

Gulick, Pam  
Lexington, KY  
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Kentucky Pioneer Integrated Gasification  
Combined Cycle Demonstration Project  
Draft Environmental Impact Statement  
U.S. Department of Energy  
National Energy Technology Laboratory

Written Comment Form  
Must be received by January 4, 2002.

I oppose of the integrated gasification  
cycle demonstration project. Burning waste  
and polluting the air. And also the  
big Semi-Trucks traveling on 89 is  
unsafe and ~~is~~ ~~is~~ tears up  
the highway & makes it dangerous. Because  
there are huge pot holes. that you  
have to go around, because they will hurt  
your automobile.

*Pam Gulick*

Please use other side if more space is needed.

Comment forms may be mailed to:  
Mr. Roy Spears  
U.S. Department of Energy  
National Energy Technology Laboratory  
3610 Collins Ferry Road  
Morgantown, WV 26507-0880

Comment forms may be faxed to:  
Mr. Roy Spears  
(304) 285-4403

Comment No. 1  
Comment noted.

Issue Code: 16

Comment No. 2

Issue Code: 06

Comment noted. The proposed project is not a conventional power plant burning coal or RDF. Instead of burning such fuels in a boiler system, the proposed project would use gasification technologies to convert the solid fuels into a syngas similar to natural gas. That syngas fuel would be burned in the gas turbine generator system. As illustrated in Table 5.7-3 of the EIS, maximum air quality impacts from the proposed project would be less than 1 percent of the relevant federal air quality standards for gaseous pollutants such as nitrogen dioxide, sulfur dioxide, and carbon monoxide. Maximum impacts from the proposed project on particulate matter concentrations would be less than 4 percent of the federal 24-hour PM<sub>10</sub> standard and less than 1.5 percent of the federal annual average PM<sub>10</sub> standard. Table 5.7-4 of the EIS identifies estimated maximum downwind concentrations of hazardous pollutants expected to be emitted by the proposed facility and the associated maximum lifetime cancer risks.

1/16

2/06

3/10

Comment No.3

Issue Code: 10

Comment noted. The trucks would haul a maximum of 18 metric tons (20 tons) of cargo each, which would place the overall weight below the Kentucky-mandated maximum weight for Kentucky Highway 89 of 36,288 kilograms (80,000 pounds) for a five-axle vehicle. The Kentucky Transportation Cabinet indicated any vehicle below that weight traveling along that road would not be expected to cause damage to the roadway. Should damage occur from vehicles carrying more than the maximum weight allowance, the operator of the trucks, in this case KPE, would be responsible for any repairs to the road surface. Section 5.11, Traffic and Transportation, has been revised to address the concerns of damage to the local roads.