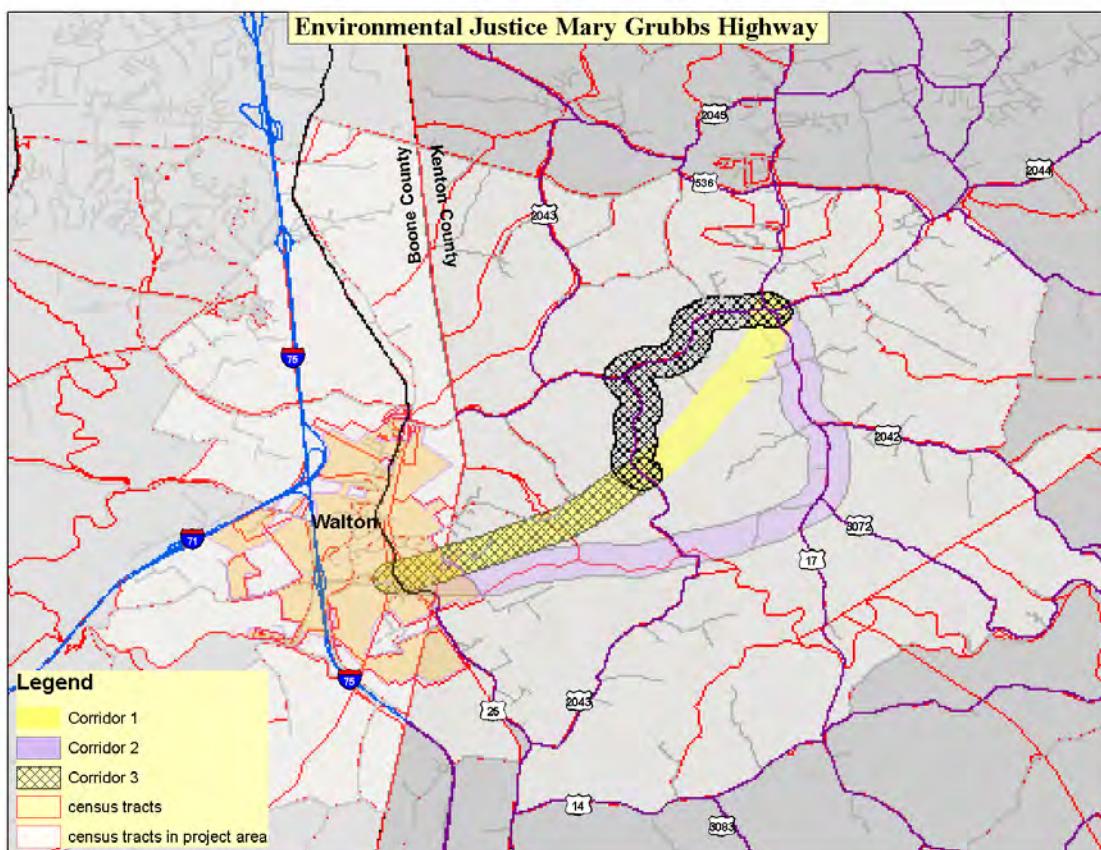
Boone County

- Tract 0706.03 – Block Group 1 & 2
- Tract 0706.04 – Block Group 1, 2 & 3

Kenton County

- Tract 0636.05 – Block Groups 1 & 2
- Tract 0637.01 – Block Groups 2
- Tract 0637.02 – Block Groups 2 & 3

Census data is contained in Appendix 2



7. STUDY FINDINGS – Population by Race

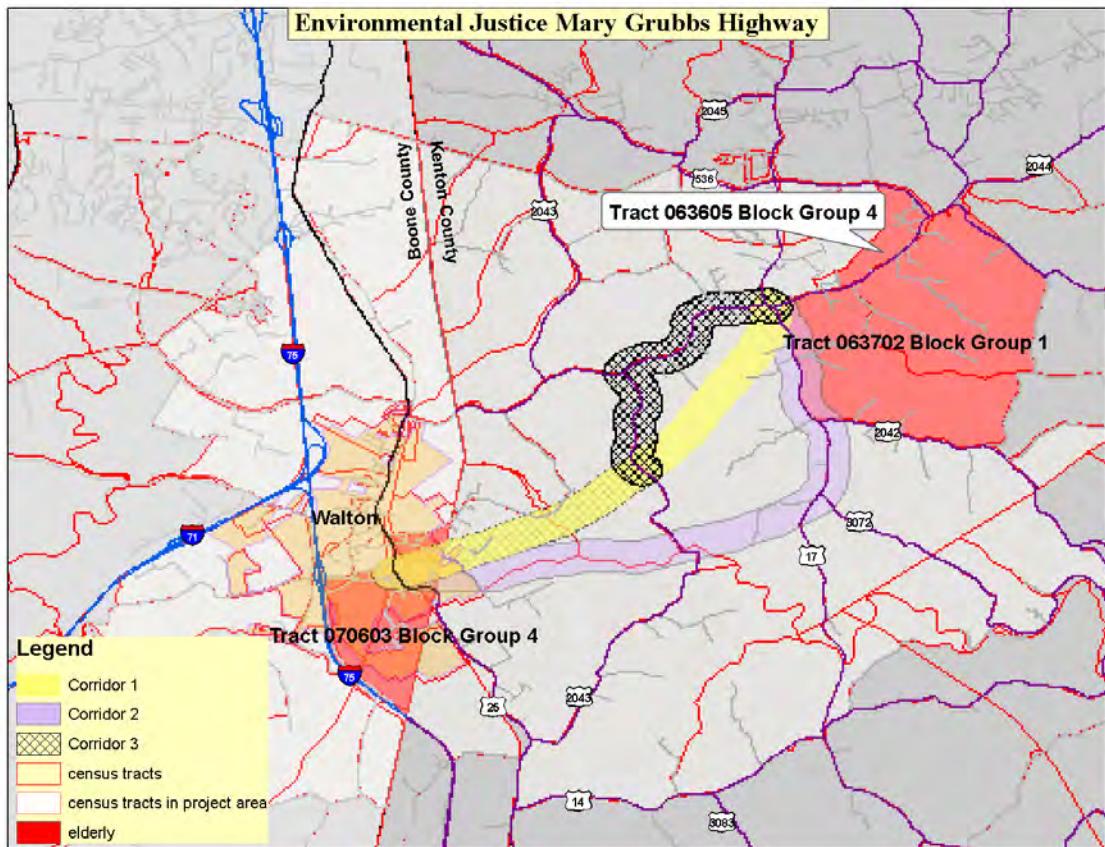
Census Tracts and Block Groups that directly intersect and surround the study area contain a population that is not significantly diverse when compared to national and state statistics for population by race. Percentages for white individuals in and around the study area typically exceed the state and national averages, which in turn, result in the percentage of minority population being considerably less than state and national averages.

8. STUDY FINDINGS – Population by Poverty Level

The population below the poverty level for Census Tracts and Block Groups that directly intersect and surround the study area contain a population that has no Census Tracts and/or Block Groups with higher levels of impoverished peoples, when compared to national, state, and county.

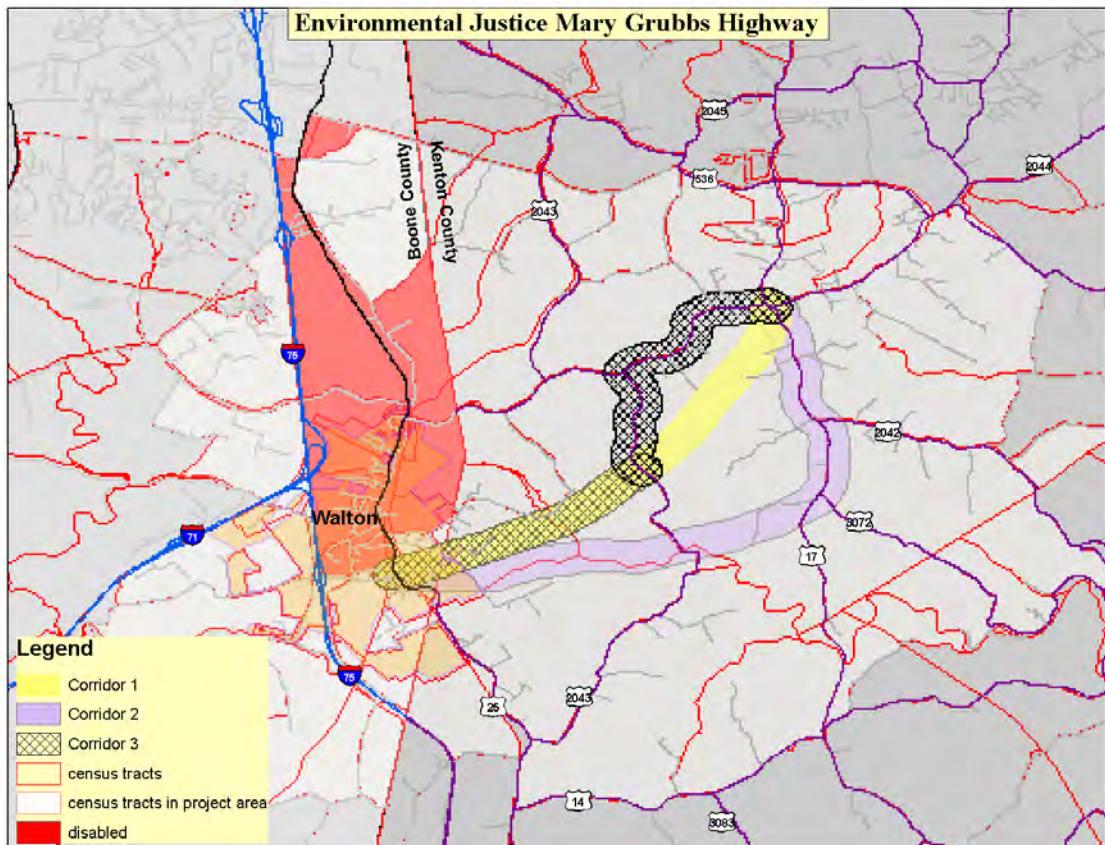
9. STUDY FINDINGS – Population by Age

2000 Census data indicates that there are three Block Groups that have higher percentages than federal, state, and county averages of peoples above the age of 64. Tract 063702 Block Group 1, tract 063605 Block Group 4 and Tract 070603 Block Group 4 have slightly higher than national and state averages of elderly residents.



10. STUDY FINDINGS – Disabled Population

2000 Census data indicates that there is one Block Group that has higher percentage of Disabled peoples than federal, state, and county averages. Tract 070603 Block Group 3 has slightly higher than national and state averages of disabled residents.



11. CONCLUSION

Following a comprehensive review of demographic data from the U.S. Census Bureau, discussions with local officials regarding community features, and field observations, the Northern Kentucky Area Development District staff has concluded that a defined Environmental Justice community does not exist within the study area for the proposed construction of a new route of KY 14, Mary Grubbs Highway.

Analysis of elderly and disabled composition data resulted in four Census Block Groups being identified in and around the study area that contained a percentage of disabilities and/or elderly people exceeding national and state averages. Following a comprehensive review of Census Block data and discussions with local officials, no elderly and/or disabled concentrations were discovered within or surrounding the immediate study area that would be effected negatively by any of the proposed expansions of KY-14.

Poverty-Level analysis indicates that the distribution of people living below the poverty line in the study area does not exceed the national and state averages, and no specific concentrations of below poverty level living communities were discovered during the compilation of this report.

Minority analysis indicates that the distribution of residents in the study area does not exceed the national and state averages. There were no specific concentrations of minority residents discovered during the compilation of this report.

NKADD staff will continue to monitor the progress of this project and reevaluate the Environmental Justice Review to document any demographic and/or socioeconomic changes that may occur in and around the study area throughout the development of the project.

APPENDIX 1

PLANNING STUDY CONTACT LIST

Mayor Christian J. Moriconi
5409 Madison Pike
Independence, KY 41051
Phone: (859) 356-5302

Boone County Judge Executive
Gary W. Moore
P. O. Box 900
Burlington, KY 41005
Phone: (859) 334-2240

Kenton County Judge Executive
Ralph Drees
P.O. Box 792
Covington, KY 41012
Phone: (859)392-1400

Mayor Phillip Trzop
119 N Main Street
Walton, KY 41094
Phone: (859) 485-4383

Mr. Casey Grady
Northern Kentucky ADD
22 Spiral Drive
Florence, KY 41042
Phone: (859) 283-1885

APPENDIX 2
 Disability, Age, Race, Poverty Statistics
(Highlighted Rows contain proposed roads)

Disability

Geography	Total population: Total	Total disabilities tallied for the civilian noninstitutionalized population 5 years and over with disabilities: Total disabilities tallied	Percent population disabled
United States	281,421,906	89,142,962	0.32
Kentucky	4,041,769	1,686,789	0.42
Boone County, Kentucky	85,991	21,860	0.25
Kenton County, Kentucky	151,464	48,234	0.32
Census Tract 706.03, Boone County, Kentucky	8,170	1,876	0.23
Census Tract 706.04, Boone County, Kentucky	2,558	811	0.32
Census Tract 636.05, Kenton County, Kentucky	5,576	1,708	0.31
Census Tract 637.01, Kenton County, Kentucky	2,761	745	0.27
Census Tract 637.02, Kenton County, Kentucky	4,424	1,238	0.28
Block Group 1, Census Tract 706.03, Boone County, Kentucky	3,259	433	0.13
Block Group 2, Census Tract 706.03, Boone County, Kentucky	1,849	350	0.19
Block Group 3, Census Tract 706.03, Boone County, Kentucky	2,351	862	0.37
Block Group 4, Census Tract 706.03, Boone County, Kentucky	711	231	0.32
Block Group 1, Census Tract 706.04, Boone County, Kentucky	541	92	0.17
Block Group 2, Census Tract 706.04, Boone County, Kentucky	899	309	0.34
Block Group 3, Census Tract 706.04, Boone County, Kentucky	1,118	410	0.37
Block Group 1, Census Tract 636.05, Kenton County, Kentucky	1,262	466	0.37
Block Group 2, Census Tract 636.05, Kenton County, Kentucky	1,860	618	0.33
Block Group 3, Census Tract 636.05, Kenton County, Kentucky	949	313	0.33
Block Group 4, Census Tract 636.05, Kenton County, Kentucky	1,505	311	0.21
Block Group 1, Census Tract 637.01, Kenton County, Kentucky	1,264	289	0.23
Block Group 2, Census Tract 637.01, Kenton County, Kentucky	1,497	456	0.30
Block Group 1, Census Tract 637.02, Kenton County, Kentucky	1,076	270	0.25
Block Group 2, Census Tract 637.02, Kenton County, Kentucky	1,392	354	0.25
Block Group 3, Census Tract 637.02, Kenton County, Kentucky	1,956	614	0.31

Age

Geography	Total population: Total	Population under 19	Percent of population under 19	Population 19- 64	Percent of population 19-64	Population over 64	Percent of population over 64
United States	281,421,906	72,293,812	0.26	174,136,341	0.62	34,991,753	0.12
Kentucky	4,041,769	994,818	0.25	2,542,158	0.63	504,793	0.12
Boone County, Kentucky	85,991	24,644	0.29	54,406	0.63	6,941	0.08
Kenton County, Kentucky	151,464	39,899	0.26	94,796	0.63	16,769	0.11
Census Tract 706.03, Boone County	8,170	2,283	0.28	5,245	0.64	642	0.08
Census Tract 706.04, Boone County	2,558	692	0.27	1,633	0.64	233	0.09
Census Tract 636.05, Kenton County	5,576	1,627	0.29	3,488	0.63	461	0.08
Census Tract 637.01, Kenton County	2,761	753	0.27	1,754	0.64	254	0.09
Census Tract 637.02, Kenton County	4,424	1,245	0.28	2,750	0.62	429	0.10
Block Group 1, Census Tract 706.03	3,259	881	0.27	2,180	0.67	198	0.06
Block Group 2, Census Tract 706.03	1,849	530	0.29	1,221	0.66	98	0.05
Block Group 3, Census Tract 706.03	2,351	677	0.29	1,432	0.61	242	0.10
Block Group 4, Census Tract 706.03	711	195	0.27	412	0.58	104	0.15
Block Group 1, Census Tract 706.04	541	161	0.30	343	0.63	37	0.07
Block Group 2, Census Tract 706.04	899	226	0.25	584	0.65	89	0.10
Block Group 3, Census Tract 706.04	1,118	305	0.27	706	0.63	107	0.10
Block Group 1, Census Tract 636.05	1,262	424	0.34	780	0.62	58	0.05
Block Group 2, Census Tract 636.05	1,860	593	0.32	1,194	0.64	73	0.04
Block Group 3, Census Tract 636.05	949	247	0.26	606	0.64	96	0.10
Block Group 4, Census Tract 636.05	1,505	363	0.24	908	0.60	234	0.16
Block Group 1, Census Tract 637.01	1,264	312	0.25	820	0.65	132	0.10
Block Group 2, Census Tract 637.01	1,497	441	0.29	934	0.62	122	0.08
Block Group 1, Census Tract 637.02	1,076	279	0.26	661	0.61	136	0.13
Block Group 2, Census Tract 637.02	1,392	395	0.28	879	0.63	118	0.08
Block Group 3, Census Tract 637.02	1,956	571	0.29	1,210	0.62	175	0.09

study area tracts are
highlighted

Race

Geography	Total population: Total	Total population: Population of one race; White alone	Total population: Population non- white	Minority as percent of total population
United States	281,421,906	211,460,626	69,961,280	0.25
Kentucky	4,041,769	3,640,889	400,880	0.10
Boone County, Kentucky	85,991	81,822	4,169	0.05
Kenton County, Kentucky	151,464	142,357	9,107	0.06
Census Tract 706.03, Boone County, Kentucky	8,170	7,911	259	0.03
Census Tract 706.04, Boone County, Kentucky	2,558	2,511	47	0.02
Census Tract 636.05, Kenton County, Kentucky	5,576	5,471	105	0.02
Census Tract 637.01, Kenton County, Kentucky	2,761	2,717	44	0.02
Census Tract 637.02, Kenton County, Kentucky	4,424	4,370	54	0.01
Block Group 1, Census Tract 706.03, Boone County	3,259	3,121	138	0.04
Block Group 2, Census Tract 706.03, Boone County	1,849	1,802	47	0.03
Block Group 3, Census Tract 706.03, Boone County	2,351	2,304	47	0.02
Block Group 4, Census Tract 706.03, Boone County	711	684	27	0.04
Block Group 1, Census Tract 706.04, Boone County	541	528	13	0.02
Block Group 2, Census Tract 706.04, Boone County	899	893	6	0.01
Block Group 3, Census Tract 706.04, Boone County	1,118	1,090	28	0.03
Block Group 1, Census Tract 636.05, Kenton County	1,262	1,235	27	0.02
Block Group 2, Census Tract 636.05, Kenton County	1,860	1,802	58	0.03
Block Group 3, Census Tract 636.05, Kenton County	949	941	8	0.01
Block Group 4, Census Tract 636.05, Kenton County	1,505	1,493	12	0.01
Block Group 1, Census Tract 637.01, Kenton County	1,264	1,255	9	0.01
Block Group 2, Census Tract 637.01, Kenton County	1,497	1,462	35	0.02
Block Group 1, Census Tract 637.02, Kenton County	1,076	1,054	22	0.02
Block Group 2, Census Tract 637.02, Kenton County	1,392	1,375	17	0.01
Block Group 3, Census Tract 637.02, Kenton County	1,956	1,941	15	0.01

Poverty			
Geography	All individuals for whom poverty status is determined; Number; All income levels	All individuals for whom poverty status is determined; Number; Below poverty level	All individuals for whom poverty status is determined; Percent below poverty level
United States	273,882,232	33,899,812	12.4
Kentucky	3,927,047	621,096	15.8
Boone County, Kentucky	85,214	4,785	5.6
Kenton County, Kentucky	149,592	13,487	9
Census Tract 706.03, Boone County, Kentucky	8,186	477	5.8
Census Tract 706.04, Boone County, Kentucky	2,519	102	4
Census Tract 636.05, Kenton County, Kentucky	5,643	258	4.6
Census Tract 637.01, Kenton County, Kentucky	2,608	86	3.3
Census Tract 637.02, Kenton County, Kentucky	4,403	366	8.3

Appendix E

Study Area Route Log

MGH Extension Study Area Route Log

Kenton County			
County	Route	Milepoint	Description
Kenton	KY 16	0.000	BOONE - KENTON COUNTY LINE
Kenton	KY 16	0.474	PERCIVAL RD
Kenton	KY 16	1.048	KY 2043
Kenton	KY 16	1.824	KY 2043
Kenton	KY 16	2.220	SOUTHBRIDGE LN
Kenton	KY 16	2.312	DON ST
Kenton	KY 16	2.518	GENE ST
Kenton	KY 16	3.078	WILSON RD
Kenton	KY 16	3.254	CADILLAC DR
Kenton	KY 16	3.371	WYNOLA DR
Kenton	KY 16	3.565	KY 17
Kenton	KY 16	3.571	OLD MADISON PIKE
Kenton	KY 16	3.646	KY 17
Kenton	KY 17	3.974	KY 14
Kenton	KY 17	4.881	CRUISES CREEK BRIDGE - B00073
Kenton	KY 17	5.583	GLEASON RD
Kenton	KY 17	6.954	SPILLMAN RD
Kenton	KY 17	7.047	KY 3072
Kenton	KY 17	7.961	KY 2042
Kenton	KY 17	8.017	BIRD RD
Kenton	KY 17	8.755	CALLANT RD
Kenton	KY 17	9.431	KY 16
Kenton	KY 2042	0.000	KY 17
Kenton	KY 2042	0.361	FARMVIEW DR
Kenton	KY 2042	0.571	MALLARD PT
Kenton	KY 2042	0.810	JAMES DR
Kenton	KY 2042	1.484	TRACE RUN RD
Kenton	KY 2042	1.642	MARTIN RD
Kenton	KY 2042	1.937	RECTOR RD
Kenton	KY 2042	3.249	KY 3081
Kenton	KY 2042	4.085	ARMSTRONG RD
Kenton	KY 2042	5.266	KENTON STATION RD
Kenton	KY 2042	5.551	KY 177
Kenton	KY 2043	0.000	US 25
Kenton	KY 2043	0.935	KENSINGTON RD
Kenton	KY 2043	1.150	SYMBO LN
Kenton	KY 2043	2.177	OLD STEPHENSON RD
Kenton	KY 2043	2.927	SAWGRASS RD
Kenton	KY 2043	3.286	CRUISES CREEK BRIDGE - B00023
Kenton	KY 2043	5.804	KY 16
Kenton	KY 3072	0.000	KY 17
Kenton	KY 3072	2.514	CROWE RD
Kenton	KY 3072	3.490	TRACE RUN BRIDGE - B00078
Kenton	KY 3072	3.510	NAVAHO RD
Kenton	KY 3072	4.151	KY 3081
Kenton	KY 3072	4.608	CULVERT AT TRACE RUN
Kenton	KY 3072	5.385	TRACE RUN BRIDGE
Kenton	KY 3072	5.435	KY 14

Boone County			
County	Route	Milepoint	Description
Boone	KY 14	8.114	I-75 RAMPS
Boone	KY 14	8.445	KY 2366
Boone	KY 14	8.739	CSX RAILROAD BRIDGE - B00061
Boone	KY 14	8.830	US 25
Boone	KY 16	2.483	US 25
Boone	KY 16	2.802	US 25/RAILROAD UNDERPASS B00060
Boone	KY 16	2.953	IDLEWILE LAKE ROAD
Boone	KY 16	3.380	BOONE - KENTON COUNTY LINE
Boone	US 25	0.000	KENTON - BOONE COUNTY LINE
Boone	US 25	0.077	PRECISION DR
Boone	US 25	0.161	SOUTHERN RAILROAD BRIDGE B00082
Boone	US 25	0.232	OLD SOUTH MAIN ST
Boone	US 25	0.286	EDWARDS AVE
Boone	US 25	0.355	RICHLAND CT
Boone	US 25	0.365	CHAMBERS AVE
Boone	US 25	0.441	NICHOLSON AVE
Boone	US 25	0.470	KY 14
Boone	US 25	0.578	NEEDMORE ST
Boone	US 25	0.588	LORECO ST
Boone	US 25	0.820	DEPOT ST
Boone	US 25	0.847	HIGH ST
Boone	US 25	0.941	CHURCH ST
Boone	US 25	1.000	RAILROAD CROSSING
Boone	US 25	1.006	ALTA VISTA DR
Boone	US 25	1.104	HIGH SCHOOL CT
Boone	US 25	1.206	LOCUST ST
Boone	US 25	1.226	OLD BEAVER RD
Boone	US 25	1.299	SANDERS ST
Boone	US 25	1.388	BEDINGER AVE
Boone	US 25	1.422	FAIRVIEW CT
Boone	US 25	1.564	HALEY LN
Boone	US 25	1.648	OLD NICHOLSON RD
Boone	US 25	1.799	UNIVERSITY DR
Boone	US 25	1.986	BROOKWOOD DR
Boone	US 25	2.264	KY 16