

Appendix C. Public Meeting Minutes and Material

1. Public Meeting Minutes, Graves County, November 15, 2010
2. Public Meeting Questionnaire Handout
3. Public Meeting Questionnaire Summary
4. Public Meeting Handout
5. Public Meeting Exhibits

Public Involvement Meeting Minutes

I-69 Strategic Corridor Planning Study, Fulton to Eddyville, KY
Fulton, Hickman, Graves, Marshall, Livingston, and Lyon Counties

Purchase Area Development District Office
Mayfield, Kentucky
5:30 p.m. to 7:30 p.m. (CST), November 15, 2010

A public involvement open house meeting was held on Monday, November 15, 2010 from 5:30 p.m. to 7:30 p.m. (CST) at Purchase Area Development District (PADD) Office, 1002 Medical Drive, Mayfield, Kentucky 42066. The following Kentucky Transportation Cabinet (KYTC) and consultant staff personnel were in attendance:

Jill Asher	KYTC – Central Office
Tonya Higdon	KYTC – Central Office
Steve Ross	KYTC – Central Office
Shane Tucker	KYTC – Planning
David Martin	KYTC – Highway Design
Jim LeFevre	KYTC – District Office
Will Conkin	Palmer Engineering
David Lindeman	Palmer Engineering
Gary Sharpe	Palmer Engineering
Chuck Wood	Palmer Engineering
Lee Kileman	Bernardin, Lochmuller, and Associates

Employees of PADD and Pennyriple Area Development District (PEADD) were also in attendance. A total of 59 people registered their attendance during the public involvement open house (this number excludes those 9 individuals listed above and the employees of PADD and PEADD). Two members of the media, a local newspaper and a television news reporter, were on-hand to cover the meeting.

As attendees arrived, they were asked to sign-in and were given a project brochure and questionnaire. Attendees were invited to view the exhibits and ask questions to KYTC and consultant staff personal. Copies of the questionnaire, project brochure, and exhibits are attached to the end of this appendix.

After a time of informal gathering, Jim LeFevre of KYTC formally welcomed all attendants and provided an introduction to the project. David Lindeman of Palmer Engineering then gave a project overview and presented a slide show to the attendants. The presentation included background information on previous studies, scope of work for this project, overview of existing conditions, and discussion of interstate design standards. The slides from the presentation are attached to the end of this appendix.

Following the slide show presentation, the floor was opened for attendants to ask question and make comments concerning the information presented. Questions from attendants (underlined) and responses from KYTC and consultant staff during the meeting included:

- What are the bridge rehabilitation requirements?
There are four (4) bridges that do not meet the interstate standards. The bridge can be torn down and replaced or raised to the appropriate elevation. The pavement below the bridge can also be lowered to obtain minimum clearance if the drainage issues can be addressed.
- Will seismic retro-fitting be a part of the rehabilitation?
It is currently unknown if seismic retro-fitting will be a part of the raising of bridges on this project, but would be included as a part of new bridges.
- Will work have to be completed to the Purchase Parkway and I-24 interchange?
Yes, a fully-directional interchange would be required, but specifics are not yet known. KYTC is looking at providing an interim solution for short-term conversion to I-69.
- Is the proposed alignment totally along with the existing parkway?
Yes, with some localized exceptions. For instance, the former toll booth interchanges will have to be redesigned, which will require some right-of-way acquisition. Also, the I-24 interchange will probably require some right-of-way work. The area near Fulton will have to be studied further to incorporate the existing road network at the Purchase Parkway with the integration of I-69.
- What will happen at the Tennessee/Kentucky state line?
Currently KYTC is not sure how the situation will be handled. The area around the state line is very busy with many roadways and access points. KYTC will have to work with Tennessee Department of Transportation (TDOT) to find a solution. Tennessee has recently elected a new governor and when the administration changes, projects tend to sit in limbo until everything is settled. Kentucky will have to wait until Tennessee is ready to talk about the I-69 connection.
- What is the timing of completion?
The project must first get into the 6-Year Highway Plan. The 6-Year Highway Plan already has about 15 years worth of projects in it. KYTC is also already planning to build several other bridges throughout the state. The timing of the funding for I-69 is unknown. KYTC hopes to identify and proceed in incremental steps along the Purchase Parkway. KYTC currently has one interchange on the Purchase Parkway that does not meet interstate standards in the design phase. A roadway cannot get interstate designation on sections that do not connect to an existing interstate and stop at a logical terminus.

- Why is Tennessee so far ahead of Kentucky in terms of the construction of I-69?
KYTC can't say why Tennessee is ahead of Kentucky in terms of construction of I-69, but does know why Indiana has proceeded and talked about leasing the toll way.
- Will there be federal funds to build the interstate if the "interstate program is over?"
Yes, but it will probably have to come from federal funds allotted to Kentucky, not from a new or separate funding source.
- What happens if Kentucky and Tennessee disagree about how I-69 will meet up at the state line?
The states will have to work together to find a solution.
- Will the railroad track bridge have to be removed for the new interchange design at KY 348 in Benton?
It is not yet known if the railroad track bridge will have to be removed for the new interchange design at KY 348 in Benton. A final decision has not yet been made and may be subject to funding. The new interchange will not be built until 2013 or 2014. The new interchange will need design, right-of-way acquisition, utility relocation, etc. It is currently in the design phase.
- Will the number of current interchanges in Fulton change?
Currently, KYTC does not intend to remove or add any interchanges to the Purchase Parkway for the designation as I-69. Future studies will be conducted in the Fulton area to determine access to I-69.
- Has the amount of traffic on I-24 once the two interstates (I-69 and I-66) are built been looked at?
Yes, the projections have been performed out to 2040. I-66 probably will not get constructed in the foreseeable future, but the state's priorities can change especially when politics are involved.
- Will there be any realignment of the weigh station at Fulton, or will it stay the same?
KYTC does not see how the weigh station could stay the same. If the weigh station is replaced, then it will have to be done at a more northern location and will probably involve some advanced technology that may allow for a weigh-in-motion setup.
- Is there a website where the public can track developments for the project?
KYTC will add it to the Division of Planning portion of the KYTC website. The presentation shown today will be added to the PADD website.
- What is the time frame for purchasing right-of-way for the KY 348 interchange in Benton?

There is not a set schedule for the purchase of right-of-way for the KY 348 interchange in Benton. Property owners may use their property any way they wish. Construction is not expected within the next two years.

At the close of the meeting attendants could turn in any completed questionnaires or were given the option of mailing them back by December 1, 2010. A total of 26 public comment questionnaires were completed at the meeting. An additional 7 public comment questionnaires were received from individuals in attendance at the meeting at a later date.

The meeting closed at 7:30 p.m. (CST).

QUESTIONNAIRE

I-69 Strategic Corridor Planning Study November __, 2010
Purchase Parkway / I-24 - Fulton to Eddyville, KY
Fulton, Hickman, Graves, Marshall, Livingston, and Lyon Counties
(Please Print)

Name: _____ Phone: _____
Address _____
City, State, Zip _____
County _____
e-mail _____ (optional)

1. How often do you use the Julian M. Carroll (Purchase) Parkway?

Daily ____ Weekly ____ Monthly ____

2. Is your usage considered local (travel within a county) or regional (from one county/city to another)?

Local ____ Regional ____

3. Are there any specific safety issues along the study area? Where and what problems exist?

4. Improvements to the corridor may include improving existing interchanges. Which interchange(s) do you think have the highest priority of improving?

5. Are there sensitive locations or issues that you know of within corridor?

Use Back Page for Additional Comments

Name: _____ November __, 2010

I-69 STRATEGIC CORRIDOR PLANNING STUDY ADDITIONAL COMMENTS

If you have other concerns or issues that have not been addressed with this questionnaire, please use the space below to provide additional comments or express concerns.

Comments:

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Your answers and comments will be given to the Project Team for further development of strategies, options and recommendations for improvements to the Julian M. Carroll (Purchase) Parkway and ultimately I-69. Please turn them in tonight at the registration desk or mail them by December 1, 2010 to:

Jim LeFevre, P. E.
Kentucky Transportation Cabinet – District 1
5501 Kentucky Dam Road
Paducah, KY 42003

Public Questionnaire Summary

I-69 Strategic Corridor Planning Study, Fulton to Eddyville, KY
Fulton, Hickman, Graves, Marshall, Livingston, and Lyon Counties

Distribution of Responses by County:

Fulton	4
Graves	18
Groves	1
Hopkins	1
Marshall	1
McCracken	2
Obion (TN)	3

1. How often do you use the Julian M. Carroll (Purchase) Parkway?

Daily	9
Weekly	19
Monthly	1
Yearly	2

2. Is your usage considered local (travel within a county) or regional (from one county/city to another)?

Local	13
Regional	24

3. Any there any specific safety issues along the study area? Where and what problems exist?

Exit 14	3
Exit 21	5
Exit 43	1
Access for Emergency Vehicles	1
Fulton Exits	1
I-24/Purchase Parkway Interchange	3
Lighting	1
Mayfield Bypass	1
Minimal Needed	1
Old Toll Both	1
Ramp and Taper Length	2
Short Access Ramps in Mayfield	1
West Broadway (KY 80)	1

4. Improvements to the corridor may include improving existing interchanges. Which interchange(s) do you think have the highest priority of improving?

Calvert City (I-24)	1
Exit 0	6
Exit 14	5
Exit 21	7
Exit 22	2
Exit 24	2
Exit 43	6
Fulton	3
I-24/Purchase Parkway Interchange	4
Mayfield (south)	1

5. Are there sensitive locations or issues that you know of within the corridor?

Cell Tower at Exit 14	1
Exit 21	2
Exit 24	1
Exit 43	1
Exit 52	1
Guardrails at Exit 14 and Mayfield Bypass	2
KY 166 Curve	1
Emergency Vehicle Access from Mile Marker 2 to 9	1
Old Toll Booth	1
State Line	1

Additional Questionnaire Questions and Comments:

- Why was stimulus funding not used for this project?
- A man was killed because he missed Exit 21.
- This project will improve safety and open up the opportunity for new commerce.
- Kentucky stands to gain much from this investment.
- When and how will the new KY 80 tie to the Mayfield Bypass southwest of Mayfield?
- Try to avoid business disruption, utility relocation, and traffic congestion during construction.
- I request widening of connector from 121-Bypass to US 45.
- I hope I-69 can be moved forward as quickly as possible and using as much existing roadway as possible.
- I am concerned about the impact the new corridor will have on existing improvements along the south-bound leg of the interstate near the Mayfield-Fulton exit.
- Traffic is funneled down to one lane in a curve and then widens back to four lanes

- Let's get started!
- Consider using noise walls in residential areas near road.
- KY 58/80 needs to be improved significantly on both sides. We need curb and gutter and better lighting.
- Good informational session!
- I have been on the board for many years and the time for planning is over.
- We want to have the necessary changes made to open up western Kentucky and put people back to work.
- Turn this road into a toll road.
- The guardrails are too close to traffic at the Mayfield Bypass exit and Exit 14 (Wingo).
- I'm excited about this project. The sooner it becomes I-69 the better.
- At Exit 14, traffic comes from both directions when entering and exiting. The guardrails on the ramp are too close to the traffic.
- The Obion County Commission would like to see the I-68 project enter into Tennessee at the present location.
- We are a concerned fire department in southern Graves County (Water Valley). We cover approximately eight to nine miles of what is going to be I-69. Our concern is the unavailability of an entrance/exit ramp near our station. At the present time we must drive to Fulton or Wingo to access the Parkway. This is a seven to 10 mile drive just to get to the Parkway and does not count travel time to the scene. People on the new interstate deserve a quick response no matter what section of I-69 they are traveling. We are presently looking at a minimum approximate response time of 15 minutes. If the fire or motor vehicle accident is at the end of our district it could be 20 minutes or longer. Our biggest concern is safety for the public driving on our roads. We are sure you would agree. We would greatly appreciate your consideration of an entrance ramp to enable us to respond and serve more efficiently and effectively.
- The entrance and exit ramps at The Wingo exit need to be lengthened.
- I am concerned with the area between the mile marker 2 and the mile marker 9. The Water Valley Fire Department responds to this area and in order for them to get to an emergency call they have to go all the way to Fulton at Exit 2. If there is a wreck or someone is entrapped in a vehicle that is on fire that is a very long trip for the fire department to make. I know if your family was having an emergency at the 8 mile marker and it took the fire department 20 to 30 minutes to get there you wouldn't be too happy. They are a volunteer department and have to drive from a location to the fire department, so that extends the response time as well. I feel the access of a ramp would greatly help the fire department and the safety of the drivers on I-69. I know there are bridges over the Parkway for Highway 1529 and Highway 1283 just outside of Water Valley. It would be greatly appreciated if you could consider one of those overpasses for an entrance.

PROJECT DESCRIPTION

The Kentucky Transportation (KYTC) has undertaken a Strategic Corridor Planning Study for a portion of proposed Interstate 69 (I-69). I-69 is proposed to extend from the Mexican border in Texas to the Canadian border in Michigan. This project involves a study of the Julian M. Carroll (Purchase) Parkway north from the Tennessee state line at Fulton through Fulton, Graves, Marshall, Livingston, and Lyon Counties to the interchange with I-24. The study corridor continues east on I-24 to just west of the Wendell H. Ford Parkway and I-24 interchange. Evaluation of the remaining segments of I-69 in Kentucky have been addressed by another study. The primary purposes of this project are:

- ▶ to review the existing conditions along the Julian M. Carroll (Purchase) Parkway and I-24 to identify locations that do not meet current highway design guidelines for Interstate routes
- ▶ to evaluate the degree to which these guidelines are not met
- ▶ to identify options for making improvements to address identified deficiencies
- ▶ to make recommendations regarding the suitability of routing this segment of I-69.



Recommendations for improving taper lengths to meet minimum interstate standards will be included in the report.

PROJECT FOCUS

This project will focus on evaluating existing conditions in the context of the following:

- ▶ roadway geometry (lane, shoulder, and median widths; horizontal and vertical clearance)
- ▶ bridge geometry, structural condition, load rating, and functional attributes
- ▶ interchange geometry and access control.

PROJECT SCHEDULE

Notice to Proceed	April 2010
Complete Inventory of Existing Conditions	August 2010
Public Meeting	November 2010
Interdisciplinary Meeting	January 2011
Final Report	February 2011



PROCEDURE FOR SUBMITTING COMMENTS

Representatives of the Kentucky Transportation Cabinet and their engineering consultants are available to answer questions you may have regarding this project. In addition, exhibits and displays are available to assist you in understanding the various facets of this project. You are encouraged to make an official comment that will be incorporated into the project summary.

To make a written statement, complete one of the comment sheets provided and leave it tonight with one of the representatives or mail it by December 1, 2010, to the address listed below.

Jim LeFevre, P.E.
Department of Highways, District 1
5501 Kentucky Dam Road
Paducah, KY 42003

I-69 Strategic Corridor Planning Study Fulton to Eddyville, KY



November 15, 2010
5:30 p.m. - 7:30 p.m. CT

Purchase Area Development District (PADD)
1002 Medical Drive
Mayfield, KY 42066



Kentucky
UNBRIDLED SPIRIT



I-69 STRATEGIC PLANNING STUDY CORRIDOR

CRASHES OCCURRING BETWEEN 2005 AND 2009

I-24 Crashes

6 Fatalities
68 Injuries
255 Property Damage Only

Purchase Parkway Crashes

7 Fatalities
136 Injuries
449 Property Damage Only

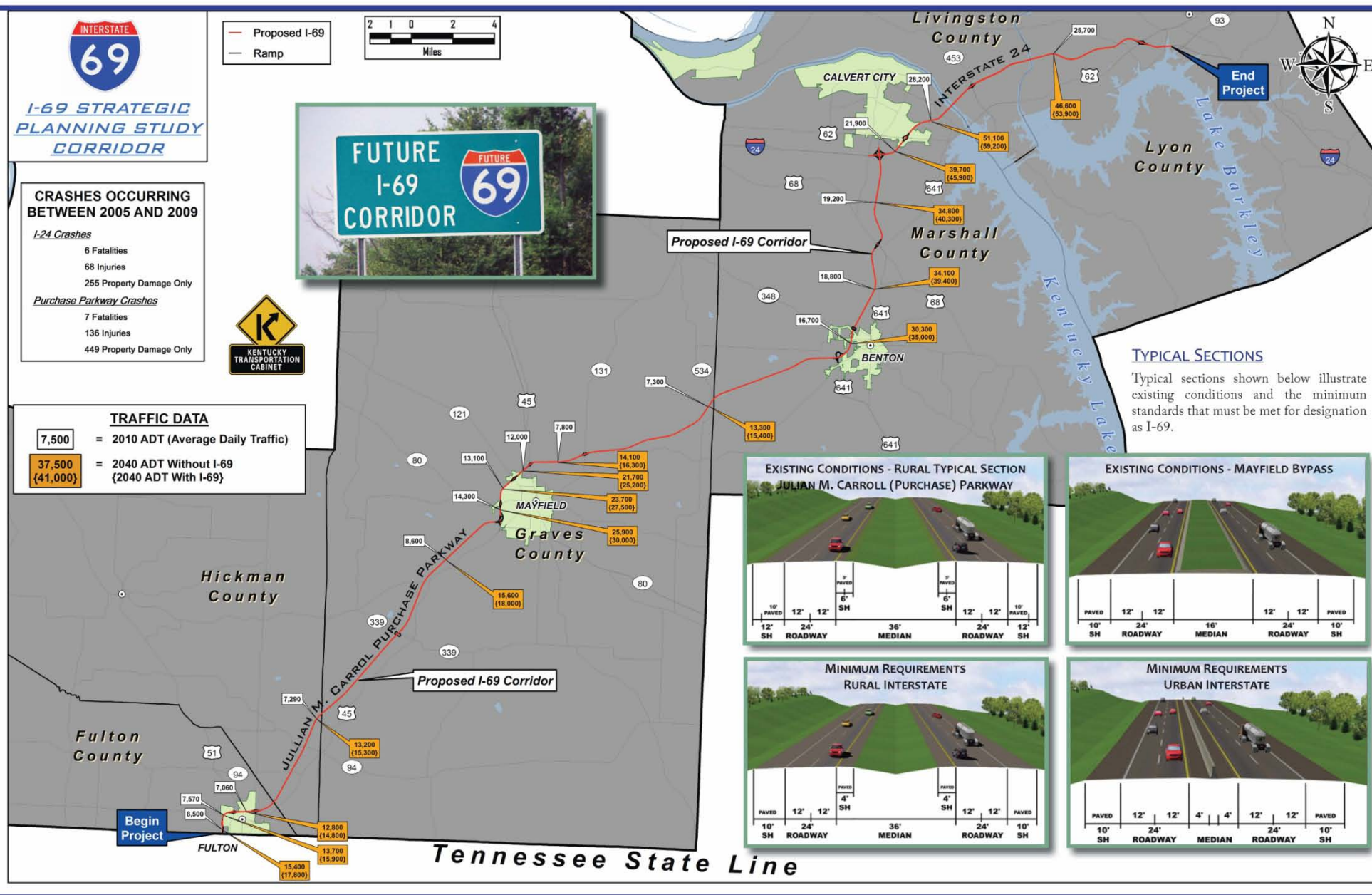
— Proposed I-69
— Ramp



TRAFFIC DATA

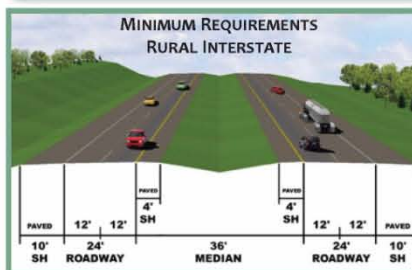
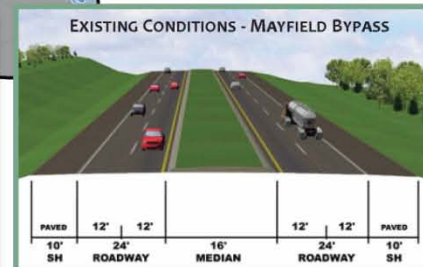
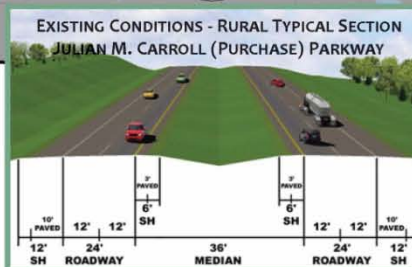
7,500 = 2010 ADT (Average Daily Traffic)

37,500 {41,000} = 2040 ADT Without I-69 {2040 ADT With I-69}



TYPICAL SECTIONS

Typical sections shown below illustrate existing conditions and the minimum standards that must be met for designation as I-69.

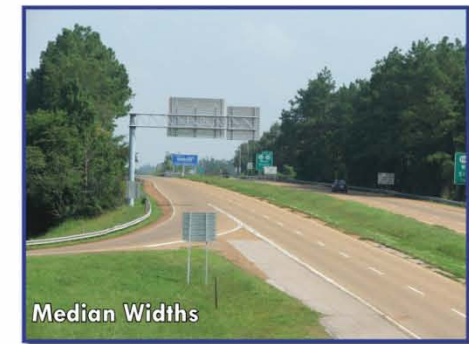




I-69 Strategic Planning Corridor STUDY ISSUES

The Project Corridor will be studied to identify needed changes to meet Interstate Highway Standards.

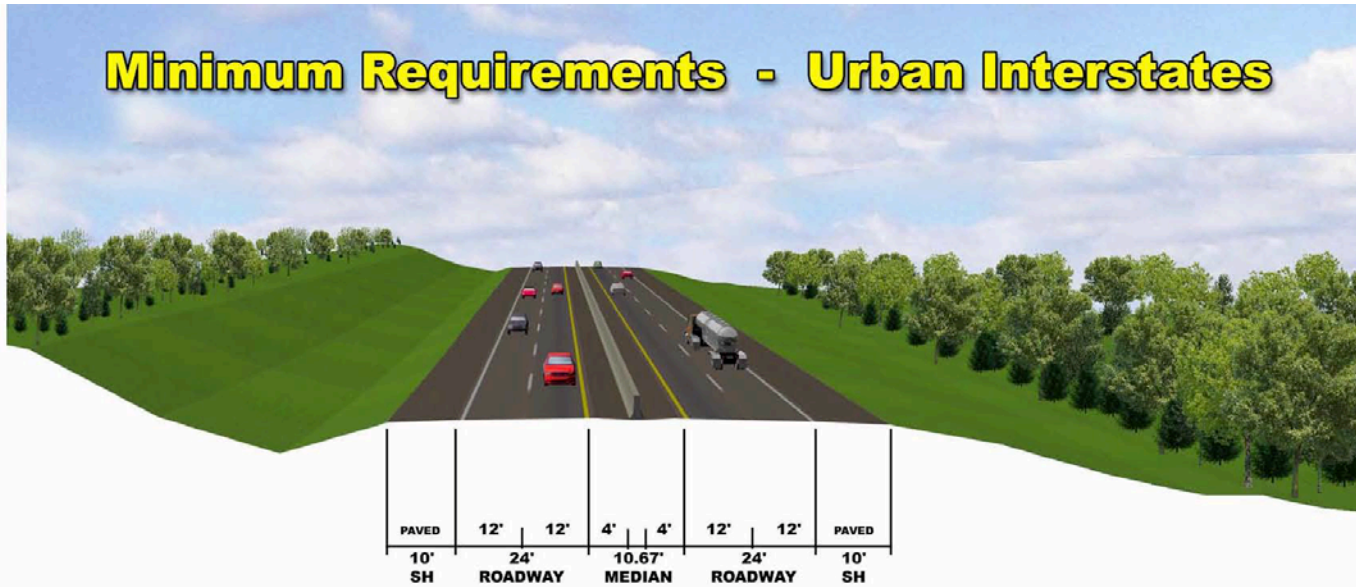
Examples of items that need to be addressed are shown below:



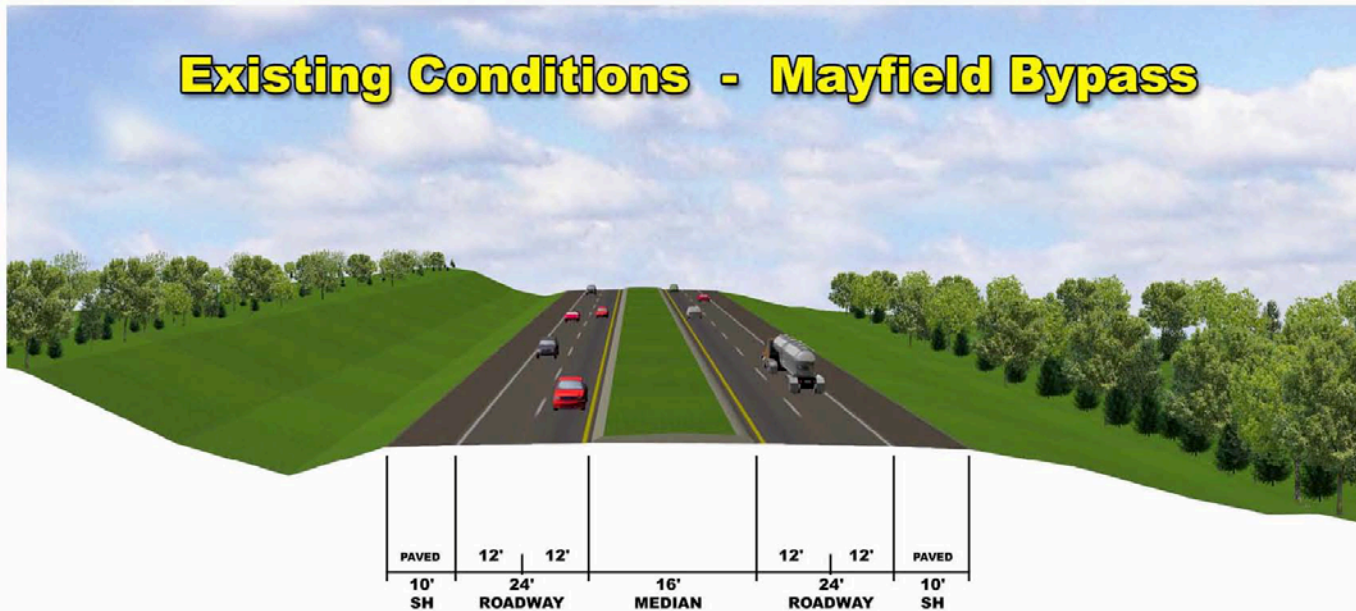
- ▶ Acceleration & Deceleration Taper Lengths
- ▶ Ramp Curvature
- ▶ Access Control

- ▶ Rural - 36' Minimum
- ▶ Urban - 10' Minimum

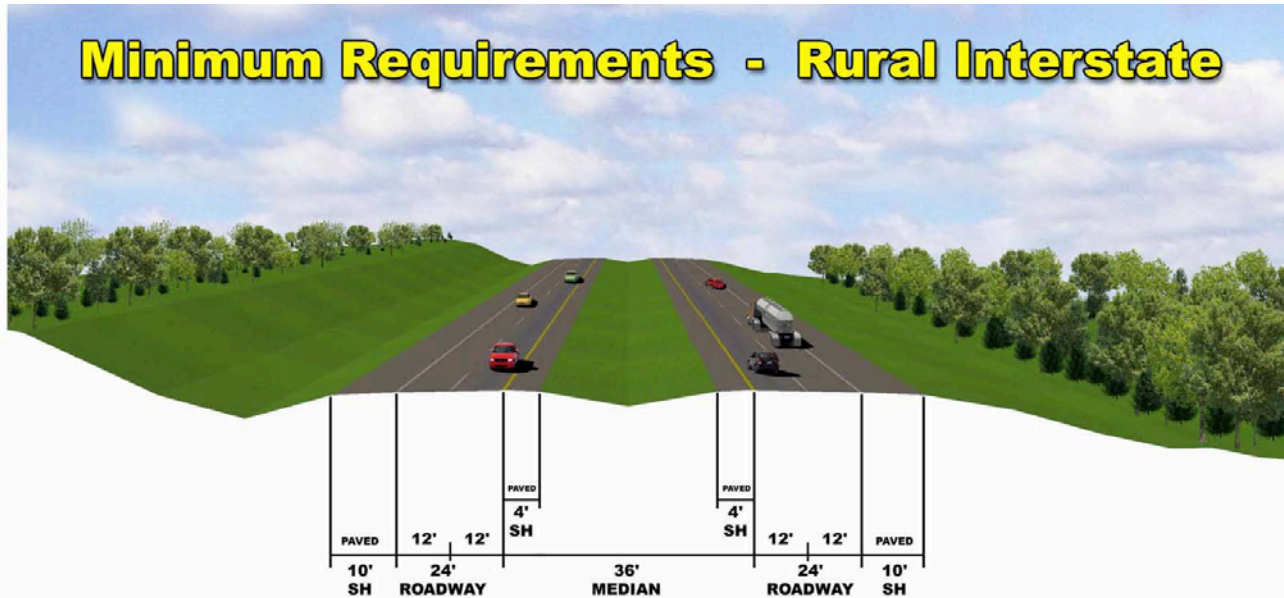
Minimum Requirements - Urban Interstates



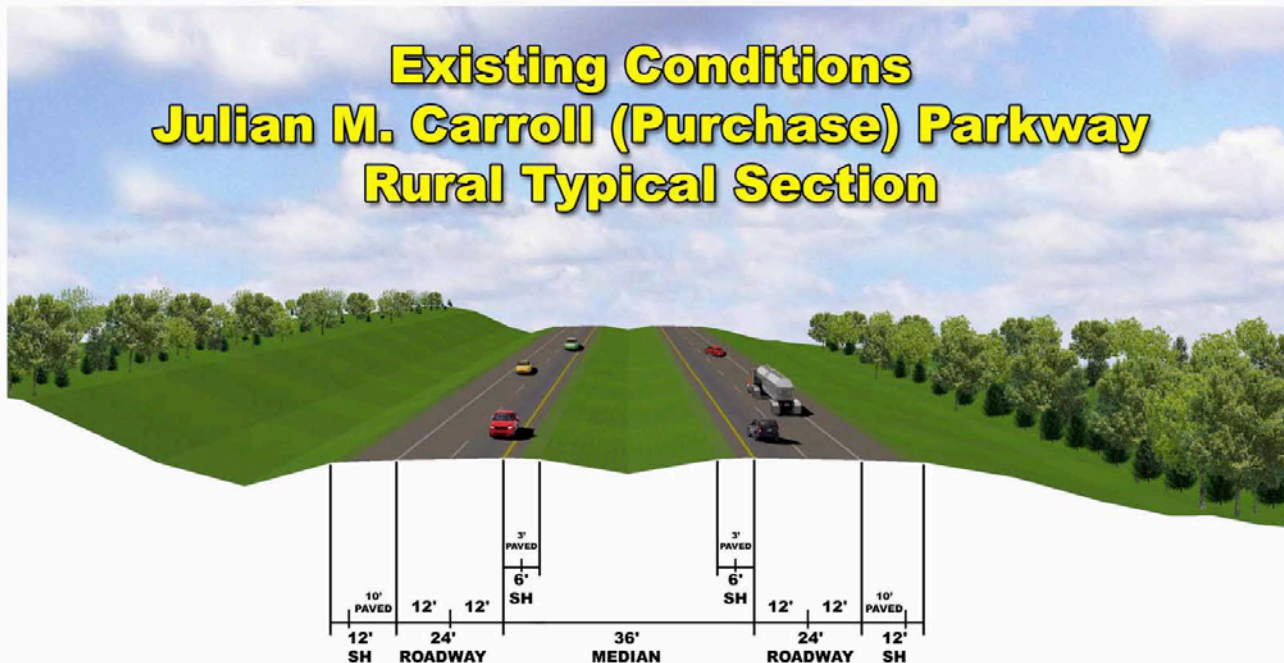
Existing Conditions - Mayfield Bypass



Minimum Requirements - Rural Interstate

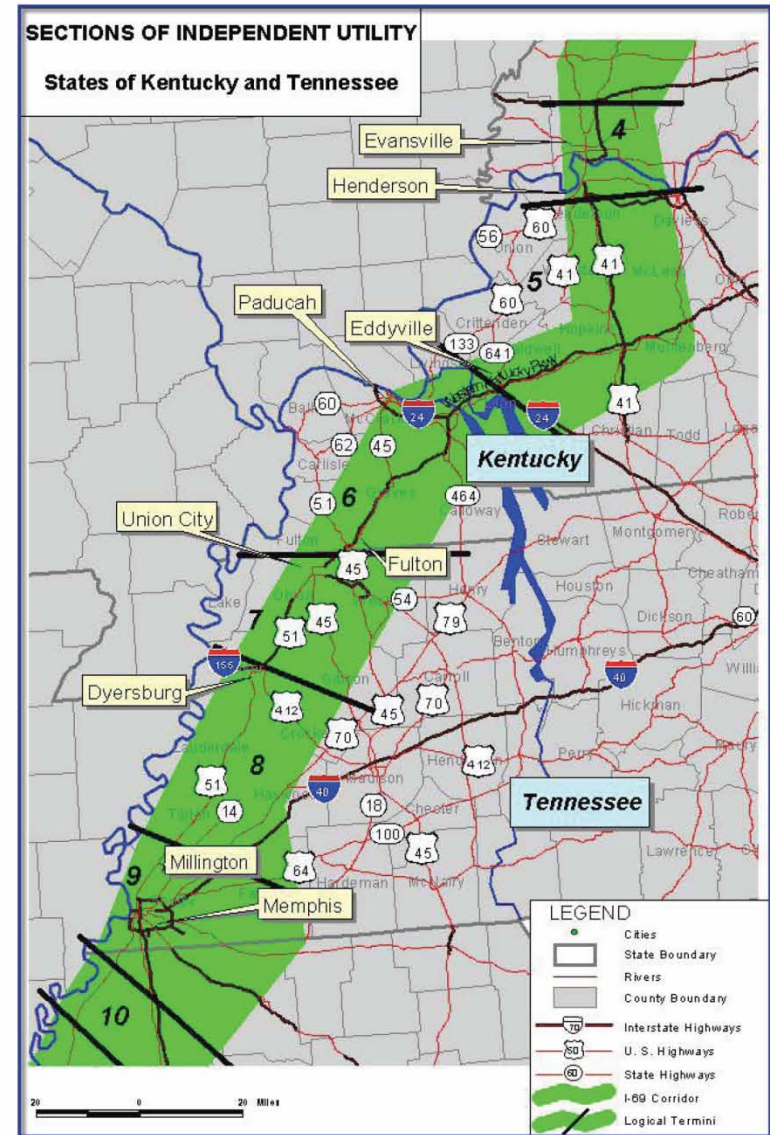
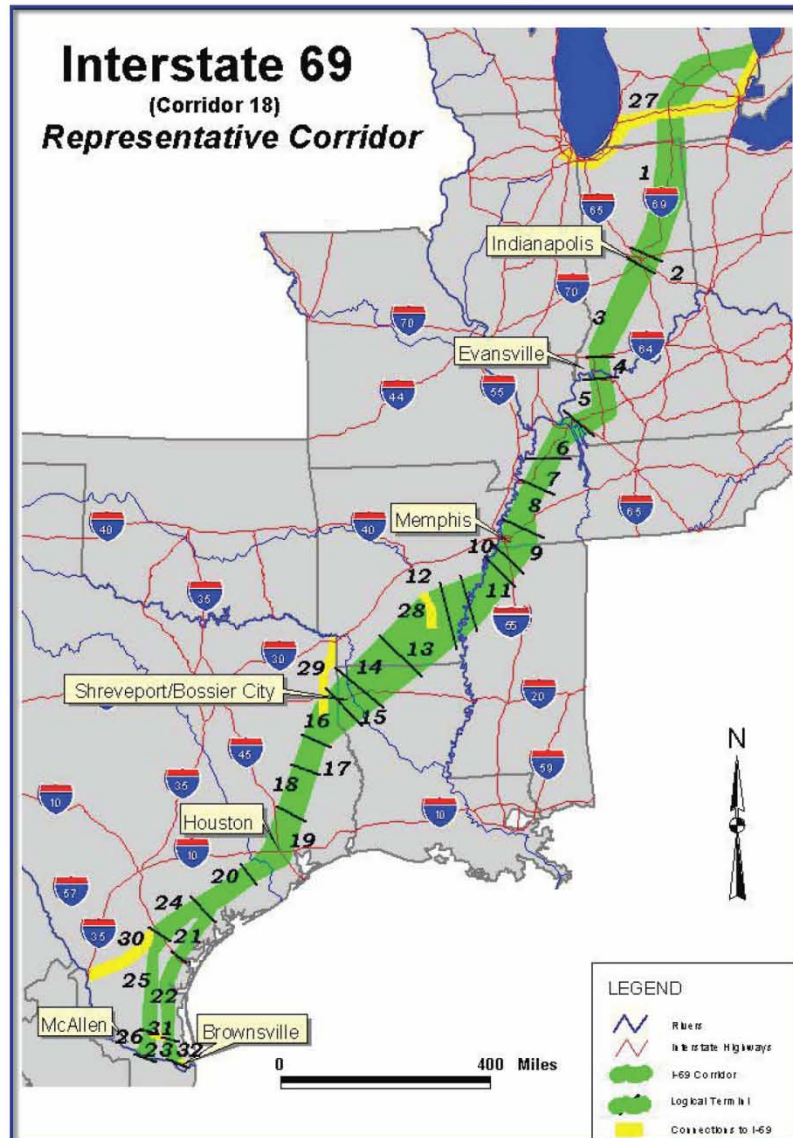


Existing Conditions Julian M. Carroll (Purchase) Parkway Rural Typical Section





I-69 CORRIDOR



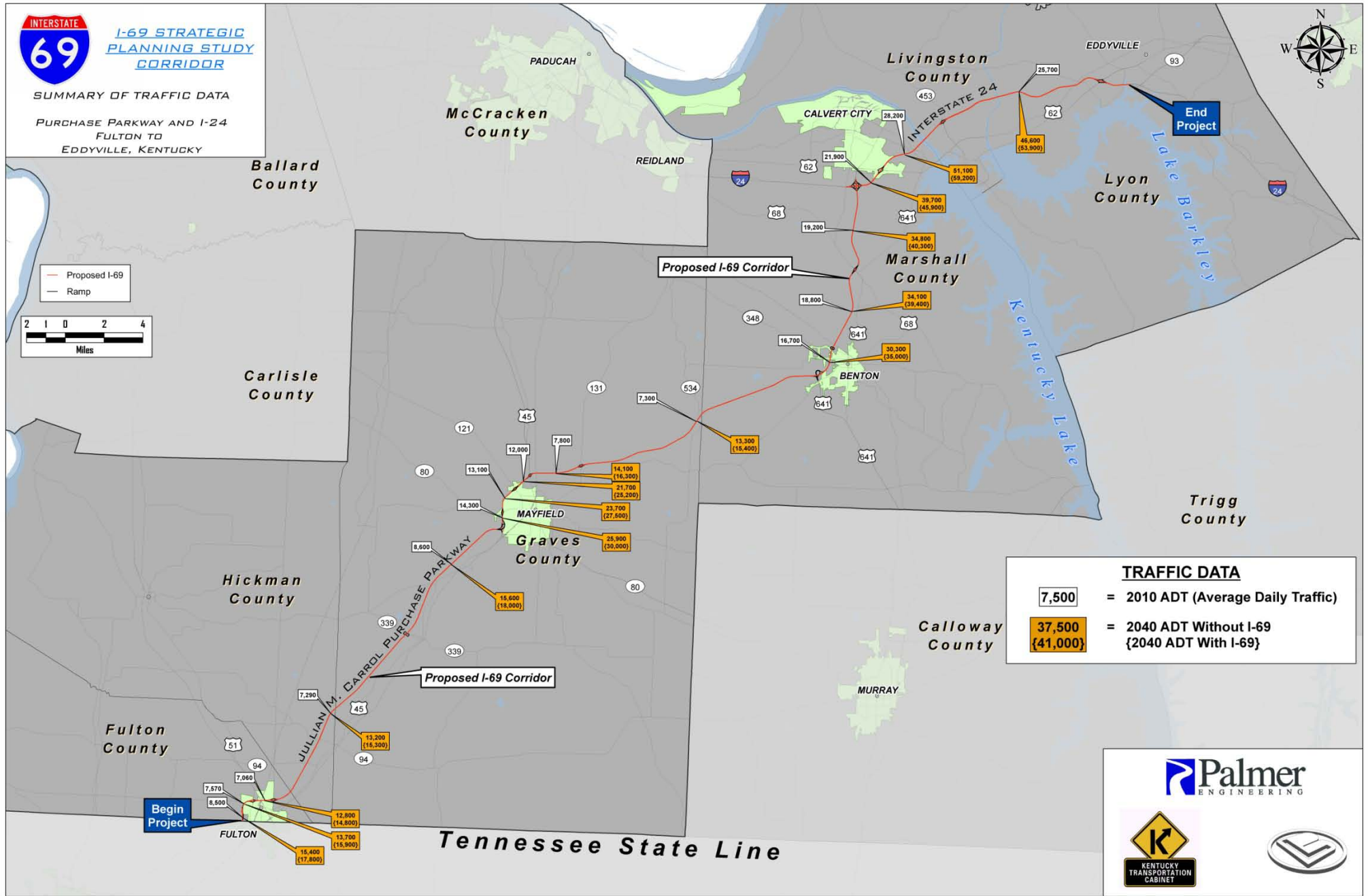
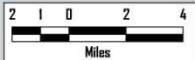


I-69 STRATEGIC PLANNING STUDY CORRIDOR

SUMMARY OF TRAFFIC DATA

PURCHASE PARKWAY AND I-24
FULTON TO
EDDYVILLE, KENTUCKY

Proposed I-69
Ramp



TRAFFIC DATA

7,500	= 2010 ADT (Average Daily Traffic)
37,500 41,000	= 2040 ADT Without I-69 {2040 ADT With I-69}

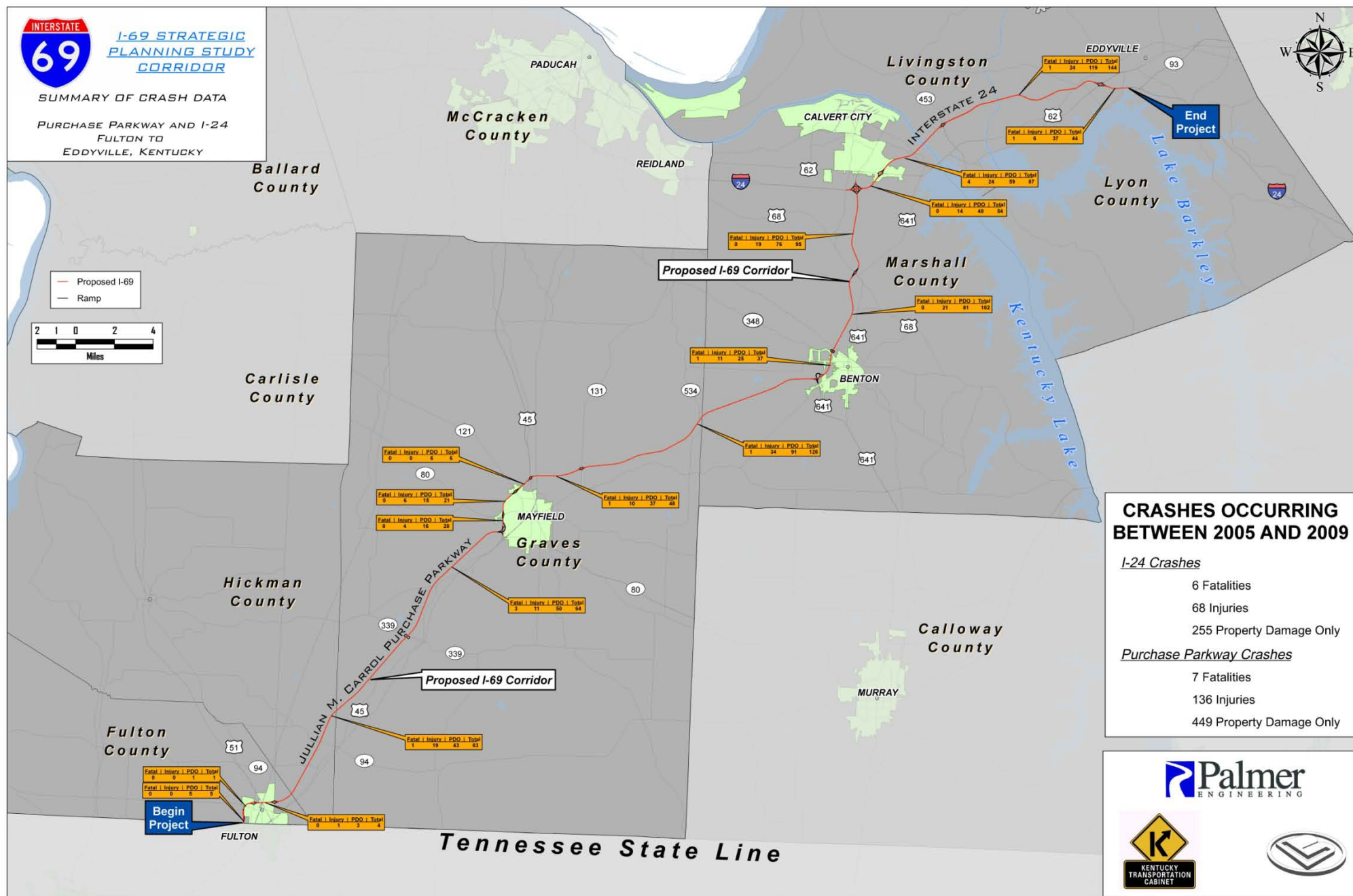


I-69 STRATEGIC
PLANNING STUDY
CORRIDOR

SUMMARY OF CRASH DATA

PURCHASE PARKWAY AND I-24
FULTON TO
EDDYVILLE, KENTUCKY

— Proposed I-69
— Ramp



CRASHES OCCURRING BETWEEN 2005 AND 2009

I-24 Crashes

6 Fatalities
68 Injuries
255 Property Damage Only

Purchase Parkway Crashes

7 Fatalities
136 Injuries
449 Property Damage Only





I-69 Strategic Planning Corridor Study: Fulton To Eddyville, KY

Fulton, Hickman, Graves, Marshall,
Livingston, Lyon Counties

Public Meeting
November 15, 2010

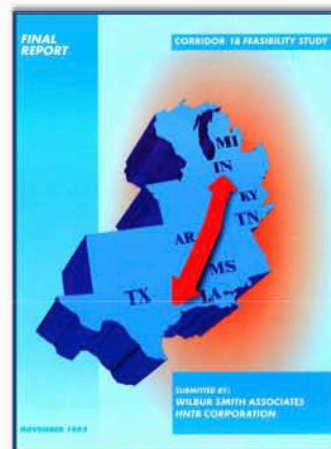


BERNARDIN, LOCHMULLER & ASSOCIATES, INC.
ENGINEERING • SURVEYING • PLANNING • ENVIRONMENTAL SERVICES

Project Background: Corridor 18 Feasibility Study

- Produced information regarding cost, economic efficiency, impacts on economic development, financial viability and other relevant features of this large scale highway project.

- **Completed November 1995**



Project Background: Corridor 18 Special Issues Study

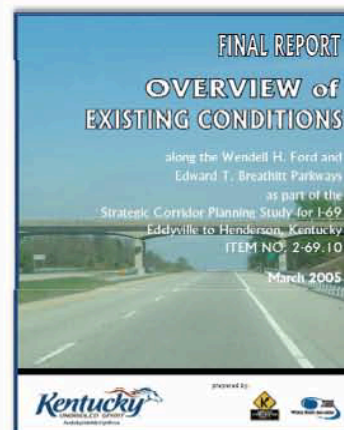
- Redefined the corridor from Indianapolis, IN to the Lower Rio Grande Valley
- **Completed July 1997**



Project Background:

Strategic Corridor Planning Study for I-69: Eddyville to Henderson, KY

- Segment of Independent Utility (SIU) 5
- Overview of Existing Conditions
- Wendell H. Ford and Edward T. Breathitt Parkways
- **Completed March 2005**

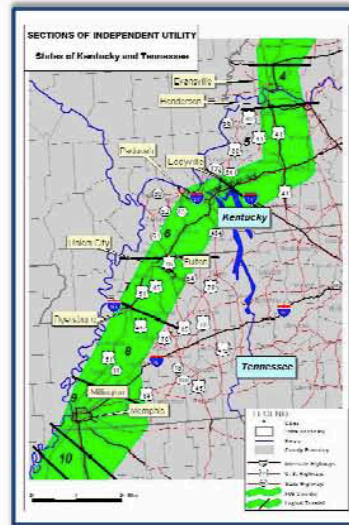


This Project: Strategic Planning Study

Purchase Parkway / I-24

Fulton, Hickman, Graves, Marshall, Livingston, and Lyon Counties

- SIU 6
- Beginning – Tennessee State Line in Fulton County
- Ending – West of I-24 and Western Kentucky Parkway Interchange in Lyon County



Strategic Planning Study: I-69 Corridor Purchase Parkway / I-24

Fulton, Hickman, Graves, Marshall, Livingston, and Lyon Counties

- Study Beginning - April 2010



- Anticipated Completion - February 2011

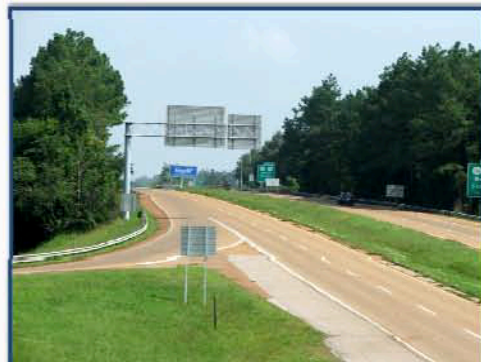
Strategic Planning Study: I-69 Corridor Purchase Parkway / I-24

Fulton, Hickman, Graves, Marshall, Livingston, and Lyon Counties

- Scope of Work
 - Inventory existing conditions
 - Define Interstate criteria
 - Determine and evaluate deficiencies
 - Identify options and strategies for needed improvements
 - Develop recommendations and potential cost
 - Document findings

Strategic Planning Study: I-69 Corridor Interstate Design Standards

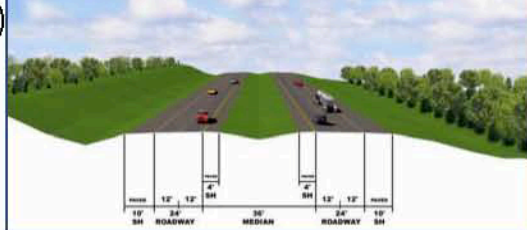
- Fully Controlled Access
 - At Ramp Terminals
 - Minimum 100 foot urban
 - Minimum 300 foot rural
- Design Speed
 - 70 MPH – Rural
 - 50 MPH – Urban
- Four Lanes
 - 12 feet wide



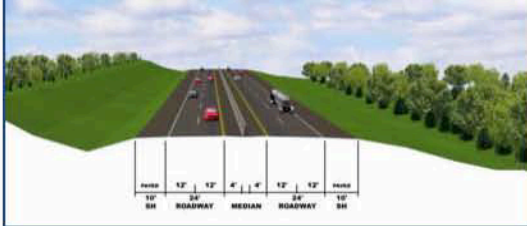
Strategic Planning Study: I-69 Corridor Interstate Design Standards

- Shoulder Widths (paved)
 - Inside – 4 foot min
 - Outside – 10 foot min
- Median
 - Rural – 36 foot min
 - Urban – 10 foot min

Minimum Requirements - Rural Interstate



Minimum Requirements - Urban Interstates



Strategic Planning Study: I-69 Corridor Interstate Design Standards



- Minimum Horizontal Curvature
 - Rural - 1810 foot radius
 - Urban - 758 foot radius
- Minimum Stopping Sight Distance
 - Rural - 730 feet
 - Urban - 425 feet

Strategic Planning Study: I-69 Corridor Interstate Design Standards

- ❑ Bridges
 - All lanes and shoulders at least 16 foot vertical clearance
 - Full paved shoulder width
 - Crashworthy barrier railing
 - Structurally adequate
- ❑ Sign Trusses – 17 foot vertical clearance



Strategic Planning Study: I-69 Corridor Interstate Design Standards

- ❑ Interchange
 - Provide all traffic movements
 - Spacing between interchanges
 - Minimum 1 mile Urban
 - Minimum 3 mile Rural
 - Adequate Acceleration/Deceleration Tapers

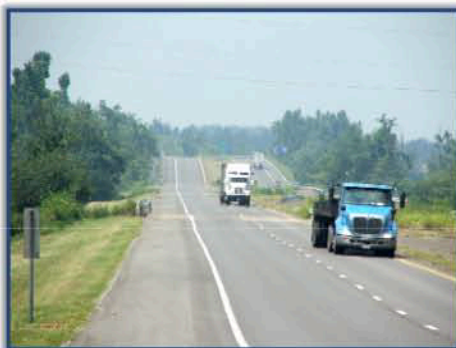


Strategic Planning Study: I-69 Corridor Overview of Existing Conditions



- Traffic – 2010 Vehicles per day (vpd)
 - Purchase Parkway
 - Ranges from 7,060 vpd to 19,200 vpd
 - I-24
 - Ranges from 21,900 vpd to 28,200 vpd

Strategic Planning Study: I-69 Corridor Traffic Forecasts



- Traffic – 2040 Vehicles per day (vpd)
 - Purchase Parkway
 - Ranges from 14,800 vpd to 40,300 vpd
 - I-24
 - Ranges from 45,900 vpd to 59,200 vpd

Strategic Planning Study: I-69 Corridor Overview of Existing Conditions

□ Crash History (2005-2009)

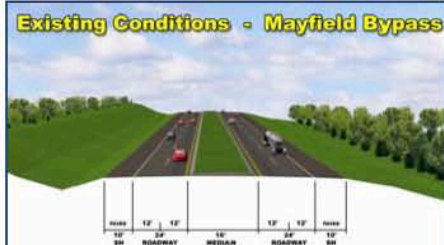
- Purchase Parkway
 - 7 Fatalities
 - 136 Injuries
 - 449 Property Damage Only
- I-24
 - 6 Fatalities
 - 68 Injuries
 - 255 Property Damage Only



Strategic Planning Study: I-69 Corridor Overview of Existing Conditions

□ Roadway Geometry

- Lane Widths
 - 12 feet wide
- Shoulder Widths
 - Inside 0 – 6 feet
 - Outside 10-12 feet
- Median Widths
 - Urban 16 feet
 - Rural 36 feet



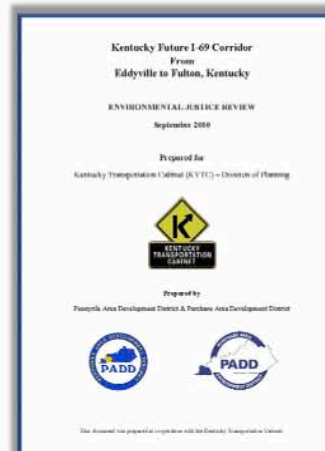
Strategic Planning Study: I-69 Corridor Overview of Existing Conditions



- Bridges
 - Width
 - 30 – 38 feet
 - Vertical Clearance
 - 15.12 – 19.48 feet
 - Bridge Railing
 - Upgrade to current standards

Strategic Planning Study: I-69 Corridor Environmental Overview

- Overview of critical environmental (NEPA) considerations
- Environmental Justice
 - Review of the Socioeconomic characteristics along the project area
 - 2000 U.S. Census Bureau
 - Findings of no impact to the studied area populations since corridor is with-in existing Right of Way



Strategic Planning Study: I-69 Corridor Geotechnical Overview



- Overview of anticipated improvements and geotechnical considerations
- To be completed in conjunction with final report

Strategic Planning Study: I-69 Corridor Public Meeting Handout

PROJECT DESCRIPTION

The Kentucky Transportation Cabinet (KYTC) has announced a Strategic Corridor Planning Study for a portion of proposed Interstate 69 (I-69) to be completed from the Mississippi River to the Ohio River. The study will focus on the I-69 corridor from Fulton, Kentucky, to Eddyville, Kentucky. The project involves a study of the I-69 corridor from Fulton, Kentucky, to Eddyville, Kentucky. The study will focus on the I-69 corridor from Fulton, Kentucky, to Eddyville, Kentucky. The study will focus on the I-69 corridor from Fulton, Kentucky, to Eddyville, Kentucky.

PROJECT SCHEDULE

Notice to Proceed	April 2010
Construction of Eddyville, KY	August 2010
Public Meeting	November 2010
Technical Review Meeting	January 2011
Final Report	February 2011

TECHNICAL INTERESTS AND STUDY LEADS

Interests and study leads are being sought for the I-69 corridor from Fulton, Kentucky, to Eddyville, Kentucky. The study will focus on the I-69 corridor from Fulton, Kentucky, to Eddyville, Kentucky. The study will focus on the I-69 corridor from Fulton, Kentucky, to Eddyville, Kentucky.

PROCEDURE FOR SUBMITTING COMMENTS

Comments should be submitted to the Kentucky Transportation Cabinet (KYTC) by November 15, 2010. Comments should be submitted to the KYTC by November 15, 2010. Comments should be submitted to the KYTC by November 15, 2010.

**I-69 Strategic Corridor Planning Study
Fulton to Eddyville, KY**

**November 15, 2010
5:30 p.m. - 7:30 p.m. CT**

Purchase Area Development District (PADDD)
1002 Medical Office
Mayfield, KY 40064

FRONT

Strategic Planning Study: I-69 Corridor Questionnaire / Comment Sheet

- QUESTIONNAIRE**
- Lefty Strategic Consulting "Panel" or "Study"
Purchase Form: 1-21-2010/04/10/06/10/11/13
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Strategic Planning Study: I-69 Corridor
Purchase Parkway / I-24

Fulton, Hickman, Graves, Marshall, Livingston, and Lyon Counties

Questions and Comments

