Project Background

- Priority investment by Gov. Steve Beshear and General Assembly
- Construction work phased over 6+ years
- Much of corridor follows winding path near mountains and streams
MOUNTAIN PARKWAY EXPANSION
WIDENING THE ROAD, NARROWING THE GAP

This project will improve safety and close the only gap in a 400-mile, four-lane, high-speed corridor for commerce and mobility across Kentucky from Pikeville to Paducah.

Project area:
46 miles from Campton to Prestonsburg

Preliminary cost estimate:
$753 million

Construction schedule:
Six to 10 years

When completed:
Parkway will extend about 90 miles from I-64 to US 23
2014 Highway Plan
Mountain Parkway Corridor Projects
Wolfe, Morgan, Magoffin, and Floyd Counties

4 - Lane the Mountain Parkway
Campton to Prestonsburg
Total Length = 46 Miles
Project Goals

- Complete four-lane parkway to Prestonsburg
- Improve safety
- Maintain limited-access parkway
- Limit environmental impacts
- Support efforts to boost economic development, business and tourism
Project Costs

$753 million preliminary cost estimate

- $381 million provided in Six-Year Plan
- $108 million in biennium
- $24 million from federal TIGER grant
- Priority on cost savings and innovation
Project Priorities

- Under construction 2015
- Shovel ready for construction by 2016–2017
- Finalizing design and land acquisition for construction in 2018–2020
Communications Approach

- Project identity
- Public meetings
- Media updates
- Project website
- Social media
- E-newsletter
- Mountain Parkway Awareness Council
2014 – Groundbreaking in Salyersville
2015 – Construction started

- Magoffin County Central Segment – section just west of Salyersville
- Work began on Gifford Road interchange in January
- Project will widen parkway and create a new interchange
2015 – Construction started

- Two other jobs underway:
  - Widening parkway to four lanes
  - Reconfiguring two existing interchanges in Magoffin County
2015 – Project office opens

- Opened in Salyersville
- Base of operation for project team
- Open six days a week for public to get information
Extending the Parkway

- 14-mile segment from Salyersville to Prestonsburg
- Public meeting held in April in Prestonsburg
- Two options shared:
  - Cross country alternative
  - Current alignment (KY 114)
Two potential routes
What’s Ahead in 2016

Construction

- Continued work west of Salyersville
- Begin Restaurant Row construction next year
Salyersville Restaurant Row
What’s ahead in 2016

Design

- 11-mile section through Morgan County is nearing shovel ready status
- Design work for extension (Salyersville to Prestonsburg)
Stay connected

www.MtnParkway.com

- Background on the expansion
- Updates on project, meetings, etc.
- Contacts for project partners
- Links to sign up for e-communications like social media sites and email newsletters
HUMAN ENVIRONMENTAL ISSUES

Cemeteries

Oil & Gas Pipelines

Parks

Healthcare

Access to Food

Churches

Historic Sites

Power Transmission Lines

Archaeological Sites

Water Treatment & Supply

Underground Storage Tanks

Neighborhoods

Hazardous Materials

Schools

Public Safety
Project Specific
NEPA – *The Decision Making Process*

- Project
- Purpose and Need?
- Alternatives
- Impacts of Alternatives
  - Beneficial and Adverse
- Avoid, Minimize and **Mitigate**
- Decision – Document
2015 CE-Level 3

2010 FONSI

7 Construction Sections

2003 FONSI
NATURAL ENVIRONMENTAL ISSUES

- Sinkholes
- Springs
- Wetlands
- Managed Lands
- Gladecress
- Knobs
- Caves
- Endangered Mussels
- Downy Woodpecker
- Endangered Bats
- American Chestnut
- KY Arrow Darter
- KY Cave Shrimp
- Bald Eagle
- Elk
- Farmland
- Oil & Gas
- Scenic View
- Unique Landscape
Water Impacts and Mitigation

Ephemeral Streams
Intermittent Streams
Perennial Streams
Wetlands
Special Use Waters
Red River
Permits 401 and 404
Effective 11/17/2014 No Credits are currently being sold in Big Sandy Service Area.
Stream Mitigation

North Fork KY River, Letcher County

Before (erosion of left bank)

After (immediately following completion)
Environmental Impacts – 40 mile long corridor

- Over 200,000 liner feet of stream impacts, total!
- Will mitigation streams by paying FILOs and using banks with possible
- Will Mitigate all wetland using existing wetland banks – Ova Arnett (Bath County)
- Will mitigation for every acre of tree clearances for bats
Floodplains
Threatened and Endangered Species

- Seasonal Restrictions for tree clearing – no clearing in June or July
Historic Resources

- National Register Site – Middle Creek National Civil War National Battlefield.
Hazardous Material

- AST along corridor.
- Abandoned and active USTs.
Relocations
Other Impacts

- Bike and Pedestrian
- Community Cohesion – Schools, Day Cares, Hospitals, Churches, Govt. Services
- Farmlands and Prime and Unique Soils
- Slopes / Geology / Karst Area
- Air Quality: Carbon Monoxide, Ozone, PM2.5, MSATs, Greenhouse Gases and Climate Change
- Roadway Noise
- Visual / Aesthetics
- Energy
- Construction Impacts – vibration, noise, runoff
- Public Sentiment – compatibility with community plans and visions
- Public Parks - Section 6(f) and Section 4(f)
- Changes in Traffic Patterns
- ...Indirect and Cumulative...
Mitigation Throughout

Year 0: Long-Range Planning
- Identify needs
- Prioritize needs for Statewide Transportation Plan
- Identify and address public concerns
- Identify priorities for Six-Year Highway Plan

Year 1: Six-Year Highway Plan
- Determine project limits, verify funding needs
- Identify public concerns
- Verify project need
- Identify project goals
- Identify environmental concerns
- Coordinate with resource agencies
- Identify and make recommendations

Year 2: Project Planning
- Determine project limits, verify funding needs
- Identify public concerns
- Verify project need
- Identify project goals
- Identify environmental concerns
- Coordinate with resource agencies
- Identify and make recommendations

Year 3: Preliminary Design & Environmental Analysis
- Develop final alignments
- Develop right-of-way needs
- Conduct core drilling
- Identify & address public comments
- Review environmental commitments
- Develop construction plans

Year 4: Final Design
- Develop final alignments
- Develop right-of-way needs
- Conduct core drilling
- Identify & address public comments
- Review environmental commitments
- Develop construction plans

Year 5: Right of Way Purchase
- Determine property values
- Meet with property owners
- Address property owner concerns
- Make offers
- Pay for property
- Sign deeds
- Assist with relocations

Year 6: Utility Relocations
- Move utilities out of the construction zone
- Pay utility companies for relocations

Year 7: Construction
- Address public concerns
- Construct roadway
- Fulfill environmental commitments
- Maintain traffic

Year 8: Maintenance
- Address public concerns
- Construct roadway
- Fulfill environmental commitments
- Maintain traffic

Year 9: Utility Relocations
- Move utilities out of the construction zone
- Pay utility companies for relocations

Year 10: Construction
- Address public concerns
- Construct roadway
- Fulfill environmental commitments
- Maintain traffic

Year 11: Maintenance
- Address public concerns
- Construct roadway
- Fulfill environmental commitments
- Maintain traffic

Finish START
Kentucky is Committed to Preserving our Environment And Improving Mobility

The Mountain Parkway is Example of Accomplishing Both Goals.
Lexington Harold
Aug-11-15
Article

THE ROAD THAT FOREVER ALTERED THE LANDSCAPE
MOUNTAIN PARKWAY'S EXPANSION COULD BRING EVEN MORE CHANGES

By Cheryl Green
chgreen@lexherald.com

The Mountain Parkway, now undergoing a widening and repaving, is still a revolutionary road.

As a late-1960s project of then-Gov. Bert Combs, dubbed "The Road to Motorization" for its designated road building across the state, the Mountain Parkway did everything but physically move Lexington closer to Eastern Kentucky.

The story that it was once called "a road from nowhere to nowhere" — in this case, from near Winchester to near Prestonsburg — might be apocryphal, as such language seems to pop up whenever a controversial road project is developed anywhere in the United States.

Laureate Republican politician and attorney Larry Pennington called the Mountain Parkway "the launchers of Lexington, not only the business catalyst for Lexington, but what belongs in this new, vibrant people."

Pennington once fought with Combs.

"It's understandable to see what each person in Eastern Kentucky went through trying to get to Lexington on Rte. 150," which runs from Whitesburg to Winchester, Pennington said. "It wasn't an adequate road. It took five or six hours."

But there is little question that the Mountain Parkway forever changed life in this half of the state. With its widening, now being seen in large chunks of dirt and stone west of Salersville, do the next? Canals might have been guilty of only slightly; everything the parkway when he proclaimed, "the bypass of the world" has been played by these regions of concerns. Still, it took some solid political will to get it done.

Before the parkway opened in 1963, getting from the Winchester area to Eastern Kentucky was a lengthy, arduous journey. The Mountain Parkway...