

Appendix A

Agency and Public Scoping and Review Information

1. Notice of Intent to Prepare a DSEIS, Published in the Federal Register on May 12, 2000.
2. Corps Memorandum "Scope of the SEIS" dated February 21, 2000.
3. Corps Memorandum " Minutes of Agency Scoping Meeting for SEIS" dated May 21, 2000.
4. Corps Memorandum " Minutes of Public Information Meeting Held May 22, 2000".
5. Correspondence from the Paducah Area Chamber of Commerce, received May 22, 2000.
6. Joint Public Notice Number 01-15, File Number COE-172, dated February 23, 2001. Kentucky Lock Addition Project, Draft Supplement I Environmental Impact Statement. Section 404 Notice, Request for Section 401 Water Quality Certification and Notice of Availability for DSEIS.
7. DSEIS Transmittal Letter to USEPA, dated February 22, 2001, including Mailing List for Public Notice Number 01-15 and Initial Transmittal List for DSEIS.
8. U.S. Fish and Wildlife Service Letter from Dr. Lee Barkley, dated April 17, 2001, Review of DSEIS.
9. U.S. Environmental Protection Agency, Region 4 Letter from Heinz Mueller, dated April 5, 2001, Review of DSEIS (CEQ #010056).
10. Corps of Engineers Letter from Don Getty to USEPA, dated May 8, 2001 and Memorandum For Record by Tim Higgs dated May 8, 2001. Responses to EPA Review Comments on DSEIS.
11. Kentucky Natural Resources and Environmental Protection Cabinet Letter from Alex Barber, dated April 25, 2001, Coordinated Kentucky State Agencies Review for DSEIS (SERO 2001-14).

ACTION: Notice of change in application deadline.

SUMMARY: The Corporation for National and Community Service has extended the deadline for applications under our notice of availability of funds published in the *Federal Register* on April 28, 2000 (65 FR 24920). The funds will support grants under the AmeriCorps* State Competitive, AmeriCorps* National, and Learn and Serve America K-12 School-based programs, to eligible organizations to help overcome the digital divide. The new deadline for applications is July 25, 2000. In addition, if you intend to submit an application, please send us a notice of intent by June 26, 2000. A notice of intent to submit is not required, but is helpful to us for planning purposes.

FOR FURTHER INFORMATION CONTACT: For further information, or to obtain an application, contact Maria Diaz at (202) 606-5000, ext. 372.

Dated: May 8, 2000.

Gary Kowalczyk,
Coordinator, National Service Programs,
Corporation for National and Community
Service.

[FR Doc. 00-11962 Filed 5-11-00; 8:45 am]

BILLING CODE 6050-28-P

DEPARTMENT OF DEFENSE

Reciprocal Procurement Memoranda of Understanding—Implementation Reviews

AGENCY: Department of Defense.

ACTION: Request for public comments.

SUMMARY: The Office of Foreign Contracting, Defense Procurement, is seeking information that will assist it in reviewing the defense procurement practices of countries with which the Department of Defense (DoD) has a reciprocal procurement Memorandum of Understanding (MOU). These countries are: Australia, Austria, Belgium, Canada, Denmark, Egypt, Finland, France, Germany, Greece, Israel, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, Turkey, and the United Kingdom. Interested parties are invited to submit written comments concerning the defense procurement practices of MOU countries that will assist the Office of Foreign Contracting in evaluating the manner in which these reciprocal MOUs are being implemented.

DATES: Comments must be received no later than June 26, 2000.

ADDRESSES: Send all comments to Domenico C. Cipicchio, Deputy Director, Defense Procurement, Foreign Contracting, OUSD (AT&L), 3060 Defense Pentagon, Washington, DC 20301-3060.

FOR FURTHER INFORMATION CONTACT: Susan M. Hildner, Procurement Analyst, Defense Procurement, Foreign Contracting, OUSD (AT&L), 3060 Defense Pentagon, Washington, DC 20301-3060, (703) 697-9352.

SUPPLEMENTARY INFORMATION: The DoD has a bilateral reciprocal defense procurement MOU with each of the countries identified above. These MOUs are designed to promote interoperability and standardization of defense equipment between the U.S. and its allies. The MOUs also seek to eliminate buy-national barriers and other discriminatory procurement practices so that the industries of each country receive fair and equal access to each other's defense procurements. The Office of Foreign Contracting will be performing reviews of the manner in which these MOUs are being implemented and is interested in obtaining information on any discriminatory practices that hinder the ability of U.S. suppliers to compete for defense-related procurements within any of these countries. Problem areas could include: Inability to locate publication notices on upcoming procurements, difficulty in obtaining solicitations in a timely manner, inadequate response time for offers, issues associated with application of customs duties, buy-national practices that favor other than U.S. industry, imposition of offset requirements, inability to obtain debriefing information, inability to protest source selection decisions, and protection of proprietary information as well as any other discriminatory practice that needs to be addressed.

All materials should be submitted with 3 copies. Material that is business confidential information will be exempted from public disclosure as provided for by 5 U.S.C. 552(b)(4) (Freedom of Information Act (FOIA) rules). Anyone submitting business confidential information should clearly identify the business confidential portion of the submission and also provide a non-confidential submission, which can be placed in the public file. Comments not marked business

confidential may be subject to disclosure under FOIA.

Michele P. Peterson,
Executive Editor, Defense Acquisition
Regulations Council.
[FR Doc. 00-11976 Filed 5-11-00; 8:45 am]
BILLING CODE 5000-04-M

DEPARTMENT OF THE DEFENSE

Department of the Army; Corps of Engineers

Notice of Intent To Prepare a Draft Supplemental Environmental Impact Statement (DSEIS) for Proposed Changes to the Kentucky Lock Addition Project, Marshall and Livingston Counties, Kentucky

AGENCY: U. S. Army Corps of Engineers, DoD.

ACTION: Notice of Intent and Announcement of Meeting

SUMMARY: The Corps of Engineers, Nashville District, and the Tennessee Valley Authority (Cooperating Agency) will prepare a DSEIS to the 1992 EIS titled Lower Cumberland and Tennessee Rivers Navigation Feasibility Report Kentucky Lock Addition, Volume 1 Final EIS. This supplement is necessary to provide National Environmental Policy Act (NEPA) coverage for proposed changes to the design of the project from that described in previous NEPA documents, which includes the 1992 EIS and the March 2000 Environmental Assessment for the Proposed Relocation of the U.S. Highway 62 and 641 Crossing of the Tennessee River at Kentucky Lock and Dam. A Public Meeting is scheduled to scope for potential issues to be evaluated in the SEIS. Further information on the upcoming meeting is provided in the **SUPPLEMENTARY INFORMATION** paragraph indicated below.

DATES: Written comments must be received by the Corps of Engineers on or before June 12, 2000.

ADDRESSES: Written comments on issues to be considered in the SEIS shall be mailed to: Tim Higgs, Project Planning Branch, Nashville District Corps of Engineers, P.O. Box 1070 (PM-P), Nashville, Tennessee 37202-1070.

FOR FURTHER INFORMATION CONTACT: For additional information concerning the notice and meeting announcement, please contact Tim Higgs, Environmental Analysis Team, (615) 736-7192 or Don Getty, Project Manager, (615) 736-2346.

SUPPLEMENTARY INFORMATION:

1. The intent of the Supplemental EIS is to provide National Environmental Policy Act coverage for design features of the Kentucky Lock Addition project that were unspecified when the original EIS was prepared. At the time of the original EIS, it was recognized that decisions on several key features could not be made until additional hydraulic modeling studies and engineering evaluations were performed. This additional evaluation has progressed to the point that the SEIS can be completed.

2. The original EIS for Kentucky Lock Addition was completed in 1992 and a Record of Decision signed in 1998. An environmental assessment (EA) was completed in March 2000 for the relocation of the U.S. Highway 62/641 Crossing over the Tennessee River. This EA addressed changes to the project from moving the crossing off the Kentucky Lock and Dam (river mile 22.4) to a site just downstream of the dam (river mile 22.1). The SEIS now proposed will cover all known remaining changes to the project from that described in the earlier EIS and EA.

3. Key proposed project features to be evaluated in the SEIS include the following:

a. Training dike(s) on the west bank of the Powerhouse Island to improve navigation conditions for barge traffic entering the locks on the downstream side.

b. Fishing enhancement features added as mitigation for construction impacts (bank closures):

(1) three west bank rock jetties below the west bank boat basin;

(2) expanded west bank boat basin which will be used by contractors during construction and available to the public after construction;

(3) new boat ramp in the west bank boat basin;

(4) fishing piers on the west bank and off the Powerhouse Island.

c. Construction of a new Lock Visitor's Center as mitigation for loss of Taylor Park Campground.

d. Fill placement in lower level of now inactive Taylor Park Campground.

e. Mooring buoys at either Tennessee River Mile 19.4 (Left Bank) or TRM 20.6L.

f. Underwater rock excavations in upstream and downstream lock approaches.

g. Wastewater treatment systems for the Lock and Dam facilities.

h. Widening of Highway 282 at the railroad underpass on the west bank.

i. Guidewall construction in the tailwater.

4. This notice serves to solicit comments from the public; federal, state

and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received by us will be considered to determine whether to perform this work. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, water supply and conservation, economics, aesthetics, wetlands, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, general environmental effects, and in general, the needs and welfare of the people.

5. Activities proposed that require a review under the guidelines promulgated by the Administrator, Environmental Protection Agency (EPA), under authority of Section 404(b)(1) of the Clean Water Act (40 CFR Part 230) include fill placement for fishing enhancement features and riprap temporarily placed in the lower lock approach channel.

6. Other federal, state and local approvals required for the proposed work are as follows:

a. Water quality certification from the Kentucky Division of Water.

b. Coordination with the U.S. Fish and Wildlife Service, including a Biological Assessment/Opinion for Endangered Species Act and a Fish and Wildlife Coordination Act Report.

7. Significant issues to be analyzed in depth in the draft SEIS include impacts to tailwater mussel resources, tailwater fishing activities, and commercial and recreational boating activities. The Tennessee Valley Authority has agreed to be a Cooperating Agency on the SEIS and will be responsible for preparing much of the evaluations of significant resources. A draft SEIS should be available in February 2001.

8. *Public Meeting:* A public meeting is scheduled to scope for potential issues to be evaluated in the SEIS as follows:

Date: May 22, 2000.

Time: 6:30 p.m. to 9 p.m.

Place: Kentucky Dam Village State Park Convention Center, U.S. Highway 641, Gilbertsville, Kentucky.

Peter F. Taylor, Jr.,

Lieutenant Colonel, Corps of Engineers,
District Engineer.

[FR Doc. 00-12034 Filed 5-11-00; 8:45 am]

BILLING CODE 3710-GF-P

DEPARTMENT OF EDUCATION

[CFDA No. 84.258]

Even Start Family Literacy Program Grants for Indian Tribes and Tribal Organizations

AGENCY: Department of Education.

ACTION: Notice inviting applications for new awards for fiscal year (FY) 2000.

Purpose of Program: The Even Start Family Literacy Program for Indian tribes and tribal organizations is designed to help break the cycle of poverty and illiteracy by improving the educational opportunities of low-income families by integrating early childhood education, adult literacy or adult basic education, and parenting education into a unified family literacy program for federally recognized Indian tribes and tribal organizations.

Eligible Applicants: Federally recognized Indian tribes and tribal organizations. (The term "Indian tribe" and "tribal organization" have the meanings given those terms in section 4 of the Indian Self-Determination and Education Assistance Act.)

Applications Available: May 12, 2000.

Deadline for Transmittal of

Applications: June 30, 2000.

Available Funds: The Secretary estimates that there will be approximately \$1,500,000 in FY 2000 funds for new grants.

Estimated Range of Awards:

\$100,000-\$200,000.

Estimated Size of Average Award:

\$175,000.

Estimated Number of Awards: 8-10.

Note: The Department is not bound by any estimates in this notice.

Project Period: Up to 48 months.

Applicable Regulations: The Education Department General Administrative Regulations (EDGAR) in 34 CFR parts 75, 77, 80, 81, 82, 85, 97, 98, and 99.

SUPPLEMENTARY INFORMATION:

Description of Program

Under the authority of section 1202(a)(1)(C) of the Elementary and Secondary Education Act (ESEA), the Assistant Secretary of Elementary and Secondary Education (Assistant Secretary) awards grants to eligible applicants for projects that—

- Improve the educational opportunities of low-income families by integrating early childhood education, adult literacy or adult basic education, and parenting education into a unified family literacy program for federally recognized Indian tribe and tribal organization projects;
- Are implemented through cooperative activities that build on

Rev 31 May 00
 (Rev by Higgs)

Memorandum for Distribution

Subject: KY Lock – Scope of Supplemental EIS (*Italicized Revision after Agency Scoping Meeting*)

1. Since 1992 when the Feasibility Study and Environmental Impact Statement were completed, there have been many changes, additions, and refinements to the Kentucky Lock Addition Project. The table below is an attempt to list all of the affected major features. The 1992 EIS recognized that a supplemental NEPA document would be required because of unknowns associated with the relocation of Taylor Park Campground and unknowns in the need and configuration of downstream training dikes. I believe that we are nearing the point where we have most of the major changes and refinements to a level where additional detail will not significantly impact any environmental analyses. It is hoped that the table below will be a starting point for TVA and the Corps in developing a plan to produce the SEIS.

Anticipated Features to be included in SEIS

Feature	1992 FS/EIS	Current Plan
Access Road to Vulcan Disposal Site	Not Included	Widen existing road/path with wetland impacts and enlarging a crossing of Russell Creek. Wetland impacts were covered by Highway Relocation EA (0.25 acres).
Taylor Park Campground	Relocate to unknown location	Permanently close. As mitigation, build new lock visitor center and enhance fishing access in the KY TW. Fill Placement in lower level of campground. <i>Fill will not be a 404 activity since it is above the normal operating level of Kentucky Lake. It is within the flood control pool and impacts on the floodplain will be included in the SEIS.</i>

East bank boat ramp	Permanently close. As mitigation, upgrade west bank ramp, build restroom, and pave parking lot.	Instead of upgrading existing ramp, build new ramp on west end of existing WB boat basin. Keep new restroom and paving in plan. <i>TVA requested that as part of the closing of the existing ramp that vehicle use be blocked. The ramp would still be available for foot traffic.</i>
West bank land access to barges to be used by contractors	Not included	Alternatives: 1) WB ramp on bank upstream of boat basin, 2) enlarge boat basin, and/or 3) use existing EB ramp. Mussel surveys (<i>preliminary results for 1) and 2) few mussels observed</i>) were recently performed. In-river dredging is not required for these alternatives.
Lock location	N/A	Lock has moved approximately 200' upstream and 20' riverward from EIS location. Its founding elevation has also been raised.
Temporary flow cut-off wall or measures	Not included	Alternatives are presently being evaluated. To be located in footprint of new lock chamber.

Upstream Lock Approach Walls	Cellular Structures (20 cells @ 36' diameter)	Floating structures with drilled shaft connections (3 @ 10') at the upstream end of both the guidewall (longer) and guardwall (shorter). <i>TVA's preliminary assessment of mussels resources based on the recent surveys. Few mussels present and soft bottom substrate.</i>
Underwater excavation	Not included	Underwater rock excavation

<p>construction methods. Underwater rock blasted with overburden excavated.</p>		<p>is planned for both upstream and downstream of the new lock. Appropriate environmental restrictions should be developed. <i>It was agreed that additional evaluation of blasting techniques. Experiences at similar projects, such as Pickwick Dam or Ohio River work, will be investigated to develop blasting techniques to minimize impacts. Potential techniques included scare charges to attempt to move fish away from the blasting point and leaving a layer of overburden or adding a temporary layer over the charge. Timing of blasting should be done in the winter months to avoid potential fishermen conflicts.</i></p>
<p>Upstream Approach Excavation</p>	<p>?</p>	<p>Has been minimized and is undergoing testing at WES. Excavation to navigation grade for up to 1000' upstream of end of guidewall. <i>Recent coordination with the Corps' Navigation section has stated that the design grade should be 335' which will require significant dredging. This grade is debatable since it would only occur during emergency flood control drawdowns when commercial navigation is likely to be curtailed anyway. Blasting for this item is only anticipated for the lock intakes, other areas</i></p>

		<i>are expected to be soils.</i>
Downstream lock approach wall	Built in the dry using a long cofferdam	Built in the wet using drilled shafts. Temporary fill placement (<i>is a 404 activity</i>) in lower third of guidewall to help form slurry wall, fill will be removed later.
Downstream cofferdam	Extensive structure encompassing the downstream approach wall	Has been shortened by over 1000'. Channel excavation that was to be done in the dry will now be in the wet. Includes at least one temporary guard cell.
Downstream approach excavation	Most in the dry, some in the wet, including right bank excavation for approximately 1500'.	All in the wet. Amount is being refined in Nav. Model at WES, but right bank excavation is not necessary. <i>It was emphasized by the Corps that right bank and channel dredging will not be necessary based on design refinements.</i>
Downstream training dike(s)	Recognized that they may be needed.	One or two small training dikes (see drawing). Mussel survey and mitigation would not be needed
Downstream Mooring Cells (Buoys)	Two new ones located just upstream of I-24 to replace those just downstream of the powerhouse island.	Mooring cells have been replaced by mooring buoys at RM 19.4L and/or 20.6L. <i>Included in the SEIS since their use was linked to river traffic congestion while the new lock is being constructed. The downside of this is that environmental impacts may trigger a formal consultation under the ESA. TVA has evaluated the sites for aquatic resources. T&E issues at one proposed location (possibly both</i>

		<i>sites). Prop wash is another concern. These buoys would be removed after lock construction and could be placed back in service during lock outages.</i>
Upstream Mooring Cells	Two new ones were planned.	None are presently being considered.
Layout of lock buildings and access roads	Not included	Plan nearing completion.
Contractor Staging Areas	Large wooded area on east bank near abandoned firearms range and TP Campground were identified.	Needs are being refined and reassessed. Use of large wooded area would probably be considered as last resort. Revised plan may be available in <i>August</i> .
East bank disposal site	Approx. 40 acres of Vulcan Materials previously disturbed site.	No change to Vulcan site, presently designed to 60% level. In addition, would like to add lower level of T.P. Campground as permanent fill area with certain limitations.
Future treatment of site sanitary sewage	Probably not included	Plan is scheduled this summer. Alternatives include: 1) septic tanks and fields, 2) constructed wetlands, and/or 3) connection to the Grand Rivers POTW.

Erection of RR truss over navigation channel	Not included	Truss will be erected in a yet to be determined area of the immediate TW and floated into place. The temporary erection site will probably have env. consequences. Either expanded WB basin, along WB or on future highway piers.
Widening of Hwy 282 under RR bridge	Not included	This RR bridge is now having to be replaced and the roadway under it upgraded to current standards. Widening it could have impacts on the adjacent wetlands.

2. In addition to the features listed above, an EA has been prepared to document and assess changes/additions associated with the proposal to relocate US Hwy 62 to a downstream bridge instead of re-constructing it on top of the dam. The major features included in the EA are listed in the table below.

Project Features Covered and Assessed in Hwy EA

Feature	1992 FS/EIS	Hwy EA
Relocated roadway	Reconstructed on top of dam.	Relocated to downstream bridge.
Wetlands	N/A	New field survey identified wetlands being impacted by both RR and Hwy that were not shown in 1992 EIS. Mitigation plan currently being developed for off-site location. Minor impact of disposal area haul road added.
Mussels	Not included for RR?	Impacts were assessed and mitigation plan is currently being initiated by Corps.

Powerhouse Island Access	By bridge over downstream canal, from east bank.	By ramp off of dam, from west bank.
Bike/Pedestrian Bridge over Locks	N/A	Added to provide loss of sidewalk from existing bridge when bridge moved downstream.
West bank disposal site and contractor staging area.	Not included.	Added.
Borrow sites	Only Vulcan disposal site identified as potential borrow site.	Added Vulcan stripping operations and “racetrack” site on west bank.

As mentioned above, the development of mitigation plans for both wetlands and mussels is ongoing. It is expected that these ongoing and future mitigation plans will be joint developments of TVA and the Corps.

Don Getty
 KY Lock Addition
 Project Manager

Distribution:

May 22, 2000 Agency Scoping Meeting Attendees

**CELRN-PM-P
31 MAY 2000**

MEMORANDUM FOR RECORD

SUBJECT: Minutes of Agency Scoping Meeting for Supplemental Environmental
Impacts Statement (SEIS) for Kentucky Lock Addition Project

1. An agency scoping meeting was held at the Lake Barkley Resource Manager's Office on May 22, 2000. The purpose of the meeting was to solicit comments or concerns about issues to be evaluated in the forthcoming SEIS and to make any last minute preparation for the public meeting held later that evening. A list of attendees follows.

List of Attendees

<u>NAME</u>	<u>AGENCY</u>	<u>PHONE</u>
DON GETTY	CORPS OF ENGINEERS 615-736-2346	
TED CROWELL	KY DEPT. FISH AND WILDLIFE RESOURCES 800-858-1549	
PAUL RISTER	KY DEPT. FISH AND WILDLIFE RESOURCES 270-753-3886	
RICHARD TIPPIT	CORPS OF ENGINEERS 615-736-2020	
JOHNNY PARHAM	CORPS OF ENGINEERS 615-736-2346	
SAM PERRY	TVA 1591	865-632-
Gary Jenkins	TVA	901-641-2012

TOM SWOR

**CORPS OF ENGINEERS
615-736-5831**

TIM HIGGS

**CORPS OF ENGINEERS
615-736-7192**

Lee Graser	TVA	865-632-1515
John Jenkinson	TVA	865-632-1513

**DAVID DREVES KY DEPT. FISH AND WILDLIFE
RESOURCES 270-753-3886**

Kevin Gillespie	US Coast Guard	618-684-3143, ext130
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2. Representatives from the Kentucky Division of Water (DOW) and the US Fish and Wildlife Service (USFWS) were unable to attend the meeting. Previous discussions were held with the DOW on how coordination obtained during the recent Relocated Highway 62 EA would be implemented. The DOW stated they would rely on the KDFWR for the appropriate fish-spawning season, during which in-stream work is prohibited. Additional clarification on what type of activities would be prohibited during fish spawning season, in general, this is any bottom disturbing activities such as dredging or blasting or any activity likely to increase downstream turbidity levels. Working on the above bottom portions of the bridges piers or use of work barge spuds (minor area impacted) would not be prohibited. The USFWS commented via email that their concerns for federally listed species (Indiana Bats or mussels) had been adequately addressed in previous coordination for the Highway EA.
3. Most of the meeting consisted on a discussion of “Anticipated features to be included in the SEIS”. A table was previously furnished which listed each feature, the description that was provided in the original (1992) EIS, and how the current plan had changed. This file has been revised based on this meeting (see attached)
 - Taylor Park Campground Fill placement: Tom Swor asked if fill placement is a 404 activity. Tim Higgs responded that this fill will not be a 404 activity since it is above the normal operating level of Kentucky Lake. It is within the flood control pool and impacts on the floodplain will be included in the SEIS.
 - Existing East Bank boat ramp (old ferry landing): Sam Perry requested that as part of the closing of the existing ramp that vehicle use be blocked. The ramp would still be available for foot traffic.
 - Upstream Lock Approach Wall: John Jenkinson provided a preliminary assessment of mussels resources based on the recent surveys. Few mussels were present and the bottom substrate consisted of soft materials.
 - Underwater excavations methods: This was a subject of more detailed discussion. It was agreed that additional evaluation of blasting techniques will be performed prior to preparing specifications for this work. Experiences at similar projects, such as Pickwick Dam or Ohio River work, will be investigated to develop blasting

techniques to minimize impacts. Potential techniques included scare charges to attempt to move fish away from the blasting point and leaving a layer of overburden or adding a temporary layer over the charge. Timing of blasting should be done in the winter months to avoid potential fishermen conflicts.

- Upstream approach excavation: Recent coordination with the Corps Navigation section has stated that the design grade should be 335' which will require more significant dredging. This position is debatable since it would only occur at extreme conditions during an emergency flood control drawdowns when commercial navigation is likely to be curtailed anyway. Blasting for this item is only anticipated to occur for the lock intakes, other areas are expected to be soils.
 - Downstream lock approach: Temporary fill placement for construction of the slurry wall will be a 404 activity.
 - Downstream approach excavation: It was emphasized by Tom Swor that right bank and channel dredging will not be necessary based on design refinements. In the 1992 EIS, this was a significant issue.
 - Downstream Mooring Buoys: It was recently decided at the April 12th WES meeting that the analysis of environmental impacts associated with the mooring buoys would be included in the SEIS since their use was linked to river traffic congestion while the new lock is being constructed. The downside of this is that environmental impacts may trigger a formal consultation under the ESA. TVA has evaluated the sites for aquatic resources. T&E issues at one proposed location (possible both sites). Prop wash is another concern. These buoys would be removed after lock construction and could be placed back in service during lock outages.
 - Contractor staging areas: Revised plan will not be available until August (not July).
4. **Fish Spawning season.** Additional coordination will be developed between KDFWR, TVA, and the Corps showing the appropriate season for each area. A table will be developed to identify species likely to be spawning at the different locations affected by project construction and for anticipated construction methods. TVA recommended avoiding the lower lock approach channel during mid-Feb – March to avoid impacting blue sucker runs. Stripe fishing is heavy during April- June, especially in easternmost bridge pier area.
 5. **Boat Restrictions.** Boat traffic would be restricted around active pier construction areas and it is expected that no more than two piers would be active at any given time. No blasting is needed for pier construction. Signage will be placed at the boat ramp area. Pier construction is expected to last two years and steel placement another year. Short-term closures will be required when the railroad truss is floated into place.
 6. **WES Modeling Update.** WES has identified errors in velocity measurements presented during the April 12th meeting. They will provide results in an upcoming report on existing conditions. No significant velocity changes on downstream areas containing mussel beds were measured as a result of bridge pier construction.
 7. **Mussel Salvaging from Bridge Piers Footprints.** Anticipated procedures for the mussel salvaging operation were discussed. It is recognized that diver safety will be a

critical factor. The Corps' bridge pier contractor will be required to salvage mussels from the pier footprints as much as practical.

8. **Recent mussel surveys.** John Jenkinson provided a preliminary assessment of the recent mussel surveys. A more detailed summary will be provided at a later date. Based on the preliminary results it appears the expanded west bank boat basin and the downstream rock (a.k.a. Rister) jetties will not be dropped because of environmental concerns.
9. Contact me at (615) 736-7192 if you have any questions.

Tim Higgs
Environmental Engineer
Project Planning Branch

Attachment: "Table for Anticipated Features to be Included in SEIS"

CF: All attendees to May 22nd Meeting
John Dovak/KY DOW
Ed Carroll/KY DOW
Jim Widlak/KY DOW

5/31/00
Kentucky Lock Addition
Minutes of Public Information Meeting
22 May 2000
6:30 p.m. (CDT)
KY Dam Village State Resort Park
Conference Center

1. On 22 May, 2000, a public information meeting was held at the Kentucky Dam Village State Resort Park Convention Center to scope issues for the upcoming Supplemental Environmental Impact Statement for the Kentucky Lock Addition project. The meeting was attended by approximately 100 citizens.
2. At the General Session, opening remarks were made by:
 - Corps of Engineers - LTC Pete Taylor, District Engineer, Nashville District
 - Tennessee Valley Authority – Gary Brock, Manager, Navigation and Structures Engineering
 - Kentucky Department of Fish & Wildlife Resources – Ted Crowell, Assistant Director of Fisheries

An overview of the Project was then provided by Don Getty, Project Manager for the Corps of Engineers. A powerpoint of this presentation is included in the KY Lock website.

3. After the General Session, two Breakout Sessions were held: one on Tailwater Fishing moderated by Ralph Ownby of the Corps of Engineers and one on “All-other” Project Features moderated by Barney Davis of the Corps of Engineers. The purpose of these breakout sessions was to solicit ideas/comments/questions from the attendees. A summary of the input collected at these breakout sessions is provided below.
4. **Tailwater Fishing Breakout Session.** An overview of the possible fishing impacts during construction and proposed tailwater fishing access improvements was provided by Don Getty. A powerpoint of this presentation is included in the KY Lock website. A summary of the discussion held on the various topics/issues and the results of the survey are provided below:

Boat Ramps

- It was suggested by Judge Joe Ward that the east bank (Livingston County) be provided with a boat ramp. He suggested dredging the mouth of Russell Creek to accommodate this ramp. This suggestion will be evaluated in the SEIS.
- The location of the new west bank boat ramp in the boat basin was well received. The dilemma of where to place floating courtesy dock was discussed. Possible options include:

- Dock between the lanes – This may be more advantageous for single boaters, but when a boat is tied to the dock, it blocks one of the lanes for launching. It was pointed out that if the boat basin is widened, then the ramp may be widened to allow for a boat to be tied-up at the dock with enough room left over to launch a boat. If the basin is not widened, then there is not enough width to put the dock over to the side.
- Dock to the side of the ramp – This arrangement would ensure that at least one lane of the ramp stays open for launching, but if the ramp is widened, it would probably keep two lanes open for launching.
- It was pointed out that the existing west bank ramp is difficult to use during low water – boats tend to drop-off the ramp since it does not extend far enough into the water. It was noted that extending the ramp to fix this problem will require closing the ramp during concrete placement and curing. This seemed acceptable to the attendees. The option of fixing the ramp will be evaluated in the SEIS and the funding for it could come from the \$1M of Taylor Park Campground mitigation funds.

Fishing Piers

- The elevation of the two proposed fishing piers and the existing fishing coffer cell were discussed. There seemed to be agreement that all three fishing platforms should be at different elevations to accommodate different tailwater elevations.

Fishing Coffe Cell

- There seemed to be a consensus of those attending that the coffer cell should not be raised in height. This is due mainly to the shad dipping that occurs on the cell. There was an opinion expressed that if the cell were raised, shad dipping would be more difficult. One of the design team members described how shad dipping could still be performed from a boat with the cell raised. This would involve a wood block between the boat and the cell wall to allow space for dipping between the boat and the cell. The advantage to this approach is that dipping could occur at tailwater elevations above those of the existing cell height. However, those in attendance did not feel that this additional utility would overcome the existing ease of use of the cell.
- In lieu of raising the cell and in an effort to reduce maintenance requirements, a proposal to remove the railing and bridge access to the cell was proposed. This was not well received by the audience since the shad dippers and fishermen all want the railing and the fishermen need the bridge access.
- Enhanced railing – A proposal to use project mitigation funds to place strengthened railing on the cell was made. This was well received. An opinion was expressed that the railing would be more corrosion resistant by making it out of “I” shapes rather than enclosed tubing.
- Existing railing – It was pointed out that the existing railing has some broken pieces exposed that could be a safety hazard and they should be removed.

Expanded West Bank Boat Basin

- This basin is proposed to be deepened to elevation 293 and widened an unknown amount for three reasons: 1) to allow for the erection of the 500 foot long RR truss that will then be floated into place; 2) to allow for the on- and off-loading of contractors' work barges; and 3) to provide for additional width and depth for the recreational boats that will ultimately use the basin for launching and docking. The trade-offs for expanding and not expanding the boat basin were discussed. If not expanded, this would keep open about 600 additional feet of the west bank to bank fishing during construction and would possibly allow the new ramp in the basin to be opened to the public several years earlier. If the basin is expanded, it will allow more flexibility in the width and design of the new ramp and its courtesy dock. It will also provide additional depth and width for use by the recreational craft. The basin's existing width of 30-35 feet at low water make it marginal for use as a launching and docking area.

Miscellaneous

- **Powerhouse Island Public Restroom** – It is proposed that this restroom would be a replacement for the existing restrooms in the TVA Public Safety building that are in poor condition. It was requested that this proposed restroom be kept open year round. TVA representatives stated that it was their intention to keep it open year round and that it would be similar in design to the restrooms below Pickwick Dam.
- **Marking of submerged coffer cells** – It was requested that an effort be made to mark the existing coffer cells below the spillway so as to show unknowing boaters their location. This is not a problem for boaters that frequent the area, but significant damage has been done to unsuspecting boaters. This marking possibility will be considered as mitigation in the SEIS.

Results of TW Fishing Survey

A total of 12 survey forms were returned with comments. Here are the results by the categories on the form:

A. Features planned as mitigation for permanent closure of east bank ramp

- New two lane boat ramp in west bank boat basin, with floating courtesy dock.
- New public restroom near ramp.
- Paving of existing parking lot downstream of boat basin.
- Existing west bank ramp can remain open permanently, at the discretion of the Kentucky Dam Village State Resort Park

Written comments received on the above plan:

- *Widen the basin to allow for wider lanes of the ramp.*
- *Please locate courtesy dock downstream of ramp, not in the center of ramp.*
- *These sound good to me.*
- *Fix holes in roadway to existing west bank ramp.*
- *I prefer the courtesy dock be placed to the side of the new ramp to prevent user conflict.*

- *Courtesy dock should be in the middle.*
- *Fix bottom of old ramp.*
- *Existing ramp needs reworked.*

B. Features proposed as mitigation for closure of upstream, west bank to fishing during construction of river bridges

- Two or three rock jetties downstream of existing west bank ramp for fishing access and for fish habitat.
- Gravel road, parking lot, and walkways for rock fishing jetties.

Written comments received on the above plan:

- *At least three, maybe four.*
- *Much needed.*
- *Sounds good to me.*
- *Agree.*
- *Good idea!*
- *This is an outstanding idea.*

C. Possible deepening and widening of existing west bank boat basin.

It is proposed to deepen and widen the existing boat basin to allow bridge and lock construction barges to on- and off-load within the basin. The short-term consequences of this enlargement is that it would eliminate approximately 600 additional feet of west bank available to fishing during the expected three to four years of bridge/lock construction. This 600 feet would be in addition to the approximately 2000 feet of bank that would be closed to fishing regardless of the basin's use (see Phases 2-A and 2-B of handout). The long-term benefit of the basin's enlargement is that it would make the basin easier to use by recreational boats after construction is complete. The new boat ramp will be constructed in the basin regardless of whether or not it is expanded, but if it is not expanded, then its maximum depth will only be 3-4 feet at low water and with a corresponding width of about 30 feet. Please let us know your preference on this issue.

I prefer to have the basin expanded *All 12 responses chose this option*

I prefer to leave the basin as is. 0

D. Features proposed as mitigation for closure of Taylor Park Campground.

Our maximum budget for these features is approximately \$1M. We (interested agencies) have come up with the list below of possible ways to improve fishing access to the KY tailwater area. Since these features' cursory costs add up to slightly more than the \$1M available, we need your help in prioritizing them. Also, if you have other possible features that you feel should be considered, please write them in the last row(s).

Possible Feature	Approximate Cost	Order of preference with the largest number being the top choice (9 of 12 surveys provided ranking of these)
Powerhouse Island Fishing Pier	\$440K*	46
New Powerhouse Island Public Restroom (2 stalls per sex)	\$85K	28
Additional parking at downstream end of Powerhouse Island	\$50K	27
Raise a portion of existing Powerhouse Island coffer cell about 7', install new railing, and access bridge.	\$100K	19
West Bank Fishing Pier	\$350K	35
West Bank Fishing berm (walkway) just upstream of boat basin	\$65K	29
Total Approximate Cost	\$1.09M	

*This cost includes the \$50K cost of the new parking lot.

Note: Additional items for the above table proposed at the meeting would be the extension of the existing west bank boat ramp, marking of the submerged cells below the spillway, upgrading the railing of the existing fishing coffer cell, and building a new ramp on the east bank.

E. Height of west bank fishing pier.

If the west bank fishing pier is chosen to be constructed, then we are proposing three different options for its height. There is concern among some of the designers/owners that the lower pier elevations will cause undue maintenance problems due to frequent and lengthy flooding and that the pier's usability would be limited by this flooding. Please let us know your preference on the height.

Minimum Pier Height	Approximate	Approximate number	Order of
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(elevation in feet) See Note below	number days that low pod is flooded for the entire year	days that low pod is flooded from June through October	preference with largest number being first choice (8 of 12 surveys provided rankings)
318	63	3	9
313	94	7	14
310	115	15	22

Note: For reference, the normal low water in the tailwater is elevation 300 and the top of the coffer cell at the Powerhouse Island is elevation 302.

5. **All-other Features Breakout Session.** An overview of planned project features and some known impacts of these features was presented by Johnny Parham. The main topics of this overview were: 1) Areas of limited public access during construction, 2) Affects of construction employment and construction traffic on the community, 3) Permanent traffic pattern changes, 4) Plans for site development, 5) Construction sequencing. A powerpoint of this presentation is included in the KY Lock website. A summary of issues raised by attendees follows.

Size of Visitors Center One person asked for the dimensions of the Visitors Center and remarked that it seemed small and was there an opportunity to make it larger. It was pointed out the dimensions of the main display area are 45' x 20'. This does not include the restrooms, vestibule, or office and storage areas. It was explained that justification for the Visitors Center was as mitigation for the closure of Taylor Park Campground and thus the \$1.5 million estimate to relocate the campground was a limiting factor for mitigation. Of the \$1.5 million, \$500,000 has been proposed to be budgeted for the Visitors Center and \$1 million for tailwater fishing enhancements.

Traffic from Dump Trucks A concern was expressed about the amount of traffic that will occur from dump trucks hauling fill material for the RR & Hwy embankment on the west bank across the dam. The question was asked if the contractor's work hours would be limited. It was explained the Corps of Engineers would not limit the contractors work hours. The contractor will be required to obey all traffic laws and the Corps will monitor and insure a safe work environment.

Link to Paducah's River Heritage Museum Mr. Ken Wheeler encouraged the Kentucky Lock project team to take advantage of linking its facilities to and sharing information with the River Heritage Museum. Some preliminary discussions for this possibility have taken place and opportunities will be pursued.

Labor Relations Mr. Ken Wheeler pointed out the Olmsted project would be a good point of contact about "Lessons Learned" on labor relations in the area and the Kentucky Lock project should consider this topic. Mr. Wheeler was told of discussions that had already occurred between KY Lock personnel and Rick Schipp, Olmsted Resident Engineer. A meeting was held with labor representatives specifically about the KY Lock

project. It was recognized further coordination on this topic needs to take place in the future.

Cost Sharing of Mitigation Costs Mr. Ken Wheeler questioned the amount of money being spent for mitigation. His particular concern seemed to be about the amount of fishing enhancements in the tailwater and the use of navigation industry trust fund dollars to pay for 50% of these costs. It was explained to Mr. Wheeler that the required mitigation features were broken into three categories. One of these categories is mitigation for the closure of Taylor Park Campground which is limited to a \$1.5 million budget. \$500,000 is budgeted toward the visitor center and \$1 million is budgeted for tailwater fishing enhancements. Not all of the fishing enhancements being considered will be able to be built within the \$1 million cap so those will not be constructed. It was explained the other breakout session was prioritizing those features to help decide which ones would be built. Another category of mitigation is to compensate for the closure of the west bank to fishing from the shore during relocation of the RR & Hwy. The rock fishing jetties below the existing west bank boat ramp are proposed for this mitigation feature. The other category of tailwater mitigation is for closure of the existing east bank boat ramp. The new ramp proposed for the expanded boat basin, paving the existing parking lot and the restroom facilities are proposed for this mitigation.

Mr. Wheeler also encouraged seeking other cost sharing partners for tailwater enhancement features. Mr. Wheeler was aware of the federal responsibility to fund mitigation and any additional money provided by other parties would be used to provide features above and beyond the required mitigation.

Chamber of Commerce Position Statement The Paducah Area Chamber of Commerce stated their support for the Kentucky Lock project and provided a copy of a position statement they had written. The position statement supported funding of the project for Fiscal Year 2001.

Traffic Congestion From Employee Vehicles Concern was expressed about traffic congestion from construction employees vehicles reporting to work and leaving work. It was asked if shifts could be staggered to alleviate some of the congestion. The response was that the Corps of Engineers will work with contractors to minimize the traffic as much a practical, but the nature of this type of construction makes that difficult at times. It was explained when the weather is good, contractors want to take advantage of all daylight hours and thus staggering shifts is not always possible.

New Ramp from Hwy 62/641 to Hwy 282 One individual asked if a new exit ramp from the relocated Hwy 62/641 to Hwy 282 near the State Park Campground could be provided. It was explained the Corps of Engineers was authorized only to provide relocations to meet existing conditions and a new ramp would be an improvement we were not authorized to construct. The cost of constructing a ramp would have to be picked up by someone such as Marshall County or the State of Kentucky if it were included.

Construction Video The question was asked if we had plans to produce a video of construction that would be shown in the new Visitors Center. The reply was that no specific plans are currently in place, but preliminary discussions have occurred. It was pointed out that videos are used in construction inspections and those videos could be used to produce a product for the visitors center after construction. It was also pointed out that the possibility of providing information to the River Heritage Museum has been discussed.

Graphic Video From General Session A representative from the Marshall County Visitors Center on I-24 asked if they could receive a copy of the graphic video shown in the General Session. A CD with the video was provided after the meeting adjourned.

Power Outage During Tower Relocation One person if there would be power interruptions when the lines to the new transmission towers were transferred. A TVA representative replied that no outages would be required to transfer the lines.

Hwy 62/641 Four Lane The question was asked if a four lane bridge across the Tennessee River had been evaluated considering existing traffic and projected traffic in the next ten years. It was explained the four lane option was being pursued until a couple of months ago, but the state of Kentucky had decided it wasn't in their budget to fund the additional cost of a four lane bridge over the two lane option that is funded with federal dollars.

Speed Limit on Relocated Hwy 62/641 What will the speed limit on the relocated section of Hwy 62/641 was asked by one individual. It was explained the design speed for the relocation was 45 mph, but the actual posted speed limit would be determined by the state of Kentucky.

6. After the two breakout sessions adjourned, a Close-out Summary Session was held. Mr. Ownby and Mr. Davis summarized the issues and comments received during the breakout sessions (these are outlined in paragraphs 4 and 5 above). No questions were asked during this session and the meeting adjourned at approximately 9:00 p.m.

Don Getty
Project Manager
KY Lock Addition

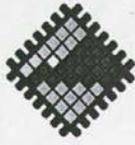
Information provided before the general session:

- Meeting program and comment cards
- Project fact sheet/construction schedule
- Project Site Plan – 11x17 Colored drawing
- 8 ½ x 11 Computer generated renderings of:
 - Lock Site and Lock Bridges
 - WB Fishing pier
 - PH Island fishing pier
 - TN River bridges
- 11x17 Artist renderings of:
 - Lock site plan
 - Operations/visitors building and lock
- 8 ½ x 11 TW fishing:
 - Plan view of all possible features
 - WB restrictions July 00 to June 01

Handouts at TW Fishing Breakout Session

- Fishing Features Survey
- 11x17 PH Island possible fishing enhancements
- 11x17 West bank possible fishing enhancements
- 11x17 of PH Island Fishing Pier, Plan and profile
- 11x17's of three WB Fishing Piers profile view and one plan view
- 8 ½ x 11 WB restrictions, Phase 2-A
- 8 ½ x 11 WB restrictions, Phase 2-B

No special handouts at All Other Features Breakout Session



PADUCAH AREA CHAMBER OF COMMERCE

Paducah Chamber Supports Kentucky Dam Lock Project

Background: Construction of a new lock on the Tennessee River in Kentucky is imperative to facilitate the flow of products through the largest navigable inland water system in the United States. Over 25,000 miles of inland waterways in our nation serve as a vital part of our modern transportation infrastructure system. This vast waterway benefits the entire country, not just the states that touch it. Annually, more than 600 million tons of cargo move on our inland waterways. In addition, marine transportation provides the most cost effective method of moving goods for many businesses.

- Because Western Kentucky is located at the hub of America's most industrialized and agricultural region—Pittsburgh to Minneapolis and Kansas City to New Orleans, more barge tonnage transits the First Congressional District than any other portion of the inland waterways.
- Of the Ohio River's 981 miles, over 650 of those miles lie within Kentucky.
- The Ohio River basin accounts for 25 percent of the nation's waterborne commerce.
- The mining, manufacturing, agricultural, and water transportation industries in Kentucky employ over 45,500 people and generate \$311 million in state and federal payroll taxes
- The total domestic waterborne commerce in Kentucky each year amounts to nearly 90 million tons, worth over \$7 billion.
- Inland water transportation to Kentucky moves nearly \$7.6 billion in cargo, provides over 2500 jobs, and produces nearly \$19 million in state and federal income taxes each year.
- Coal and coal products top the list of commodities transported on Kentucky waterways.

Currently, large tows must be reduced in size in order to utilize the existing Kentucky Dam lock system which adversely affects the time needed to transport goods and increases costs. In addition, because these fifty-year-old locks are in need of repair, they will be closed to traffic in 2008 for maintenance. In other words, the new locks must be in place to increase the flow of marine traffic and decrease the amount of time necessary to deliver goods. Otherwise, these tows will be diverted to the Cumberland River which will cause additional delay for businesses in delivering their products and will be more costly.

In order for the new lock to be completed in a timely fashion, it is **imperative** that the additional \$23 million of the \$38 million needed for construction be added to the current allocation of \$15 million in President Bill Clinton's proposed 2000 budget. One half of the funding for this project is derived from a 20 cents per gallon tax on fuel burned by towboats and put in a government trust fund. The other half comes from the general fund.

Reasons for Support:

- Will increase flow of marine traffic
- Reduce time and costs in transporting goods
- Continue to maintain the positive economic impact of the marine industry to surrounding communities, the state, and the nation

Bottom Line: The Board of Directors of the Paducah Area Chamber of Commerce support the addition of \$23 million to the federal budget for the construction of the Kentucky Dam Lock Project as promised by President Bill Clinton. This project is vital to the economic health of Western Kentucky and to the Nation. We respectfully ask our elected officials to seek this funding.

417 South 4th Street • P.O. Box 810 • Paducah, Kentucky 42002-0810
 270/443-1746 • Fax: 270/442-9152 • E-mail: info@paducahchamber.org
 • Web Site: www.paducahchamber.org





US Army Corps
of Engineers.

Public Notice

Public Notice No. 01-15, File No. COE-172

Date: February 23, 2001

Nashville District

Please address all comments to:
Nashville District Corps of Engineers, Project Planning Branch
P.O. Box 1070, Nashville, TN 37202-1070

Closing Date: April 16, 2001

JOINT PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS AND TENNESSEE VALLEY AUTHORITY

SUBJECT: Kentucky Lock Addition Project, Draft Supplement I
Environmental Impact Statement

TO ALL CONCERNED: Notice is hereby given pursuant to Section 404 of the Clean Water Act (CWA) that the Nashville District, Corps of Engineers (Corps), is considering constructing several features associated with the Kentucky Lock Addition Project. Prior to initiating the work, modification of the existing water quality certification pursuant to Section 401 of the CWA is required from the Commonwealth of Kentucky, Department for Natural Resources and Environmental Protection. By copy of this notice, the Corps hereby applies for the required modified certification. The Tennessee Valley Authority is a cooperating agency on the DSEIS, in order to incorporate its Section 26a and land use review requirements.

Also, in compliance with the National Environmental Policy Act (NEPA), the Corps announces the availability of a Draft Supplement I Environmental Impact Statement (DSEIS) for the Kentucky Lock Addition Project. This supplement provides NEPA coverage for changes made to the project since earlier NEPA documents, including the 1992 Final EIS and the March 2000 Highway Bridge Relocation Environmental Assessment.

LOCATION: The Corps proposes to construct features associated with a new lock at the Kentucky Lock and Dam at Tennessee River mile (TRM) 22.4. Areas affected by the project are in the immediate vicinity of the Kentucky Dam. Figure 2 shows the

location of features requiring in-stream or floodplain fill, with the exception of one feature. Location of a crossing on Russell Creek and a 285-foot relocation of a tributary to Russell Creek are shown on a second map. The project is located in both Livingston and Marshall Counties, Kentucky and shown on the Calvert City Quadrangle (copy attached).

BACKGROUND: A Notice of Intent to prepare this DSEIS was published in the May 12, 2000 Federal Register. A public meeting was held to scope for issues to cover in the DSEIS on May 22, 2000 at the Kentucky Dam Village State Park Convention Center.

In March 1992, the Corps completed a Feasibility Study and Final Environmental Impact Statement titled "Lower Cumberland and Tennessee Rivers Final Feasibility Study Kentucky Lock Addition". The 1992 report recommended that the existing Federal navigation project for Kentucky Lock and Dam (L&D) be modified to include construction of a second and main lock chamber 110 feet wide and 1200 feet long. In March 2000 the Corps completed an Environmental Assessment proposing to relocate the U.S. Highway 62/641 river crossing to a location below the dam and upstream and parallel to the P&L Railroad Bridge.

The Corps is now proposing to make several changes to the project from what was described in either of the two earlier NEPA documents. This DSEIS supplements the original Final EIS prepared in 1992. The Supplement evaluates resources affected and environmental consequences for several proposed changes or additions to the previously approved version of the Lock Project. When the original FEIS was completed in 1992, several key design decisions could not be made for some major project features until additional engineering and hydraulic modeling studies were completed. Other changes incorporated refined designs to improve the efficiency of the lock and/or reduce environmental impacts.

DESCRIPTION: The DSEIS compared two alternatives; No Action (Implement the plan described in the 1992 EIS and 2000 EA) and Proposed Action (implementing several changes to the previous approved plan).

Included in the Proposed Action Plan are the following:

- Shifting the new lock upstream about 200 feet and riverward about 20 feet;
- Modification of construction methods to lessen areas within cofferdams and to construct more features in the "wet";
- New, non-public access road to Vulcan Disposal Area (Fig. 4);
- Mitigation for the loss of the TVA Taylor Park Campground (TPC), temporarily closed by TVA in 1997, through construction of a Lock Visitor's Center, Powerhouse Island Fishing Pier

(Fig. 5), additional Powerhouse Island restroom and parking (Fig. 6), improved coffercell facility for fishermen (Fig. 6), and West Bank Fishing Pier (Fig. 7);

- Fill Placement in TPC during construction and possibly permanently;
- Mitigation for closure of East bank boat ramp by expanding the west bank boat basin and constructing a new public boat ramp and courtesy dock in the expanded basin for use after construction;
- Use of the expanded boat basin for contractor activities;
- Refinements in Upstream Lock Features and approach channel;
- Refinements in Downstream Lock Features and approach channel;
- Navigation Training Dike off Powerhouse Island to improve commercial navigation conditions (Fig. 18);
- Mitigation for west bank river bank closures by construction of downstream fishing jetties and extension of existing boat ramp (Fig. 19);
- Spillway Training Dikes to improve recreational boating safety (Fig. 20);
- Possible contractor access ramp on Powerhouse Island and eastbank;
- New Lock Access Road to existing lock (fill placement);
- Elimination of new upstream and downstream mooring cells;
- Elimination of dredging to widen the downstream navigation channel to the Interstate 24 Bridge;
- Elimination of placement of excavated or dredged material on the east bank from Russell Creek to the Interstate 24 Bridge;
- Elimination of aquatic disposal site at Tennessee River Mile 19.7.

The No Action alternative would entail constructing the lock at the location shown in 1992. Because this location is more landward and downstream from the proposed location, this plan would require more in-stream excavation than the proposed plan. Included in the No Action plan are channel widening and right-bank excavation, which are eliminated under the Proposed plan. The larger volume of excavated material necessitated the aquatic disposal area approved in the 1992 FEIS. Other structures such as the navigation training dike, spillway training dikes, fishing piers, fishing jetties, expanded boat basin, and Lock Visitor's Center were not included in the No Action plan. Mitigation for the loss of the Taylor Park Campground would be accomplished by relocation to a nearby site. The lower haul road would not be constructed, requiring the use of public roads for haul traffic.

Additional impacts associated with the proposed action include the loss of aquatic habitat directly covered by new features such as the navigation training dike (5850 ft²), fishing jetties (7000

ft²), existing lock access road (700 ft²), and spillway training dikes (146,600 ft²). The impacts associated with the new lock structure, approach walls, and approach channels have been vastly reduced with the Proposed Action plan. The spillway training dikes are not required for the Lock Addition but were included in the DSEIS at the request of TVA and the Kentucky Department of Fish and Wildlife Resources (KDFWR) to improve recreational boating safety below the dam.

A Draft Supplement I to the Final EIS has been prepared to evaluate anticipated impacts of the work. Copies of the DSEIS may be obtained by writing to: U.S. Army Corps of Engineers, Project Planning Branch, Attention: Tim Higgs, PO Box 1070, Nashville, TN, 37202-1070, email address: timothy.a.higgs@usace.army.mil, or by calling Mr. Higgs at (615) 736-7863. This notice also serves as Notice of Availability of the DSEIS for review at the Estes Kefauver Federal Building Room A449, 110 Ninth Avenue South, Nashville, Tennessee.

Activities proposed that require a review under the guidelines promulgated by the Administrator, Environmental Protection Agency (EPA), under authority of Section 404(b)(1) of the Clean Water Act (40 CFR Part 230) include fill placement for the navigation training dike, access road to the existing lock, lock approach walls, construction cofferdams, two fishing jetties, two fishing piers, bank stabilization in the expanded boat basin, and spillway training dikes. The latter comprises 82% of the fill placement required for the proposed plan. Based on the analysis in the DSEIS, these activities comply with the 404(b)(1) guidelines, impacts have been minimized and, where impacts were unavoidable, mitigation has been proposed. The Kentucky Lock Navigation model was used to minimize the size of the two training dike features.

The Kentucky Lock and Dam facility and associated structures have been determined to be eligible for listing on the National Register of Historic Places. Both No Action and the Proposed Action plans would affect an eligible National Register site, Kentucky Lock and Dam. The implications of this effect are discussed in the DSEIS and are subject to stipulations contained within a Memorandum of Agreement (MOA) executed in 1992 pursuant to the requirements of Section 106 of the National Historic Preservation Act. On-going documentation studies would serve to mitigate any adverse effects to Kentucky Lock and Dam. Copies of this notice are being sent to the office of the SHPO.

On January 6, 2000, the U.S. Fish and Wildlife Service provided a supplemental Biological Opinion concerning the modifications proposed in the March 2000 EA. The supplemental Biological Opinion concluded that the Lock Addition Project, including the relocation of the highway, is not likely to jeopardize the

continued existence of any federally listed species. Based on the analysis documented in the DSEIS, reinitiation of consultation under Section 7(a)(1) of the Endangered Species Act is not warranted for the changes included in the Proposed Action plan. Confirmation of this determination will be requested from the Service. The previous BO is adequate for protection of any federally listed species. The DSEIS is also being coordinated with the Service and KDFWR as required by the Fish and Wildlife Coordination Act.

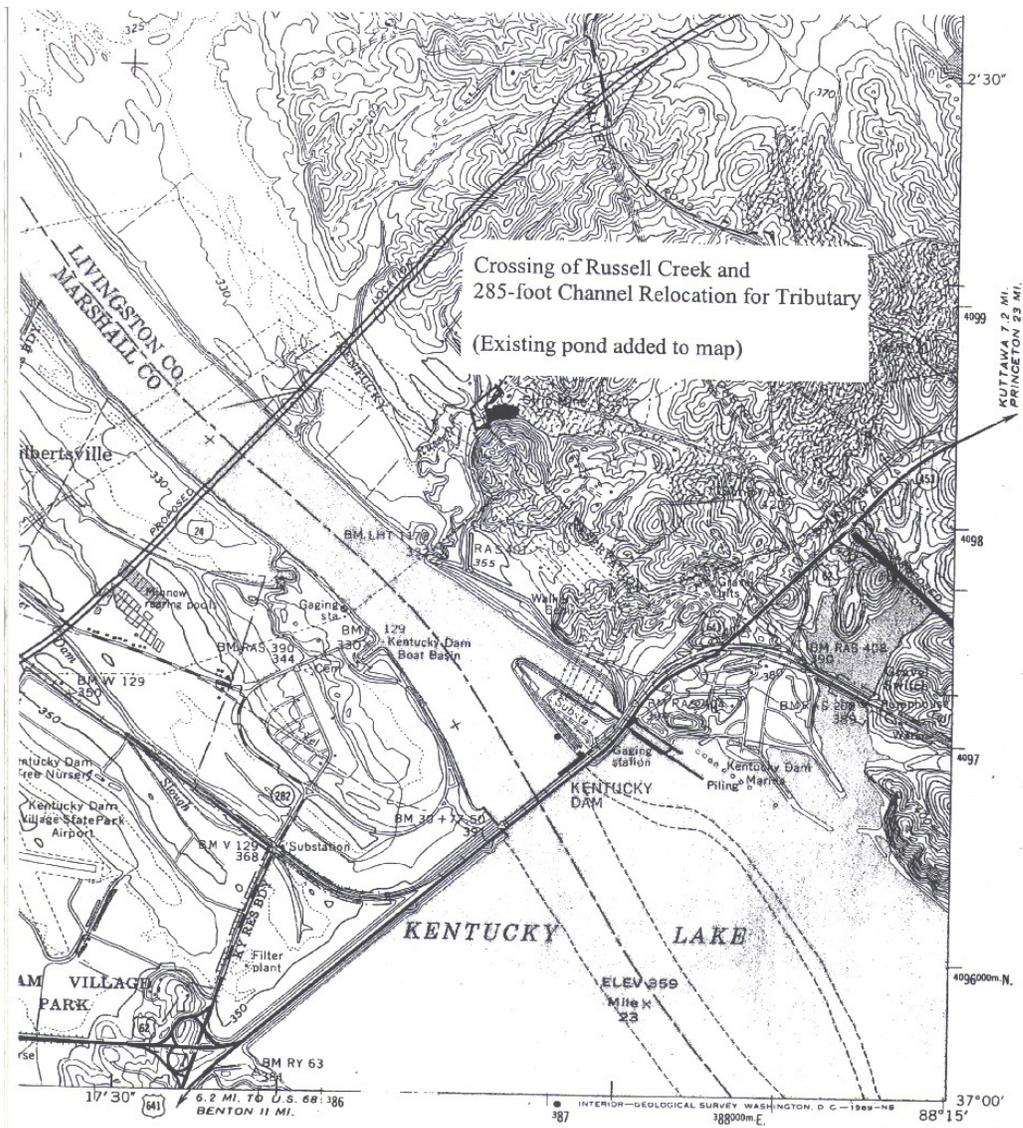
Several features require fill placement within the 100 year floodplain. For both the No Action and Proposed Action, there is no practicable alternative to the proposed construction activities in the floodplain due to the nature of the facility and therefore the Proposed Action plan would be consistent with Executive Order 11988.

Other federal, state and local approvals required for the proposed work are as follows:

- a. Modification of the existing Water Quality Certification from the State of Kentucky in accordance with Section 401(a)(1) of the Clean Water Act; and

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

Written statements received in this office on or before April 16, 2001 will become a part of the record and will be considered in the determination. Any response to this notice should be directed to the Project Planning Branch, Mr. Tim Higgs, P.O. Box 1070 (PM-P), Nashville, Tennessee 37202-1070, (615) 736-7863.



Crossing of Russell Creek and
285-foot Channel Relocation for Tributary
(Existing pond added to map)

1 MILE



QUADRANGLE LOCATION

Revisions shown in purple compiled by Geological Survey from aerial photographs taken 1968. This information not field checked

ROAD CLASSIFICATION

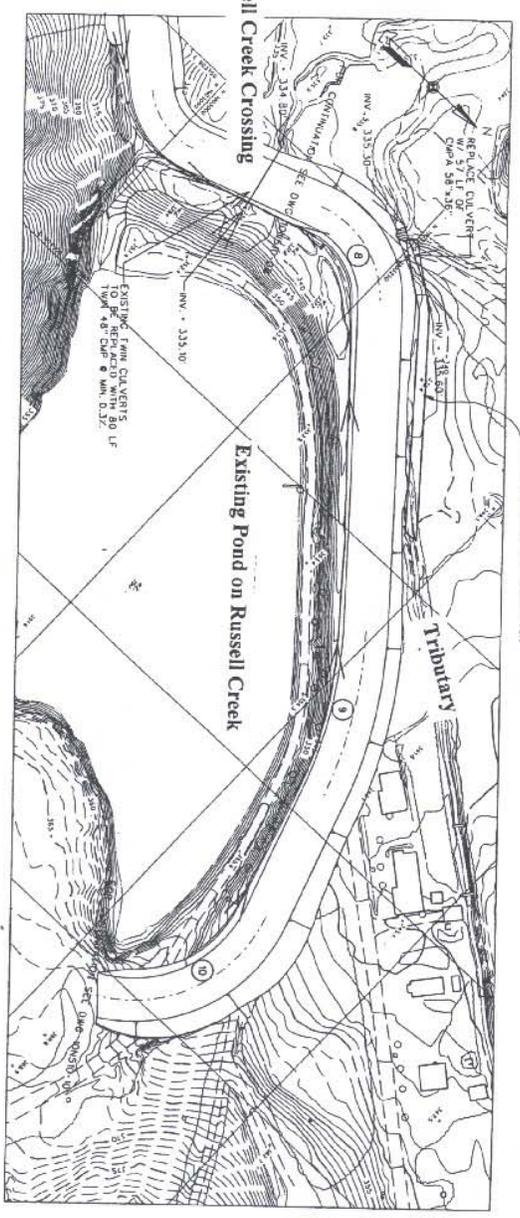
Heavy duty	—————	Light-duty	—————
Medium-duty	—————	Unimproved dirt	—————
○ Interstate Route	□ U. S. Route	○ State Route	

CALVERT CITY, KY.
SE/4 SMITHLAND 15' QUADRANGLE
N 3700—W 8815/7.5
1958
PHOTOREVISED 1968
AMS 3358 III SE—SERIES V 853

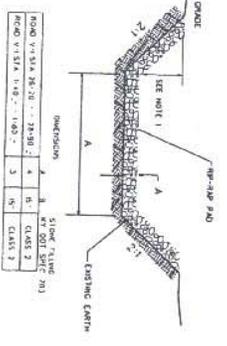
(I 7-NW POINT)
(BIRMINGHAM POINT)

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 PLOT TIME : 12:58:22
 By: KUSCH

FIGURE 4



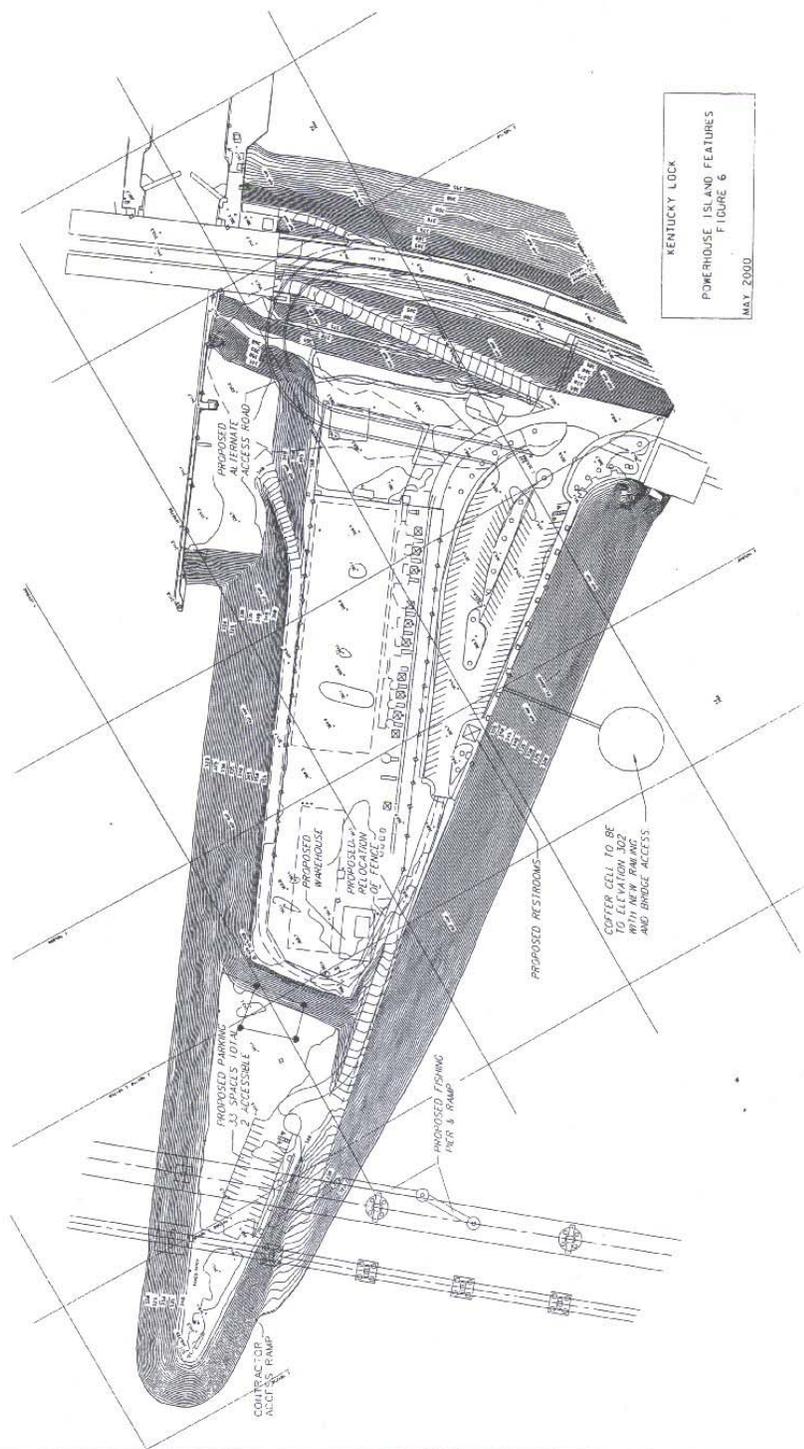
285 LF CHANNEL RELOCATION



RELOCATED CHANNEL SECTION
 NOTES:
 1. HULL DEPTH - 8" PROPOSED UNIFORM CHANNEL SLOPE IN RELOCATED SECTION TO UPSTREAM AND DOWNSTREAM ENDS.
 2. SLOPE OF BANK SHALL MATCH FINISHED GRADE (SEE DRAWINGS 3000.01 AND 0000.02).

NO.	DESCRIPTION	AMOUNT	UNIT	PRICE	TOTAL
1	HAUL ROAD STREAM				
2	RELOCATION				

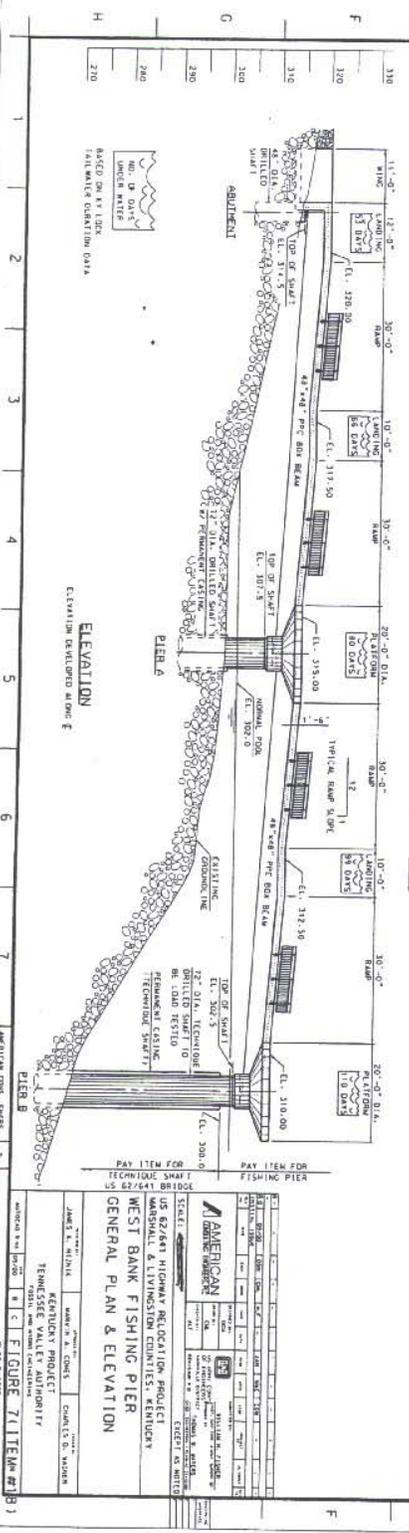
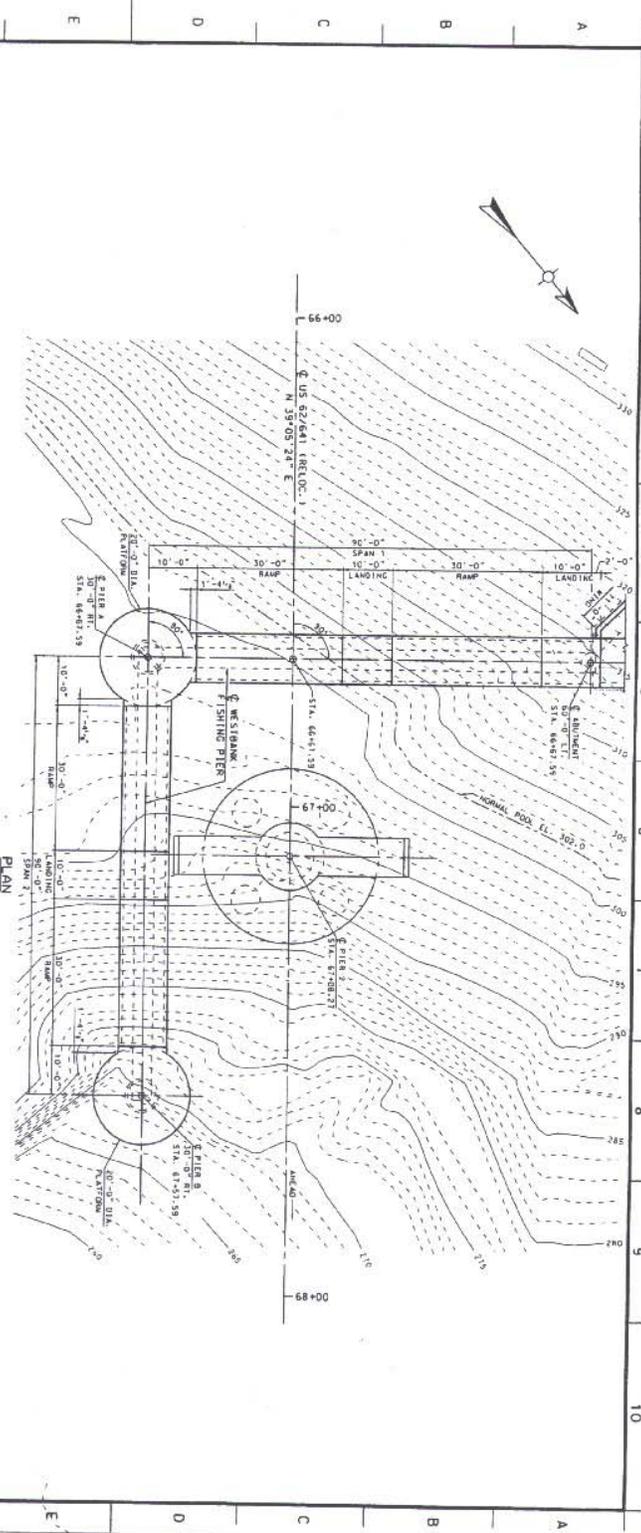
CONTRACT NO. _____
 SHEET NO. _____
 TOTAL SHEETS _____
 DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 APPROVED BY: _____
 TITLE: _____
 PROJECT: _____
 CLIENT: _____
 SCALE: _____
 TENSILE: _____
 HAUL ROAD STREAM
 RELOCATION
 TENNESSEE VALLEY AUTHORITY
 PROJECT NO. _____
 FIGURE 4
 NOT A SECTION
 L. B. SPARKS
 1500 21ST AVENUE
 MEMPHIS, TN 38103



KENTUCKY LOCK
 POWERHOUSE ISLAND FEATURES
 FIGURE 6
 MAY 2000

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 PLOT TIME: 09:22:48

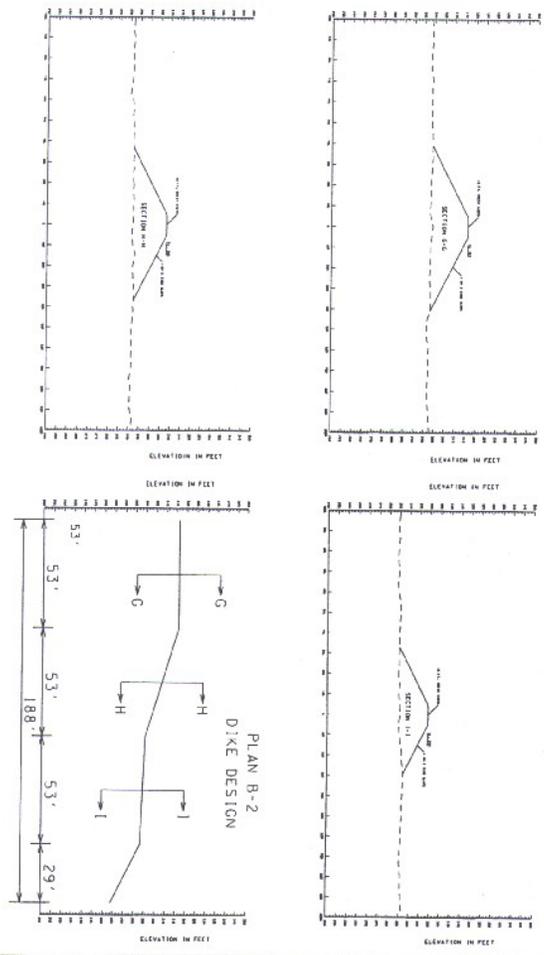
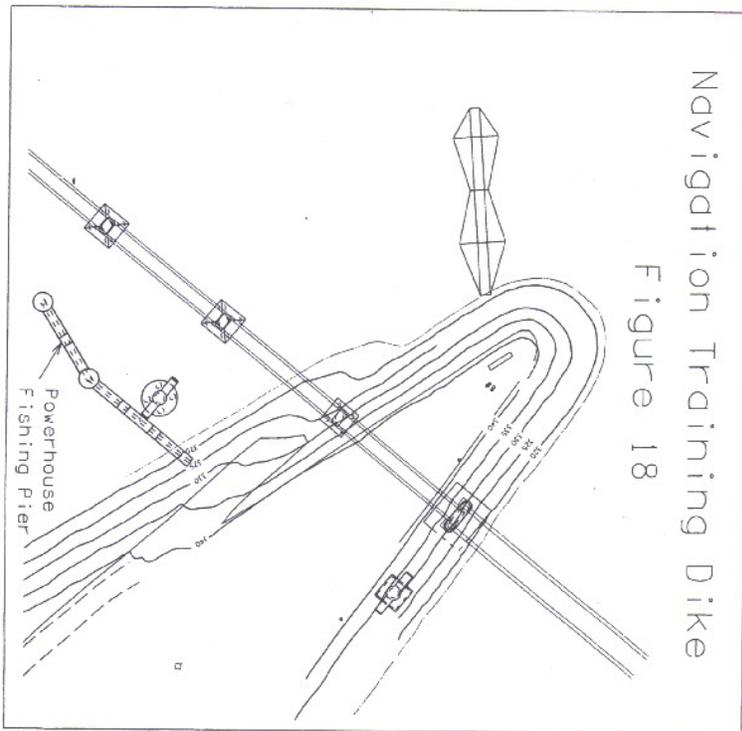
B I C FIGURE 7 (ITEM #18)



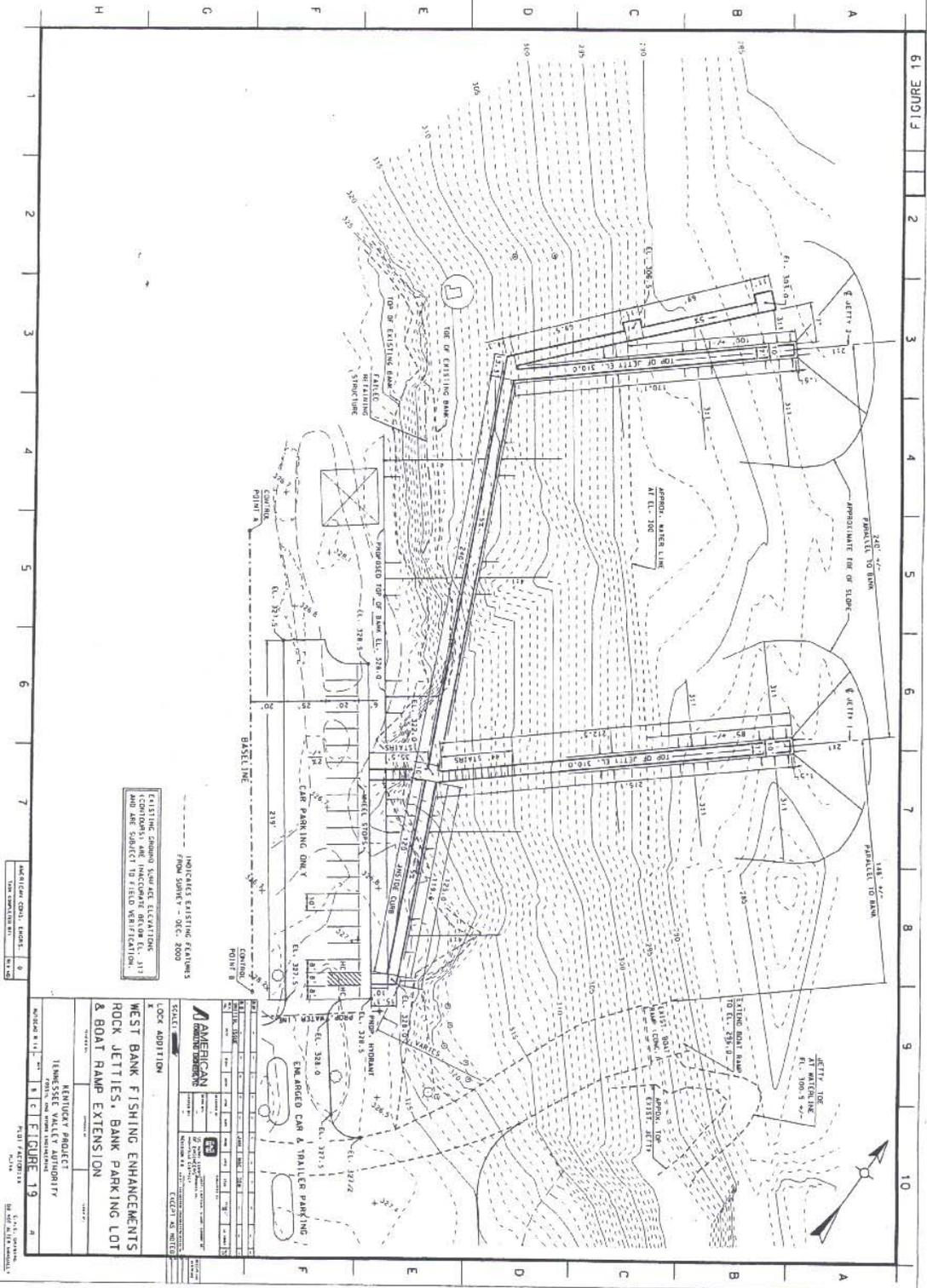
<p>AMERICAN</p> <p>REGISTERED PROFESSIONAL ENGINEER</p> <p>NO. 10000</p>	
<p>US 62461 HIGHWAY RELOCATION PROJECT</p> <p>MARSHALL & LIVINGSTON COUNTIES, KENTUCKY</p> <p>WEST BANK FISHING PIER</p> <p>GENERAL PLAN & ELEVATION</p>	
<p>DESIGNED BY: JAMES H. WILKINSON</p> <p>CHECKED BY: JAMES H. WILKINSON</p>	<p>DATE: 08 FEB 2001</p> <p>SCALE: AS SHOWN</p>
<p>APPROVED FOR: [Signature]</p> <p>DATE: 08 FEB 2001</p>	
<p>PROJECT: KENTUCKY PROJECT</p> <p>CLIENT: TENNESSEE VALLEY AUTHORITY</p> <p>CONTRACT NO.: 181</p> <p>FIGURE 7 (ITEM #18)</p>	

Navigation Training Dike

Figure 18



FILE NAME - U:\2008-Submittals\Current\Kentucky\05-LEG-19.dgn
 PLOT DATE - 07 FEB 2007
 PLOT TIME - 15:41:10



INDICATES EXISTING FEATURES FROM SURVEY - DEC. 2000

EXISTING SHOWN SUR AND ELEVATIONS, CONTOURS, AND INCREASE BEYOND EL. 313 AND ARE SUBJECT TO FIELD VERIFICATION.

AMERICAN

REGISTERED PROFESSIONAL ENGINEER

STATE OF KENTUCKY

NO. 10000

DATE: 07/2006

PROJECT: WEST BANK FISHING ENHANCEMENTS, ROCK JETTIES, BANK PARKING LOT & BOAT RAMP EXTENSION

CLIENT: KENTUCKY PROJECT, TENNESSEE VALLEY AUTHORITY

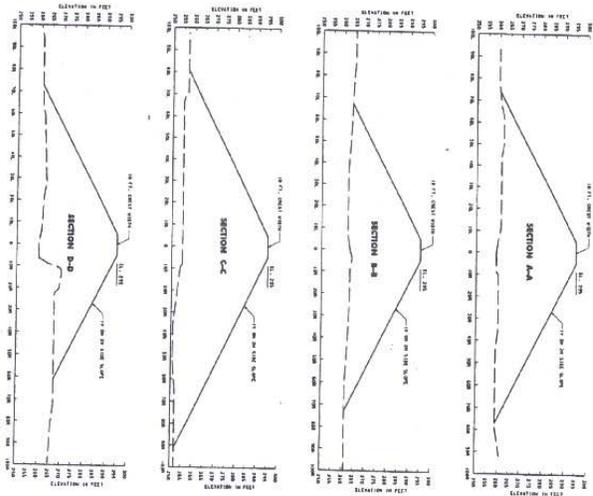
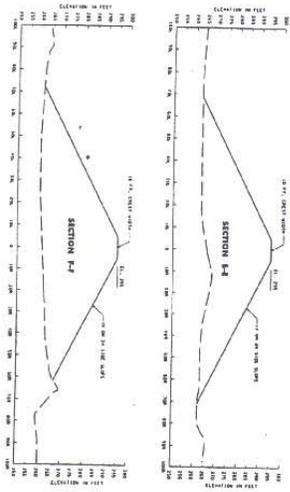
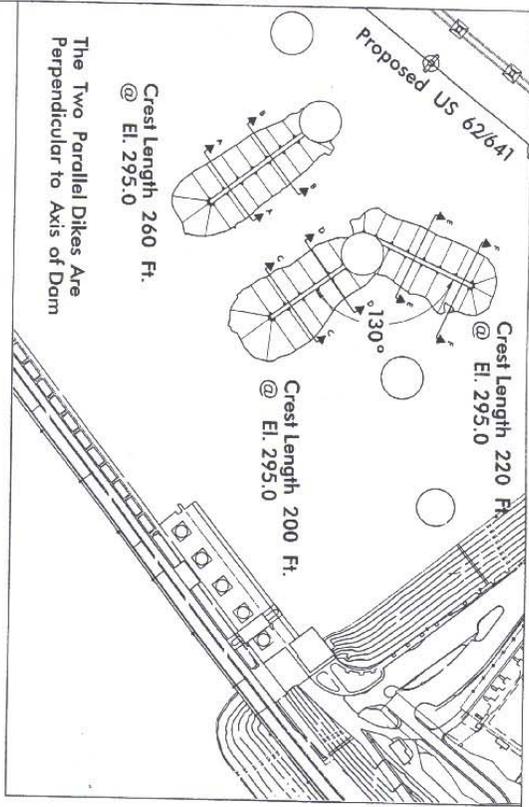
DATE: 07/2006

FIGURE 19

SCALE: AS SHOWN

DATE: 07/2006

BY: [Signature]



SPILLWAY TRAINING DIKES

FIGURE 20



DEPARTMENT OF THE ARMY
NASHVILLE DISTRICT, CORPS OF ENGINEERS
P. O. BOX 1070
NASHVILLE, TENNESSEE 37202-1070

Appendix A

Item 7

IN REPLY REFER TO

Project Delivery Branch

22 Feb. 01

Ms. Pearl Young
U.S. Environmental Protection Agency
Office of Federal Activities
EIS Filing Section
Mail Code 2252-A, Room 7241
Ariel Rios Building (South Oval Lobby)
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Dear Ms. Young:

As per Council on Environmental Quality regulations (40 CFR 1506.9) and Engineering Regulation 200-2, enclosed are five copies of a Draft Supplemental Environmental Impact Statement (EIS) for filing by your agency. It is my understanding that your office will publish a notice in the Federal Register each week of EIS's filed during the preceding week.

The transmittal of this Draft Supplemental EIS to all interested parties and agencies has been completed. The lead Corps of Engineers' employee responsible for the distribution and contents of this Draft Supplemental EIS is Mr. Tim Higgs. He can be reached at phone number (615) 736-7863. Also enclosed are copies of the mailing list for the DSEIS and for the Public Notice of Availability/Section 404 Notice distributed locally by our office. Please don't hesitate to call with any questions or concerns. We appreciate your assistance in this filing.

Sincerely,


Peter F. Taylor, Jr. P.E.
Lieutenant Colonel
Corps of Engineers
District Engineer

Enclosures

Mailing List for Kentucky Lock Addition Draft SEIS (Initial Mailing)

Use template for 5162®

Mr. Sam Perry
2218 Lakefront Drive
Knoxville, TN 37922

KY Division of Water
ATTN: Mr. John Dovak
14 Reilly Road
Frankfort, KY 40601

TVA
ATTN: Jeff Butler/Rachel Terrell
202 W. Blythe St.
PO Box 280
Paris, TN 38242

KY Division of Water
ATTN: Mr. Ed Carroll
625 Hospital Dr.
Madisonville, KY 42431

KY Dept of Parks
ATTN: Mr. Jude Clark
500 Mero St.
Frankfort, KY 40601

TVA
ATTN: Rick Otte
640 Kentucky Dam Rd.
Grand Rivers, KY 42045

TVA
ATTN: Jim Niznik
LP 1H-C
1101 Market St.
Chattanooga, TN 37402-2801

Dr. Lee A. Barclay
US Fish and Wildlife Service
ATTN: Mr. Jim Widlak
446 Neal Street
Cookeville, TN 38501

TVA KY Dam Maint. Base
ATTN: Ronnie Nanney
191 Taylor Park Rd
PO Box 190
Grand Rivers, KY 42045

Kentucky Dam Village State Resort Park
ATTN: Mr. Frank Waggoner
PO Box 69
Gilbertsville, KY 42044-0069

KY Dept of Fish and Wildlife Resources
ATTN: Paul Rister
30 Scenic Acres Drive
Murray, KY 42071

KY Transportation Cabinet
ATTN: Wayne Mosley
PO Box 3010
5501 Kentucky Dam Rd
Paducah, KY 42002

KY Dept of Fish and Wildlife Resources
ATTN: Mr. Ted Crowell
#1 Game Farm Road
Frankfort, KY 40601

KY Dept of Fish and Wildlife Resources
ATTN: Mr. Wayne Davis
#1 Game Farm Road
Frankfort, KY 40601



Address Labels

Laser 5162®

Mailing List for Public Notice #01-15
NOA for Kentucky Lock Addition DSEIS/Section 404 Notice

Use template for 5161®

VINCENT MORASCO
3 CEDAR ST
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EARTHJUSTICE LEGAL DEFENSE FUND
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WASHINGTON DC 20036

JIM BUNNING
UNITED STATES SENATE
818 HART SENATE OFFICE BLDG
WASHINGTON DC 20510-1701

UNITED STATES SENAT MITCH MCCONNELL
UNITED STATES SENATE
WASHINGTON DC 20510-1702

HONORABLE ED WHITFIELD
UNITED STATES REPRESENTATIVE
1408 LONGWORTH HOUSE OFF BLDG
WASHINGTON DC 20515-1701

U.S. EPA
REGION IV- WETLANDS SECTION
61 FORSYTH STREET
ATLANTA GA 30303-3104

FEMA
REGIONAL ENVIRONMENTAL OFFICER
3003 CHAMBLEE TUCKER RD
ATLANTA GA 30341

HOLLAND DIVING SERVICE
PO BOX 939
DECATUR AL 35602

JAN CASEY JONES
TN RIVER VALLEY ASSOCIATION
PO BOX 1745
DECATUR AL 35602-1745

GREG THACKER
45 AQUA VISTA DR
KILLEN AL 35645

LEAF AND CIELO MYCZACK
OFFICE OF THE RIVERKEEPER
PO BOX 90
SALE CREEK TN 37373

WALTER PERRY
11618 CRYSTAL BROOK LANE
KNOXVILLE TN 37922-1662

U S ARMY CORPS OF ENGINEERS
MEMPHIS DISTRICT
ATTN REG BRANCH
167 N MAIN ST B202
MEMPHIS TN 38103-1894

U.S. FISH & WILDLIFE SERVICE
446 NEAL STREET
COOKEVILLE TN 38501

U S ARMY CORPS OF ENGINEERS
LMKOD-F
PO BOX 60
VICKSBURG MS 39180-0060

KENTUCKY STATE CONSERVATIONIST
771 CORPORATE DR #B110
LEXINGTON KY 40503-5438

DIV OF ENV ANALYSIS
ATTN KIETH CRIM
STATE OFFICE BLDG
125 HOLMES ST
FRANKFORT KY 40601

JOHN DOVAK
KENTUCKY DIVISION OF WATER
14 REILLY RD
FRANKFORT KY 40601

KENTUCKY DEPT. OF FISH AND WILDLIFE
RES AG
ATTN MR WAYNE DAVIS
#1 GAME FARM RD
FRANKFORT KY 40601

KENTUCKY FLOOD CONTROL
ADVISORY COMMISSION
1024 CENTER DR STE 340
FRANKFORT KY 40601

 **AVERY®** Address Labels

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Mailing List for Public Notice #01-15
NOA for Kentucky Lock Addition DSEIS/Section 404 Notice

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DAVID L. MORGAN
KENTUCKY HERITAGE COUNCIL &
STATE HISTORIC PRESERVATION
300 WASHINGTON ST
FRANKFORT KY 40601

LINVILLE PUCKETT
DEPARTMENT OF PARKS
CAPITAL PLAZA TOWER 10TH FL
FRANKFORT KY 40601

KENTUCKY ENVIRON PROTECTION
ATTN VALERIE HUDSON
14 REILLY RD
FRANKFORT KY 40601-1132

KENTUCKY CONSERVATION COMMISSION
PO BOX 1152
FRANKFORT KY 40602

POSTMASTER
UNITED STATES PO BOX
BARBOURVILLE KY 40906

FEDERAL MATERIALS COMPANY
PO BOX 1098
PADUCAH KY 42001-1098

R&W MARINE, INC.
PO BOX 1400
REIDLAND KY 42002-1400

KATHY HOGANCAMP
KENTUCKY STATE REPRESENTATIVE
300 ACORN LANE
PADUCAH KY 42003

HONORABLE ROBERT J. LEEPER
KENTUCKY STATE SENATOR
229 S FRIENDSHIP ROAD
PADUCAH KY 42003

J. R. GRAY
KENTUCKY STATE REPRESENTATIVE
3188 MAYFIELD HIGHWAY
BENTON KY 42025

TRIBUNE-COURIER
PO BOX 410
BENTON KY 42025

WCBL-AM&FM
PO BOX 387
BENTON KY 42025

POSTMASTER
UNITED STATES PO BOX
CLAVERT CITY KY 42029

WCCK-FM RADIO
2 ASPEN ST
CALVERT CITY KY 42029

HERALD LEDGER
214 COMMERCE ST
PO BOX 577
EDDYVILLE KY 42038

LYON COUNTY EXECUTIVE
LYON COUNTY COURTHOUSE
EDDYVILLE KY 42038

MAYOR OF EDDYVILLE
CITY HALL
EDDYVILLE KY 42038

POSTMASTER
UNITED STATES PO BOX
EDDYVILLE KY 42038

POSTMASTER
UNITED STATES PO BOX
EDDYVILLE KY 42038

WWLK-AM
DALE AVE
PO BOX 90
EDDYVILLE KY 42038



Address Labels

Laser 5161®

Mailing List for Public Notice #01-15

use template for 5161

NOA for Kentucky Lock Addition DSEIS/Section 404 Notice

NRCS
PO BOX 534
SALEM KY 42078

COUNTY EXECUTIVE
PO BOX 129
SMITHLAND KY 42081

LIVINGSTON LEDGER
PO BOX 129
SMITHLAND KY 42081

MAYOR OF SMITHLAND
COURTHOUSE
SMITHLAND KY 42081

POSTMASTER
UNITED STATES PO BOX
SMITHLAND KY 42081

PENNYRILE AREA DEVELOPMENT DISTRICT
300 HAMMOND DR
HOPKINSVILLE KY 42240

PAUL HERRON, JR.
KENTUCKY STATE SENATOR
2382 WOOD DR APT B
HENDERSON KY 42420

MIKE CHERRY
KENTUCKY STATE REPRESENTATIVE
803 S JEFFERSON ST
PRINCETON KY 42445

ROGER WIEBUSCH
EIGHTH COAST GUARD DISTRICT
WESTERN RIVERS OPERATIONS
1222 SPRUCE ST
ST LOUIS MO 63103

DIRECTOR
WESTERN RIVER OPERATIONS
8TH COAST GUARD DISTRICT
1222 SPRUCE ST
ST LOUIS MO 63103-2832



Address Labels

Laser 5161®



United States Department of the Interior

FISH AND WILDLIFE SERVICE
446 Neal Street
Cookeville, TN 38501

Appendix A

Item 8

April 17, 2001

Lt. Colonel Peter F. Taylor, Jr.
District Engineer
U.S. Army Corps of Engineers
P.O. Box 1070
Nashville, Tennessee 37202-1070

Attention: Mr. Don Getty, Project Management Division

Dear Colonel Taylor:

Thank you for your letter and enclosure of February 23, 2001, transmitting a Draft Supplemental Environmental Impact Statement (DSEIS) for the Kentucky Lock Addition Project in Livingston and Marshall counties, Tennessee. Fish and Wildlife Service biologists have reviewed the document and we offer the following comments.

The DSEIS adequately addresses the features that have been added to the project since our previous coordination. In January 2000, we issued a supplemental biological opinion for the new highway bridge portion of the project. That document remains in effect. You have determined that the features contained in the DSEIS are not likely to adversely affect federally listed endangered or threatened species. The document adequately addresses these features and we concur with your determination. In view of this, we believe that the requirements of Section 7 of the Endangered Species Act have been fulfilled. Obligations under Section 7 must be reconsidered, however, if: (1) new information reveals that the proposed project may affect listed species in a manner or to an extent not previously considered, (2) the proposed project is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed project.

We have one remaining concern with regard to the DSEIS. On Page 59, Section 6.3, there is a statement that wetland mitigation for the entire project has been accomplished at a nearby mitigation site in Benton, Kentucky. This statement is somewhat misleading. The site has been selected and a mitigation plan has been developed, but the actual mitigation work has not yet been accomplished. We recommend that the final environmental impact statement Section 6.3 be revised to accurately reflect the status of wetland mitigation, and that a copy of the mitigation plan be attached to the document as an Appendix.

With regard to your request that we prepare a supplemental Fish and Wildlife Coordination Act report to address the new project features, we are in the process of preparing the report. When it is completed, we will send it to the Commissioner of the Kentucky Department of Fish and Wildlife Resources (KDFWR) for review and comment and forward the final report with KDFWR's comments to you.

Thank you for your cooperation. The close coordination maintained with us by your staff is greatly appreciated. If you have any questions, please contact Jim Widlak of my staff at 931/528-6481, ext. 202.

Sincerely,



Lee A. Barclay, Ph.D.
Field Supervisor



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

Appendix A

Item 9

APR 05 2001

Department of the Army
Nashville District, Corps of Engineers
P.O. Box 1070
Nashville, TN 37202-1070
Attn: Mr. Tim Higgs

Subject: Draft Supplement to the Environmental Impact Statement (EIS) for the
Kentucky Lock Addition, Lower Cumberland and Tennessee Rivers
CEQ #010056

Dear Sir:

Pursuant to Section 309 of the Clean Air Act and Section 102 (2)(C) of the National Environmental Policy Act, EPA, Region 4 has reviewed the modifications, viz., navigation and spillway training dikes, to the original design of a new 1,200-foot lock and attendant facilities at the existing Kentucky Lock and Dam site. Other features proposed involve modifications resulting from engineering advances and additional specific recreational amenities. The revised selected alternative contains a number of independent elements which can be added as funding and engineering allows. In the event that these modifications prove infeasible (for whatever reason) the new lock chamber, itself, can still be constructed. Adverse environmental consequences of the revised plan appear to have been reduced to more acceptable levels, especially to the endangered mussels within the arc of facility construction/operations' impacts. A number of improvements are planned to improve the adjacent recreational fishing experience, e.g., a number of upgrades to the Powerhouse Island fishing pier.

On the basis of our review a rating of EC-2 was assigned. That is, we still have some environmental concerns regarding the potential loss of mussels resulting from construction activities and subsequent losses resulting from indirect causes attendant to operating the new lock. Additional information is requested in the final supplement on this and a number of other issues (see Specific Comments).

If we can be of further assistance regarding this project, please contact Dr. Gerald Miller of my staff at 404-562-9626.

Sincerely yours,

Heinz J. Mueller, Chief
Office of Environmental Assessment

Internet Address (URL) • <http://www.epa.gov>

Recycled/Recyclable • Printed with Vegetable Oil Based Inks on Recycled Paper (Minimum 30% Postconsumer)

Specific Concerns:

- Page 20, Table 1: There is an incorrect value in chart for overall interval (7.8). This is not an average of the three intervals. It appears that the overall 20-30 meter interval value (9.0) is also inaccurate. Please examine and correct these values as necessary.
- Page 30, Section 5.2, last line: Clarify wetlands' impact of the proposed project. Text states no added consequences to wetlands, however, on page 8, new wetlands' impacts (especially for the road crossing at Russell Creek) are surfaced; e.g., the design of the haul road was not finalized in the 2000 EA. Also, on page 55-56, the text mentions 7 acres of wetlands will be impacted by the project. These changes and impacts should be discussed in more detail. Mitigation can compensate for the lost habitat, but the impacts should still be stated clearly.
- Page 32, 1st paragraph, lines 10-13: Show chart or explain in greater detail how the 0.5 to 2.0 mussels per m² value was determined. The Tables on pages 20-21 do not appear to support these numbers.
- Page 33, 3rd paragraph, 8th line: Inconsistency between text and Table. Text states "few" mussels in the 20-30 meter interval. Yet, Table 1, page 20, reveals the highest density of mussels at the mooring cells (transect 9).

General Concerns:

- Page 21, Section 4.4, lines 1-2: Provide reference for the statement that the Dam is classified as an "Outstanding Resource Water". See also page 26, line 2.
- Page 22, Section 4.6, 1st line: Discuss the bottleneck situation and the recent year(s) improvements in navigation delays (though still alleged to be a problem for barge traffic). The powerpoint presentation on the website at <http://www.orn.usace.army.mil/pao/kylock/default.htm> shows (on slide 11) that delays decreased from 1997 to 1998. Discuss what brought about this change and if the trend is continuing.
- Page 34, 5th line: Describe the plan for mussel relocation in greater detail. See also page 56, last line and page 58, Section 6.3, 3rd line. Page 58, section 6.2, 6th line mentions diver safety – describe the divers' role in relocating mussels.
- Page 41, Section 5.8, lines 3-4: Provide the size of the disposal and staging areas (in ft² or acres) and other areas where wildlife would be displaced.
- Figure 25: We would like to see the road to the Vulcan Disposal Area depicted on the map for reference. Page 28, section 4.13 states the two archeological sites are away from lands affected by the lock project. Adding the road to the figure will graphically show that no impact is likely.
- Page 58, Section 6.2, 2nd paragraph, 1st line: Identify the responsible agency that would assess fines to contractors for fish kills. Define, if possible, the extent of damage to fish that is "allowable" before fines are imposed (assuming contractor used methods to minimize kills).

Administrative Concerns:

- Page 17, Section 3.11, B, 12th line: Identify materials used to construct the dikes (e.g., size of rock).
- Page 28, Section 4.13: Archeological site 15Lv204 is not listed on Figure 25 (typo? Could be 15Lv20). This same typo is also at page 50, Section 5.13. Please clarify..
- Page 36, Haul Road to VDA, 5th line: wetlands impact estimated at 0.1 acres, which differs from 0.25 acres as found on page 8. Please clarify..



DEPARTMENT OF THE ARMY
NASHVILLE DISTRICT, CORPS OF ENGINEERS
P. O. BOX 1070
NASHVILLE, TENNESSEE 37202-1070

Appendix A

Item 10

IN REPLY REFER TO

May 8, 2001

Project Planning Branch

Mr. Heinz J. Mueller
Chief, Office of Environmental Assessment
Environmental Protection Agency, Region 4
Atlanta Federal Center
61 Forsyth Street
Atlanta, Georgia 30303-8960

Dear Mr. Mueller:

This letter and the enclosed Memorandum For Record address the comments made by your office on the Draft Supplement to the Environmental Impact Statement (DSEIS) for Kentucky Lock Addition, Lower Cumberland and Tennessee Rivers, CEQ #010056. Your comments were provided by a letter dated April 5, 2001 (copy enclosed). We have revised the Final SEIS to reflect these responses and expect to file the FSEIS with EPA in the near future. Should no substantial issues remain after the minimum 30-day review period, the Corps of Engineers and the Tennessee Valley Authority (TVA) intend to sign a Record of Decision (ROD) soon after the comment period closes. In addition to satisfying EPA concerns, signing of a ROD is also contingent on obtaining a modified 401 water quality certification from the Kentucky Division of Water and a Supplemental Fish and Wildlife Coordination Act Report from the U.S. Fish and Wildlife Service. Both of these actions are proceeding and we expect they should be received within the FEIS review period.

I am forwarding a copy of this letter to Mr. Lee Graser of TVA.

I would like to thank your staff for the thorough review of the DSEIS. Several issues were brought to light and, hopefully, these have been clarified by the attached responses. If you still have questions or concerns about the FSEIS or feel that additional explanation is needed, please contact Tim Higgs at 615-736-7863 or myself at 615-736-2646.

Sincerely,

Don Getty
Project Manager
KY Lock Addition

Enclosures

MEMORANDUM FOR RECORD

SUBJECT: Responses to EPA Review Comments on the Draft Supplement to the Environmental Impact Statement for Kentucky Lock Addition, Lower Cumberland and Tennessee Rivers, CEQ #010056

1. This MFR discusses responses to comments made by EPA Region 4 on the DSEIS for Kentucky Lock Addition which EPA furnished by a letter dated April 4, 2001 (copy attached). Responses were developed based on input from both TVA and Corps staff and the responses have been reflected in the FSEIS where appropriate. The comment is listed followed by the response.

Specific Concerns:

2. Page 20, Table 1: There is an incorrect value in Chart for overall interval (7.8). This is not an average of the three intervals. It appears that the overall 20-30 meter interval value is also inaccurate. Please examine and correct these values as necessary.

Response: As printed in the draft SEIS, Table 1 included two inaccuracies, neither of which was mathematical. The location labels were misplaced above the body of the table and the middle number in the column for Transect #9 should have been located *between* the 20-30 and the 40-50 rows (that sample was collected in the 30-40 meter transect interval). The overall value (7.8 mussels per square meter) is the correct quadrat-weighted average of all samples collected along this shoreline. The quadrat-weighted average for the 20-30 meter interval (9.0/m²) excludes the animals encountered in the adjacent interval along Transect #9. The two printing errors have been corrected in the final SEIS.

3. Page 30, Section 5.2, last line: Clarify wetlands' impact of the proposed project. Text states no added consequences to wetlands, however, on page 8, new wetlands' impacts (especially for the road crossing at Russell Creek) are surfaced; e.g., the design of the haul road was not finalized in the 2000 EA. Also, on page 55-56, the text mentions 7 acres of wetlands will be impacted by the project. These changes and impacts should be discussed in more detail. Mitigation can compensate for the lost habitat, but the impacts should still be stated clearly.

Response: Additional clarification about wetland impacts have been included in the FSEIS. It is true that the final design of the haul road was not complete at the time the mitigation site was planned and approved. In development of the 2000 EA, we did conservatively estimate the potentially impacted area associated with the construction of

the haul road (resulting in the 0.25 acre figure). We also provided a discussion of the wetland quality and functions in the 2000 EA. Due to the small potential area affected by the haul road construction and the desire to develop a mitigation site to address all wetland impacts associated with the Kentucky Lock Addition project, we decided to include mitigation for the haul road impacts within the overall project mitigation site. The Kentucky Division of Water agreed with this approach. Since the time of the Highway Relocation EA, the design of the haul road has been completed. We now estimate the wetland impacts associated with the haul road to be 0.11 acres.

The 2000 EA mentioned 7 acres of wetland impacts, of which 6.75 acres were associated with the construction of railroad and highway embankments on the west bank (of the Tennessee River). Mitigation requirements were set at 14 acres (2:1 ratio). The approved mitigation site purchased earlier this year by TVA includes additional wetland acreage above the minimum requirement. The potential mitigation acreage is 15.1 acres and the site also includes 9 acres of existing wetlands. The site adjoins the Clarks River National Wildlife Refuge, a U.S. Fish and Wildlife Service facility, and TVA intends to incorporate it into the larger refuge in the future. Mitigation plans, including a detailed site plan and monitoring schedule, are available upon request.

While there was some change in the design and location of the haul road, wetland impacts for this component of the project remained the same, with less than 0.25 acres of wetland impact. A description of wetlands in the project area, including a detailed description of wetland impacts, was included in the 2000 EA prepared by the Corps of Engineers. As stated in the 2000 EA, even with mitigation, a loss of wetland functions would occur for the period of time required for the mitigated wetlands to mature. Wetland functions would be expected to return over time, as natural revegetation and succession occur and wetland hydrology is restored. With the gradual return of wetland functions, the increased total wetland acreage as a result of mitigation may result in an overall increase in wildlife habitat and associated wildlife species. The proximity of the mitigation site to a large, contiguous forested and wetland habitat would also provide important long-term benefits. With this full mitigation, long-term impacts of facility construction would be insignificant.

4. Page 32, 1st paragraph, lines 10-13: Show chart or explain in greater detail how the 0.5 to 2.0 mussels per m² value was determined. The Tables on pages 20-21 do not appear to support these numbers.

Response: Tables 1 and 2 in the SEIS do not present any data pertinent to this part of the evaluation. As indicated in the SEIS text, the data and evaluation which resulted in the "0.5 to 2.0 mussels per m²" statement were presented in the 2000 (Highway Relocation) EA. Table 3 of the Biological Assessment appended to that EA presents data indicating that 1.7 and 0.44 mussels per square meter were found on the two survey transects located closest to where the proposed spillway training dikes would be built.

5. Page 33, 3rd paragraph, 8th line: Inconsistency between text and Table. Text states “few” mussels in the 20-30 meter interval. Yet, Table 1, page 20, reveals the highest density of mussels at the mooring cells (transect 9).

Response: This comment also is based on the misplacement of the data from the survey along Transect #9 in Table 1. The large number of mussels encountered only in one 10-meter interval along this transect was encountered 30-40 meters off shore. The rock jetties would not extend that far out into the river and the evaluation is correct as stated in the SEIS. In addition, we have proposed to perform mussel relocations from the footprint of the jetties.

General Concerns:

6. Page 21, Section 4.4, lines 1-2: Provide reference for the statement that the Dam is classified as an “Outstanding Resource Water”. See also page 26, line 2.

Response: The text reads that the Tennessee River below Kentucky Dam is classified as an “Outstanding Resources Water” not that the dam is classified as such. This segment of the Tennessee River is classified pursuant to 401 Kentucky Administrative Regulation (KAR) 5:031, Section 7(2)(b) as an Outstanding Resource Water under 401 KAR 5:026.. This reference has been add to the text for the FSEIS.

7. Page 22, Section 4.6: Discuss the bottleneck situation and the recent year(s) improvements in navigation delays (though still alleged to be a problem for barge traffic). The powerpoint presentation on the website at <http://www.orn.usace.army.mil/pao/kylock/default.htm> shows (on slide 11) that delays decreased from 1997 to 1998. Discuss what brought about this change and if the trend is continuing.

Response: The average delay per tow at Kentucky Lock has decreased during the period 1996-2000 from 6.59 hours to 3.37 hours. The decrease in delay time was mainly attributable to the reduction in traffic through the lock from 33.5 million tons to 28.8 million tons. Even at 3.37 hours, the existing Kentucky Lock has the longest average delays of any lock on the Ohio River and its tributaries.

As shown in Table 1, coal traffic dropped at Kentucky Lock from 14.2 million tons in 1996 to 10.4 million tons in 2000. This shift in coal traffic accounts for 81% of the overall decline in total traffic. Shown in Table 2, total traffic at Barkley Lock increased from 6.2 million tons to 8.9 million tons during the period 1996-2000. Coal traffic at Barkley Lock increased from 1.1 million tons to 2.7 million tons during this period. The explanation for decreasing coal traffic at Kentucky Lock and increasing coal traffic at Barkley Lock is explained by the manner in which TVA has reacted to compliance with the Clean Air Act. Some shipments of the TVA coal were re-routed to the Cumberland River because of long delays at Kentucky Lock. The towing industry was slow to do this because (1) the distance to final destinations is longer via the Cumberland River and (2) it is more difficult to navigate the lower Cumberland River because of narrow bends.

Additionally, TVA arranged for shipment of western low sulfur coal to a coal blending facility above Kentucky Lock by rail transportation, bypassing the lock with several million tons of coal. This decision was made because of long delays at Kentucky lock.

The looming problem at Kentucky Lock was noted by TVA's navigation development staff who studied the problem in the 1995 study *TVA Helper Boat Kentucky Lock*. A conclusion of the study was that helper boats would eventually be needed at Kentucky Lock to avoid long delays that at one point reached over 20 hours per tow.

It is unlikely that the decline in barge traffic at Kentucky Lock will continue. In fact, the coal blending facility above Kentucky Lock has reached a maximum capacity and the western coal that is currently being railed above the lock could be transloaded below the lock in the near future. This low sulfur coal would be barged through the lock directly to the plants. This additional traffic would push traffic levels at Kentucky Lock to the 1996 level. Additionally, the TVA is considering a new power plant project that would require a significant amount of coal be shipped through Kentucky Lock, but no decision will be made until at least late this year. If constructed, there will be a significant increase in traffic to the lock beginning in 2008. This facility would be an Integrated Coal Gasification Combined Cycle (IGCC) plant which produces methane gas. It would be located at Hollywood, Alabama on the property at the unfinished TVA Bellefonte nuclear plant.

Table 1

Kentucky Lock Traffic and Delay

Year	Total traffic *	Coal traffic*	Average delay (hrs)
1996	33487	14234	6.59
1997	34009	14685	6.47
1998	33355	13487	5.16
1999	31763	11936	4.59
2000	28836	10467	3.37

Table 2

Barkley Lock Traffic and Delay

Year	Total traffic *	Coal traffic *	Average delay (hrs)
1996	6277	1112	1.37
1997	9477	2911	3.37
1998	9649	2361	2.52
1999	9076	2256	1.35
2000	8967	2569	0.50

* units for traffic is thousand tons

8. Page 34, 5th line: Describe the plan for mussel relocation in greater detail. See also page 56, last line and page 58, Section 6.3[2], 3rd line. Page 58, section 6.2, 6th line mentions diver safety – describe the divers' role in relocating mussels.

Response: Each area where native mussels are to be relocated would be established on the bottom using marker chains and anchors. Divers would conduct a square-meter by square-meter search of this area, removing all live native mussels they encountered. These animals would be transported to relocation sites in the Tennessee River downstream from Kentucky Dam. Relocation sites would be approved by Kentucky Department of Fish and Wildlife Resources. Mussels would be individually reinserted into suitable habitat in the river bottom. The only exception to this relocation procedure would apply to construction sites located in water deeper than 30 feet. In those locations, divers would conduct a random search for native mussels in the immediate work area and would remove live animals they encountered. Divers would not be required to work for long periods in the deep water at those sites. Diver safety would be a potential limitation and might limit working in areas with high current velocities and debris hazards.

9. Page 41, Section 5.8, lines 3-4: Provide the size of the disposal and staging areas (in ft² or acres) and other areas where wildlife would be displaced.

Response: Additional land areas that have been evaluated in this SEIS include the VDA Haul Road, additional areas associated with the new lock chamber, expansion of the west bank boat basin, and minor new parking areas on the Powerhouse Island and west bank. Other areas have been previously discussed in either the 1992 FEIS or the 2000 EA. All project related impacts are briefly summarized here.

The haul road to the Vulcan Disposal Area would displace wildlife from a corridor along the existing road. Depending on topography, the road would be widened on one or both sides of the existing road. Detailed contract documents are now available for upcoming road construction. The road would displace wildlife from 4.5 acres of forest and 1.5 acres of fields (under powerlines). These impacts would be temporary (up to eight years), with the original road to be restored after construction access to the VDA is no longer needed. The haul road shoulder is to be replanted with native vegetation at that time.

Construction around the main lock chamber would displace wildlife from a wooded knob above the dam. This additional area that would be permanently impacted by the new lock excavation includes about 5.3 acres of forest and 2.7 acres of grassed areas. This area is currently a picnic/overlook area.

The expanded west bank boat basin would convert 3.1 acres of grassed area to water. This area is of minimal value to wildlife. Other impacts would include some minor construction of parking areas adjacent to the west bank fishing jetties and on the powerhouse island. These areas are currently grassed and of minimal value for wildlife.

Fill placement in the TPC would temporarily displace wildlife in the 15.5 acres campground. This area is of minimal value since it contains campground facilities with scattered large cottonwood trees. Current plans are for this area to be restored as a TVA day use area after construction.

Construction of the relocated highway and railroad embankments (approaches) were covered by the 2000 EA. The west bank impacts are 28 acres of forest and 14.5 acres of grass/fields. The forest impacts included 6.7 acres of forested wetland which are being mitigated for at a nearby wetland mitigation site. Other project related lands on the west bank are the west bank disposal area which is 9.6 acres of field and grass. It would be revegetated after use. A contractor staging area (shown on Figure 2 of the 2000 EA) is 13.6 acres of grass/fields immediately below the dam. These impacts would be temporary and vegetation would be restored after use.

The east bank highway and railroad approaches would displace wildlife from 19.8 acres of forest and 6.6 acres of field. This impact would be permanent. The relocated Walker Cemetery Road, already constructed, displaced wildlife from about 1.5 acres of forest and 1.5 acres of fields.

The east bank contractor laydown area (9.9 acres) was evaluated in the 1992 EIS (see Figure 11 of DSEIS). This is a former disposal area from the original Kentucky Dam construction and contains successional trees. Since this area also contains archaeological sites, no ground disturbances would be allowed without detailed cultural resource surveys. This area is considered for use as a "last resort" since it provides a quality buffer/cover for wildlife in the tailwater area.

The VDA is a former gravel processing facility (43 acres) and is of low quality for wildlife habitat. It is currently bare gravel or fields with some small trees adjacent to Russell Creek. A buffer will remain along the creek preserving the small trees. This area will be restored after use, but would remain in private ownership. The restoration plans are to use vegetation that is beneficial to wildlife.

One major positive point emphasized in the 2000 EA was the use of overburden material from the nearby Vulcan Rock Quarry for borrow material for the relocated west bank highway and railroad embankment. This would avoid the need for a dedicated borrow site. However, the contractor for this job is considering alternate borrow sites on private lands that would produce additional "project-related" wildlife displacement. An EA would be performed on any contractor proposed borrow areas when and if they are proposed (unless they are already approved sites).

10. Figure 25: We would like to see the road to the Vulcan Disposal Area depicted on the map for reference. Page 28, section 4.13 states the two archeological sites are away from lands affected by the lock project. Adding the road to the figure will graphically show that no impact is likely.

Response: For all practical purposes, the road shown on Figure 25 is identical to the future VDA Haul Road. Attached are two drawings from the plans and specifications for the upcoming haul road construction contract showing the potential archeological sites and the work limits for the haul road. A physical barrier exists between the existing/future widened road and the archeological sites in the form of a containment dike from the original construction of Kentucky Dam. The specifications for the haul road construction require the contractor to avoid any disturbance to the dike. The actual archeological sites are within the former containment area and are now covered by material from the original Kentucky Dam construction. We believe these precautions are adequate to avoid impacts to the sites.

11. Page 58, Section 6.2, 2nd paragraph, 1st line: Identify the responsible agency that would assess fines to contractors for fish kills. Define, if possible, the extent of damage to fish that is “allowable” before fines are imposed (assuming contractor used methods to minimize kills).

Response: The Kentucky Department of Fish and Wildlife Resources is the responsible agency for assessing damages for fish kills. We have been in close coordination with this agency in the development of the FSEIS. They have stated that “fish kills of any size and for any reason” are subject to assessment of fines. We have included a reference to these regulations on assessing damages in all pertinent contract documents to stress the importance to any Corps contractors. The KDFWR routinely patrols the tailwater area due to the high public use it receives.

Administrative Concerns:

12. Page 17, Section 3.11, B, 12th line: Identify materials used to construct the dikes (e.g., size of rock).

Response: The dikes would be constructed of or plated with commercial riprap (shape of sphere or cube) with a size range of 9.5 (4”) to 292 pounds (18”). The Corps is considering using “shot rock” for the interior of the dikes to reduce costs. This would only be done if the shot rock contained a minimal amount of fines or was processed to remove fines. If shot rock were to be proposed, we would coordinate with the various resource agencies before deciding. The 401 water quality certification would limit turbidity levels. The shot rock would have to be characterized to ensure that fines would not produce sedimentation impacts, particularly on downstream mussel beds, if it were used.

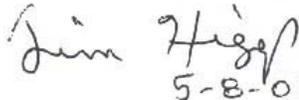
13. Page 28, Section 4.13: Archeological site 15Lv204 is not listed on Figure 25 (typo? Could be 15Lv20). This same typo is also at page 50, Section 5.13. Please clarify..

Response: Based on the discussion in the 1992 EIS (Page EIS-34, paragraph 3.55, last sentence), sites 15Lv204 and 15Lv22 are in the same locality and are considered as the same site. Both sites are located north of Russell Creek near the confluence with the Tennessee River. The latter site is labeled on Figure 25.

14. Page 36, Haul Road to VDA, 5th line: wetland impact estimated at 0.1 acres, which differs from 0.25 acres as found on page 8. Please clarify..

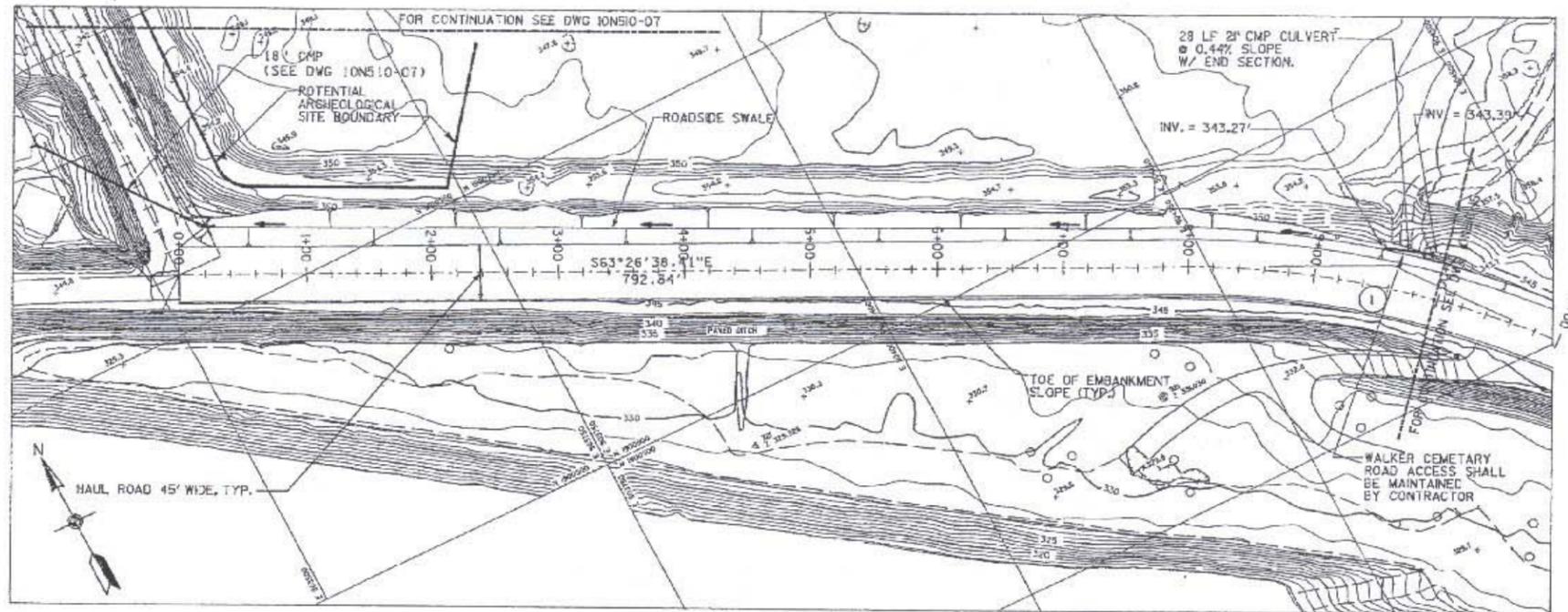
Response: Based on the final drawings for the upcoming haul road construction contract, the wetland impacts are 0.11 acres. The 0.25 acre was an "intentionally-conservative over-estimate" in order to proceed with evaluating mitigation sites and to cover all project-related wetland impacts. At the time the 2000 EA was developed, the 0.25 impact was a maximum estimate.

15. For questions concerning these responses contact me at (615) 736-7863.



**Tim Higgs
Environmental Engineer
Project Planning Branch**

Enclosure: Drawings 101510-7 and 101510-15, 100% Submittal dated February 2001
Plans for Construction of Vulcan Disposal Area and Haul Road



PLAN ROAD L1
SCALE 1"=50'

STATION	SIZE	INVERT UP	INVERT DOWN	DESIGN Q 10 YR	DESIGN Q 100 YR	REMARK
LI 9+68.65 34 FT LEFT	24" CMP	343.39'	343.27'	5.2 CFS	11.4 CFS	INSTALL NEW PIPE & END SECTIONS

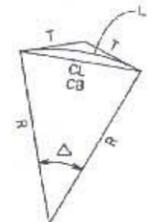
PIPE LENGTHS DO NOT INCLUDE END SECTIONS. INVERT ELEVATIONS AREA AT START AND END OF PIPE, NOT END SECTIONS.

ROAD SIDE SWALE (DWG. 10N510-43)	LI STATION
A-A	0+00 - 9+30 23+40 - 24+00
B-B	9+30 - 23+40

SWALES ARE SHOWN ON ROAD PROFILE AND CROSS SECTION.

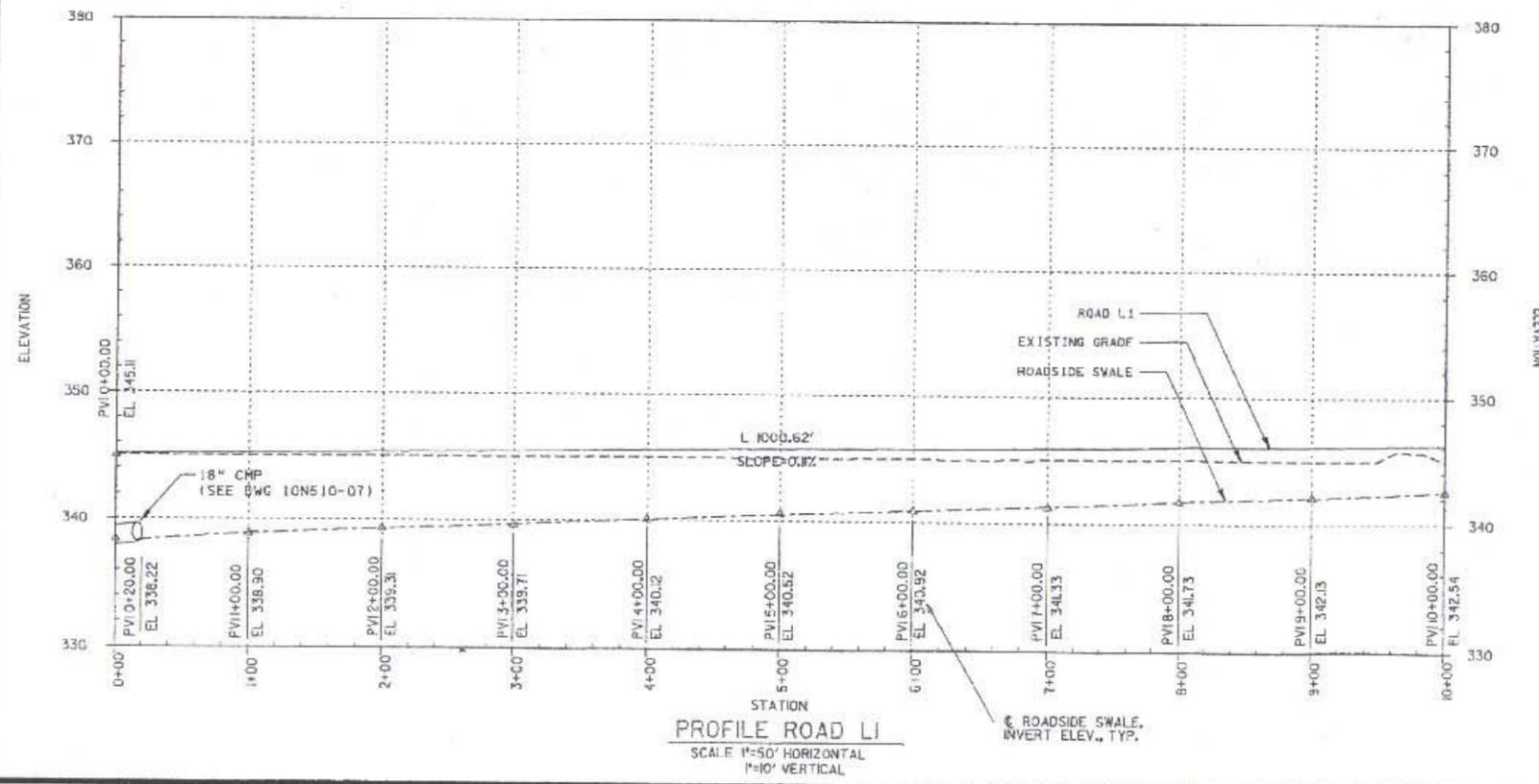
ROAD	STATION	SWALE SIDE OF ROAD
L1	0+00 - 24+00	LEFT

L CURVE LENGTH
T CURVE TANGENT
R CURVE RADIUS
Δ CURVE DELTA ANGLE
CL CURVE CHORD LENGTH
CB CURVE CHORD BEARING



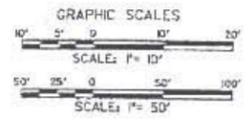
LEGEND

CURVE DATA						
No.	Δ	L	R	I	UL	UB
1	26°03'24"	333.03'	732.50'	169.49'	330.26'	S 50°24'56" E



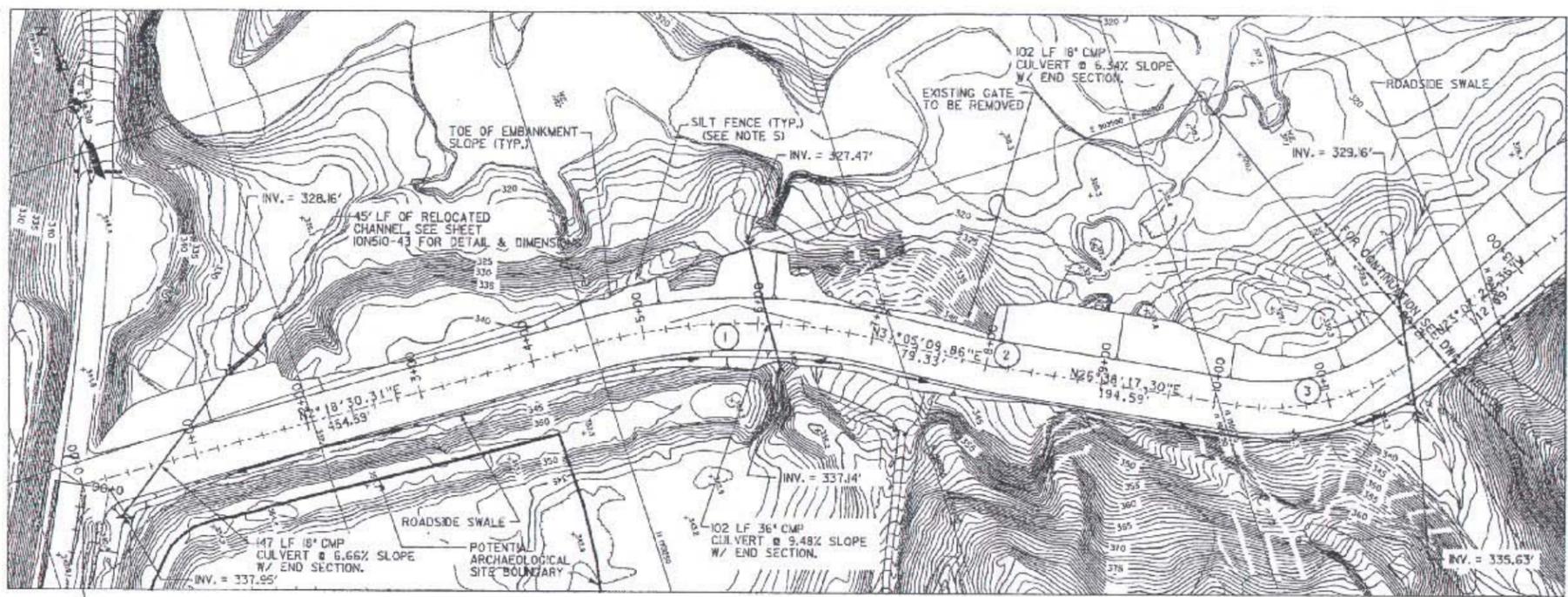
PROFILE ROAD L1
SCALE 1"=50' HORIZONTAL
1"=10' VERTICAL

- NOTES:**
- REFER TO DRAWINGS 10N510-04 TO 10N510-29 FOR ROADWAY CONSTRUCTION.
 - REFER TO DRAWINGS 10N510-43 FOR DETAILS OF ROADSIDE SWALES, CHANNEL RELOCATION, CULVERTS AND EROSION CONTROL.
 - SEE CROSS SECTIONS AND ROAD PROFILES FOR ROADSIDE SWALE LOCATION AND DEPTH.
 - ALL CULVERTS TO HAVE RIP-RAP AT BOTH END SECTIONS. SEE DETAIL DWG. 10N510-43.
 - PROVIDE SILT FENCE ADJACENT TO TOE OF EMBANKMENT SLOPE (RIGHT SIDE OF ROAD PROGRESSING UPSTATION), TYPICAL. SEE DETAIL DWG. 10N510-43.
 - FOR CROSS SECTIONS SEE DRAWINGS 10N510-23 AND 10N510-24.
 - FOR SUPERELEVATION PROFILES SEE DRAWING 10N510-27.



R 11-25-2001-158-7581-F (B)	
INITIAL ISSUE	JAN MAR APR MAY JUN JUL AUG SEP OCT NOV DEC
DATE	PROJECT
DESIGNED BY: Ben C. Sarwick, Inc. Consulting Engineers	CHECKED BY: Ben C. Sarwick, Inc. Consulting Engineers
DRAWN BY: Ben C. Sarwick, Inc. Consulting Engineers	APPROVED BY: Ben C. Sarwick, Inc. Consulting Engineers
DATE: 02/02/01	REVISION: 4
SCALE: AS SHOWN EXCEPT AS NOTED	
LOCK ADDITION VULCAN DISPOSAL AREA AND HAUL ROAD	
HAUL ROAD ROAD L1 - PLAN AND PROFILE SHEET 1	
DESIGNED BY:	CHECKED BY:
KENTUCKY PROJECT TENNESSEE VALLEY AUTHORITY FOSSIL AND HYDRO ENGINEERING	
AUTOCAD R 14	10N510-15
DATE: 02/02/01	SCALE: 1"=50'
PLLOT FACTOR: XX	C. A. D. DRAWING DO NOT ALTER MANUALLY

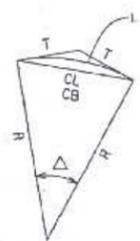
File Name = p:\2000-2001\w\A\w\w\k\10n510-15.dgn
 Plot Date = 22 FEB 2001
 Plot Time = 10:35 AM
 Dwg WCT



ROAD SIDE SWALE (DWG. IONSIO-43)	VI STATION
A-A	0+00 - 0+40 2+80 - 6+20 16+65 - 22+00
B-B	0+40 - 2+80 6+20 - 16+65 22+00 - 34+00 34+00 - 61+68 LEFT SIDE

SWALES ARE SHOWN ON ROAD PROFILE AND CROSS SECTION.

L CURVE LENGTH
T CURVE TANGENT
R CURVE RADIUS
Δ CURVE DELTA ANGLE
CL CURVE CHORD LENGTH
CB CURVE CHORD BEARING



LEGEND

CURVE DATA						
No.	Δ	L	R	T	CL	CB
1	28°46'40"	251.13'	500.00'	128.27'	248.50'	N 16°41'50" E
2	4°26'53"	38.82'	500.00'	19.42'	38.81'	N 28°51'44" E
3	49°45'38"	173.70'	200.00'	92.75'	168.29'	N 1°45'28" E

N 1900794.96
E 903519.63

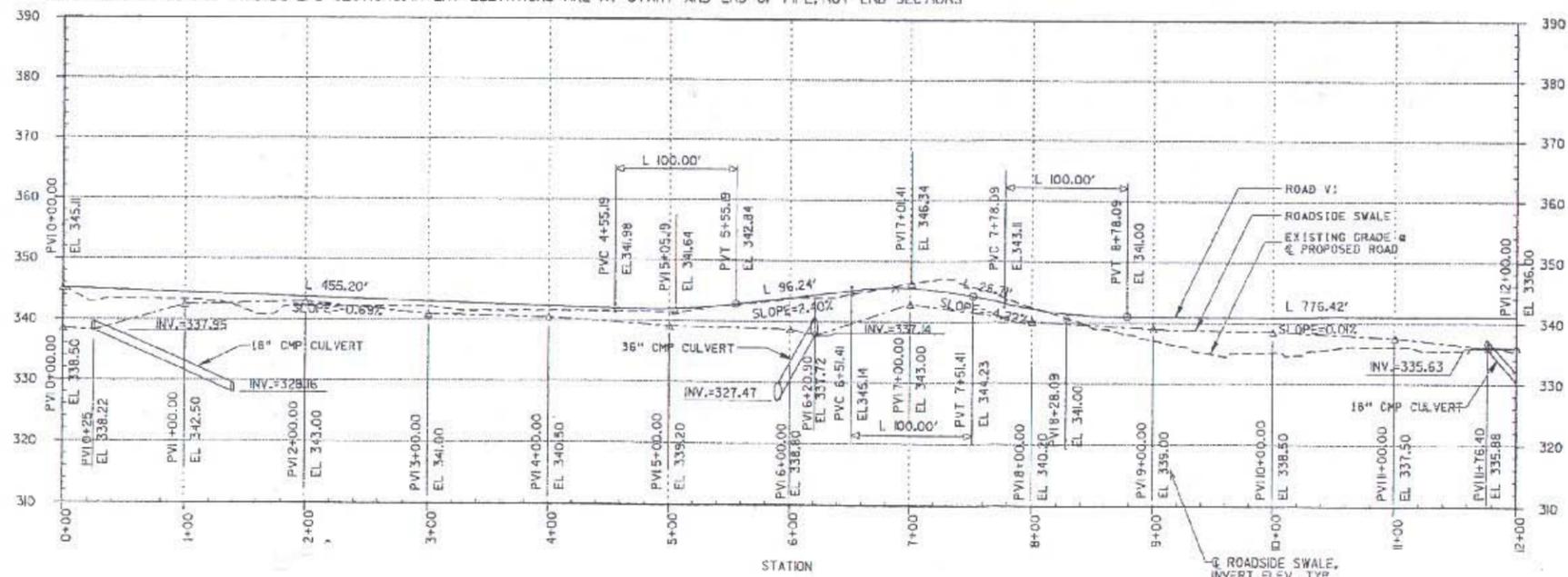
PLAN ROAD VI
SCALE 1"=50'

HAUL ROAD CULVERTS						
STATION	SIZE	INVERT UP	INVERT DOWN	DESIGN Q 10 YR	DESIGN Q 100 YR	REMARK
VI 0+70.12	18" CMP	337.95'	328.16'	8.0 CFS	11.4 CFS	INSTALL NEW PIPE & END SECTIONS
VI 6+09.38	36" CMP	337.14'	327.47'	36.0 CFS	52.9 CFS	INSTALL NEW PIPE & END SECTIONS
VI 11+76.24	18" CMP	335.63'	329.16'	10.8 CFS	15.5 CFS	INSTALL NEW PIPE & END SECTIONS

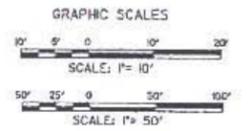
ROAD	STATION	SWALE SIDE OF ROAD
VI	0+00 - 34+00	RIGHT
VI	34+00 - 61+68	LEFT
LI	0+00 - 24+00	LEFT

- NOTES:
- REFER TO DRAWINGS IONSIO-04 TO IONSIO-29 FOR ROADWAY CONSTRUCTION.
 - REFER TO DRAWINGS IONSIO-43 FOR DETAILS OF ROADSIDE SWALES, CHANNEL RELOCATION, CULVERTS AND EROSION CONTROL.
 - SEE CROSS SECTIONS AND ROAD PROFILES FOR ROADSIDE SWALE LOCATION AND DEPTH.
 - ALL CULVERTS TO HAVE RIP-RAP AT BOTH END SECTIONS, SEE DETAIL DWG. IONSIO-43.
 - PROVIDE SILT FENCE ADJACENT TO TOE OF EMBANKMENT SLOPE (LEFT SIDE OF ROAD, PROGRESSING UPSTATION), TYPICAL, SEE DETAIL DWG. IONSIO-43.
 - FOR CROSS SECTIONS SEE DRAWINGS IONSIO-18 THRU IONSIO-21.
 - FOR SUPERELEVATION PROFILES SEE DRAWING IONSIO-26.

PIPE LENGTHS DO NOT INCLUDE END SECTIONS. INVERT ELEVATIONS ARE AT START AND END OF PIPE, NOT END SECTIONS



PROFILE ROAD VI
SCALE 1"=50' HORIZONTAL
1"=10' VERTICAL



<p>10-23-2001 - TSB - 156 - F-01</p> <p>INITIAL ISSUE</p>	
<p>Ben C. Gerwick, Inc. Consulting Engineers</p>	<p>US Army Corps of Engineers Mobile District</p>
<p>SCALE: AS NOTED EXCEPT AS NOTED</p>	
<p>LOCK ADDITION VULCAN DISPOSAL SITE AND HAUL ROADS</p>	
<p>HAUL ROAD ROAD V1 - PLAN AND PROFILE SHEET 1</p>	
<p>KENTUCKY PROJECT TENNESSEE VALLEY AUTHORITY FOSSIL AND HYDRO ENGINEERING</p>	
<p>DATE: 02/22/01</p>	<p>PROJECT NO: 10N510-07</p>

DATE: 02/22/01
 PLOT: 10N510-07
 PLOT: 10N510-07
 By: AEX

JAMES E. BICKFORD
SECRETARY



Appendix A

Item 11

PAUL E. PATTON
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
FRANKFORT OFFICE PARK
14 REILLY RD
FRANKFORT KY 40601

April 25, 2001

Tim Higgs, US Army Engineer District
Nashville District
Project Planning Branch
P O Box 1070 (PM-P)
Nashville TN 37202-1070

Re: Draft Supplement I-EIS for Lower Cumberland and Tennessee Rivers, the Kentucky Lock
Addition Project at Tennessee River mile (TRM) 22.4 (SERO 2001-14)

Dear Mr. Higgs:

The Natural Resources and Environmental Protection Cabinet (NREPC) serves as the state clearinghouse for review of environmental documents generated pursuant to the National Environmental Policy Act (NEPA). Within the Cabinet, the Commissioner's Office in the Department for Environmental Protection **coordinates** the review for Kentucky State Agencies.

The Kentucky agencies listed on the attached sheet have been provided an opportunity to review the above referenced report. Responses were received from 7 (also marked on attached sheet) of the agencies that were forwarded a copy of the document. Attached are comments from the Kentucky Divisions of Water and Waste Management.

If you should have any questions, please contact me at (502) 564-2150, ext. 112.

Sincerely,

A handwritten signature in black ink that reads "Alex Barber".

Alex Barber
State Environmental Review Officer

Enclosure



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

Draft Supplement I-EIS for Lower Cumberland and Tennessee Rivers, the Kentucky Lock
Addition Project at Tennessee River mile (TRM) 22.4

The following agencies were asked to review the above referenced project. Each agency that returned a response will appear below with their comments and the date the project response was returned.

**C denotes Comments
NC denotes No Comment
IR denotes Information Request
NR denotes No Response**

REVIEWING AGENCIES:

Division of Water _____	comments
Division of Waste Management _____	comments
Division for Air Quality _____	
Department of Health Services _____	
Economic Development Cabinet _____	
Division of Forestry _____	
Department of Surface Mining Reclamation & Enforcement _____	nc
Department of Parks _____	nc
Department of Agriculture _____	
Nature Preserves Commission _____	nc
Kentucky Heritage Council _____	
Division of Conservation _____	nc
Department for Natural Resources _____	not sent
Department of Fish & Wildlife Resources _____	nc
Transportation Cabinet _____	
Department for Military Affairs _____	

JAMES E. BICKFORD
SECRETARY



PAUL E. PATTON
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
FRANKFORT OFFICE PARK
14 RELLY RD
FRANKFORT KY 40601

MEMORANDUM

TO: Alex Barber
State Environmental Review Officer
Department for Environmental Protection

FROM: Timothy Kuryla
EIS Coordinator
Division of Water

DATE: April 23, 2001

SUBJECT: DEIS Supp, Kentucky Lake Lock & Dam Work (Livingston & Marshall Counties), SERO 010228-14

The Division of Water has reviewed the Draft Environmental Impact Statement Supplement (DEIS Supp) prepared by the by U.S. Army Corps of Engineers, Nashville District, regarding lock and dam work at the Kentucky Lake Dam, Tennessee River, River Mile (RM) 22.4 (Livingston and Marshall Counties). The Division's comments address matters the Division desires discussed in the Final EIS Supp.

WATER QUALITY

4 **AFFECTED ENVIRONMENT**
4.4 **Water Quality**

Page 21

Because the project can result in a discharge of dredge or fill material into:

- 200 linear feet of any "blue line" stream (as shown on the U.S. Geological Survey 7.5 minute topographical map for the project area), or
- One acre or more of any wetland,



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SERO 010228-14

Page 2

then a 33 USC § 1341 ("401") water quality certification by the Division of Water for the U.S. Army Corps of Engineers and a 33 USC § 1344 ("404") dredge or fill permit must be obtained. An application for water quality certification has been received and is undergoing review. The FEIS Supp needs to address water quality certification.

The Division of Water notes (as does the DEIS Supp in 4.3 on page 20) that below the dam at Tennessee River, RM 21.2, is a mussel sanctuary.

CONSTRUCTION PRACTICES

5 ENVIRONMENTAL CONSEQUENCES

5.4 Water Quality

Pages 35 to 38

In the construction of the proposed project, Best Management Practices (BMPs) must be utilized to prevent nonpoint source pollution and, thereby, control stormwater runoff and sediment damage to water quality and aquatic habitat. The FEIS Supp needs to outline the BMPs proposed to be used. For technical assistance on the kinds of BMPs most appropriate for construction, please contact the Livingston or Marshall County Soil and Water Conservation District or the Division of Conservation of the Natural Resources and Environmental Cabinet. The Division of Water, also, has available BMP construction manuals. The Division suggest these be utilized in the construction of the proposed project. The FEIS Supp needs to address nonpoint source water pollution.

c: John Dovak, Water Quality Branch

JAMES E. BICKFORD
SECRETARY



PAUL E. PATTON
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
FRANKFORT OFFICE PARK
14 REILLY RD
FRANKFORT KY 40601

March 16, 2001

Division of Waste Management

Comments for Project #SER02001-14

Applicant must comply with EPA Procurement Guidelines for the use and purchase of recycled content materials.

All solid waste generated by this project must be disposed at a permitted facility.

During projects such as this soil contamination may be encountered. If this occurs, whatever is encountered must be properly addressed.



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