

Appendix B – Local Meeting Minutes and Materials

1. Local Officials/Stakeholders Meeting, Lyon County, July 16, 2002
2. Local Officials/Stakeholders Meeting, Caldwell County, July 17, 2002
3. Local Officials/Stakeholders Meeting, Hopkins County, July 17, 2002
4. Local Officials/Stakeholders Meeting, Henderson County, July 18, 2002
5. Summary of Local Officials/Stakeholders Meeting, July 16-18, 2002
6. Local Officials/Stakeholders Questionnaire Summary
7. Local Officials/Stakeholders Meeting Exhibits, July 16-18, 2002

MINUTES

Local Officials/Stakeholders Meeting
Lyon County Judicial Conference Room
July 16, 2002 – 2:00 p.m. CST

Strategic Corridor Planning Study for I-69
Lyon, Caldwell, Hopkins, Webster & Henderson Counties
Eddyville to Henderson, Kentucky
Item No. 2-69.10

This meeting with local elected officials in Lyon County, KY, began the process of coordination for the I-69 Strategic Corridor Planning Study (Item No. 9-144.00). As part of the corridor planning study process, the purpose of this meeting was to introduce the project, discuss potential project issues, and solicit input from the local area officials. Those in attendance included:

Attendees

Jim Boyd	Lyon County Judge Exec.	Craig Morris	Pennyrile ADD
Steve Cruce	Lyon County Magistrate	Chris Sutton	Pennyrile ADD
Charles Ferguson	Lyon County Magistrate	Tim Choate	KYTC District 1
Lee Gold	Lyon County Schools	Wayne Mosley	KYTC District 1
Kay McCollum	Lyon County KWW	Allen Thomas	KYTC District 1
Frank Buchanon	City of Grand Rivers	Jeff Thompson	KYTC District 1
Randell O'Bryan	City of Grand Rivers	Jim Wilson	KYTC Central Office, Division of Planning
Richard Oldfield	Grand Rivers Chamber of Commerce		
Bill Gary	Green Turtle Bay	Marc Williams	Wilbur Smith Associates
Lee McCollum	City of Kuttawa	Samantha Wright	Wilbur Smith Associates
David Young	Kentucky Utilities		

Exhibit Boards shown at Meetings

- I-69 Project Study Area
- Henderson to Evansville segment – 3 alternatives
- Typical Section Renderings for Existing, Minimum Interstate and Maximum Interstate Scenarios
- Sample of Deficiencies Analysis – Vertical bridge clearances
- Base Year ADTs and LOS
- Future Year ADTs and LOS without the I-66 and I-69 corridors
- Future Year ADTs and LOS with the I-66 and I-69 corridors
- High Accident Locations

Handouts Provided to Attendees

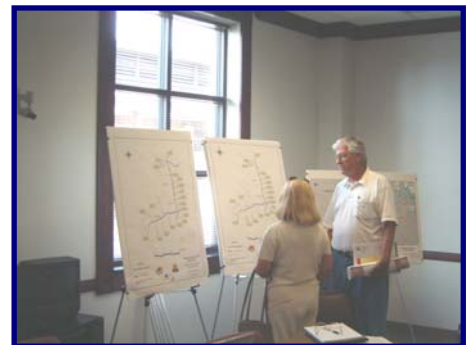
- Agenda
- Project Summary Brochure
- Survey Questionnaire

The meeting was conducted as shown in the following agenda. All questions, comments, and concerns expressed by attendees are underlined.

I. Welcome and Introductions

Jim Wilson welcomed all attendees and asked for introductions. Mr. Wilson then introduced the I-69 Strategic Corridor Planning Study with the following comments:

- The Kentucky Transportation Cabinet is beginning a planning study on the portion of I-69 between Eddyville and Henderson. They are seeking input from local interests in an effort to identify goals and



issues for the project.

- In 1991, ISTEA first designated certain corridors of national significance – I-69 (Corridor 18) was one of these corridors. The segment between Indianapolis and Canada is already constructed. Our section of I-69 between Eddyville and Henderson is a Section of Independent Utility (SIU) and is #5 of 32 national SIUs.
- The latest version of the KY state highway map identifies a preliminary vision for the I-69 corridor as well as the I-66 corridor.
- The I-69 Strategic Corridor Planning Study Draft Report is expected in 9-12 months.

Questions and comments during this portion of the meeting included:

- Has the tie-in in Madisonville been finalized by the Cabinet? What about the economic benefits of coming down through Crittenden and Livingston Counties – this area has been forgotten. As a policy decision and partially based on the state budget issues, the Cabinet has decided the I-69 corridor will be based on the existing Parkway system. The national study did not provide an economic comparison of alternatives.
- Who determined the route should follow the Parkways? The Transportation Cabinet determined that we should investigate the use of the parkways initially.
- Where is I-66 in this area? I-66 and I-69 will be common between Madisonville and Eddyville, according to the Official State Highway Map.
- Are there any planning studies to connect Morganfield with I-69? There is a design project for US 641 from Marion south to Fredonia that is just getting started. A planning study between Fredonia and Eddyville for US 641 will be starting in the next 6 months.
- These improvements are still not likely to help Livingston County.
- Connecting the County Seats of Livingston, Crittenden County and Lyon County would be ideal for this corridor.

II. Viewing of I-69 Video

Marc Williams introduced the I-69 video. The video gives the national project perspective and reveals how the Eddyville to Henderson portion fits in. The video indicates that this section is SIU # 5. The KYTC District 1 Office and Craig Morris with the Area Development District each have copies of the video for those interested in showing it to their respective groups.

III. Status Report on Henderson to Evansville Segment of I-69

Mr. Williams gave the following insight on the project status.

- SIU #4 is between Henderson and Evansville and is currently in the Environmental Impact phase. The alternatives have been narrowed to three – as shown on map. Our study starts at the southern end of SIU #4 on the south side of Henderson.
- SIU #6 (Fulton to Eddyville) is not being considered at this time.
- SIU #7 from Fulton to Dyersburg, TN is approximately 30 days away from having an Environmental Impact statement for this section.

IV. Project Summary Brochure

Mr. Williams then began a review of the project summary brochure provided to all attendees. Page 1 of the brochure reiterates the information presented in the I-69 video. Page 2 discusses the Eddyville to Henderson section of the I-69 study and tasks, including a review of the transportation network, public interest and input, environmental considerations, and development and analysis of alternatives for upgrading the Parkways. The remainder of the brochure covers these items more specifically. On the back cover is a map of the project area and some contact information for those interested in more details or materials on this study.

The brochure and questionnaire used at this meeting can be found online at the Kentucky Transportation Cabinet Division of Planning's Web Page, <http://www.kytc.state.ky.us/planning/index.shtm>.

V. Sample Typical Sections

Next, Mr. Williams discussed the issues involved with upgrading the Parkways to interstate standards. Simple illustrations were used to show what would be involved in upgrading the existing section. The Parkways do not meet the current Interstate design standards and the main focus of this study is to analyze the existing geometric characteristics.

VI. Design Deficiencies along Existing Parkways

Mr. Williams discussed the analysis of design deficiencies along the Parkways. Specifically, the following items were mentioned:

- The existing medians are too narrow. Guardrail can be added or the median widened – there are benefits/costs for each.
- Vertical bridge clearances must be addressed before changing the designation to Interstate.
- Interchange considerations include taper lengths.
- At the minimum, we expect an upgrade to cost more than \$300 million. A new road on new alignment may reach the billion dollar range.

Questions and comments during this portion of the meeting included:

- Where will the funding come from? Probably about 80% of this would be Federal funds, with some input of State funds. Special federal funding would have to be provided for this project.
- Will it be here in our lifetimes? We don't want to mislead anyone about when such a project could start. It is definitely going to be a long term proposition – probably at least 20 years before I-69 crosses Kentucky.
- How long before the Planning study is finished? About 9-12 months before the study for the Eddyville to Henderson segment is finished. It could be nearly a decade before you see design or construction starting.
- How detailed do you see the phasing of projects or priorities? It seems the urban areas and interchanges would be more important to start with first. At the end of the deficiencies analysis, the scope of the project may change. However, it is expected that the results of this study would include recommendations for priority sections. This project will likely proceed in piece-meal fashion due to the high dollar amount.
- At what point in this process do you change the signs? By the book, it would be when the last correction is made. However, the Cabinet may consider putting up "Future Interstate 69 Corridor" signs. At some point, the FHWA and KYTC will have to decide when it will be appropriate to sign the corridor as I-69.

VII. Project Survey Questionnaire

Mr. Williams reviewed the questionnaire items next and the following comments were made:

- KYTC and Kentucky FHWA representatives are serving on the National I-69 Committee and they have a meeting next week in Memphis, TN. They would like to take your questionnaire comments from today to their meetings next week.
- Attendees were asked to please take the time to fill out a questionnaire before their departure.
- It was requested that attendees take a minute to fill out the existing problems section of the survey questionnaire. Mr. Williams stressed the importance of the local perspective in the deficiencies analysis, because the users know the problems better than anyone. Attendees were asked to consider the following questions: Are there issues within close proximity to the existing Parkways that might be an issue – ponds, water quality concerns, residential areas, or other sensitive locations? Are there locations where additional access would be beneficial? Are there interchanges that could be relocated for better use or accessibility?

VIII. Public Involvement Meetings

Mr. Williams indicated that the Kentucky Transportation Cabinet would likely plan for public meetings in September. These public meetings may coincide with the locations chosen for the local officials meetings. The meetings would probably be a day-long or half-day open house with exhibits and walk-through tours. Sometimes a more formal presentation is in order. Attendees were asked where the best meeting locations might be. The following responses were offered:

- Individual meetings in the individual county seats would get the most turnout.
- In Eddyville, the public library or the Courthouse have public meeting facilities.
- A meeting from 2-7 p.m. on a weekday would cover a lot of the bases.

IX. Conclusion and Next Steps

Other issues discussed during this portion of the meeting include (Question or comment by attendee, Response from staff):

- Will the state be responsible for the maintenance costs of I-69? Yes.

- Can the typical section be varied along the route or will it be the same throughout the state? Design consistency is always a goal. But, there may be some variations where it's not practical to do this. You probably don't want short sections where the shoulders, clear zones, etc. are pinched. Longer sections with consistent variation may be OK.
- What kind of traffic are you expecting with I-66 and I-69 both – how will it effect I-24? It will add traffic to I-24, but we won't be studying that specifically as part of this study. It will be a consideration though.

MINUTES

Local Officials/Stakeholders Meeting
Caldwell County Fiscal Court Meeting Room
July 17, 2002 – 10:00 a.m. CST

Strategic Corridor Planning Study for I-69
Lyon, Caldwell, Hopkins, Webster & Henderson Counties
Eddyville to Henderson, Kentucky
Item No. 2-69.10

This meeting with local elected officials in Caldwell County, KY, began the process of coordination for the I-69 Strategic Corridor Planning Study. As part of the corridor planning study process, the purpose of this meeting was to introduce the project, discuss potential project issues, and solicit input from the local area officials. Those in attendance included:

Attendees

Daniel Beavers	Mayor of Princeton	Van Knight	Caldwell County
Charles Slaton	Princeton Planning & Zoning	Dickie Thomas	Judge Executive
Mike Dearing	Princeton Board of Adjustments	Craig Morris	Princeton Planning & Zoning
Paul Hooks	Princeton Board of Adjustments	Mary Murray	Pennyrile ADD
Vickie Hughes	Chamber of Commerce President	Kevin McClearn	Federal Highway Administration
John Humphries	Princeton EPB	Nick Hall	KYTC District 2
Diane Knox	City of Princeton	Stephen Grace	KYTC District 2
Chief L. Robertson	Chief of Police	Doug Taylor	KYTC District 2
Bill Giannini	Princeton Planning & Zoning	Jim Wilson	KYTC District 2
Doug Millikan	Princeton Planning & Zoning	Marc Williams	KYTC Central Office, Planning
Bill Perry	Princeton Planning & Zoning	Samantha Wright	WSA
			WSA

Exhibit Boards shown at Meetings

- I-69 Project Study Area
- Henderson to Evansville segment – 3 alternatives
- Typical Section Renderings for Existing, Minimum Interstate and Maximum Interstate Scenarios
- Sample of Deficiencies Analysis – Vertical bridge clearances
- Base Year ADTs and LOS
- Future Year ADTs and LOS without the I-66 and I-69 corridors
- Future Year ADTs and LOS with the I-66 and I-69 corridors
- High Accident Locations

Handouts Provided to Attendees

- Agenda
- Project Summary Brochure
- Survey Questionnaire

The meeting was conducted as shown in the following agenda. All questions, comments, and concerns expressed by attendees are



underlined.

I. Welcome and Introductions

Jim Wilson welcomed all attendees and asked for introductions. Mr. Wilson then introduced the I-69 Strategic Corridor Planning Study with the following comments:

- The Kentucky Transportation Cabinet is beginning a planning study on the portion of I-69 between Eddyville and Henderson. They are seeking input from local interests in an effort to identify goals and issues for the project.
- In 1991, ISTEA first designated certain corridors of national significance – I-69 (Corridor 18) was one of these corridors. The segment between Indianapolis and Canada is already constructed. Our section of I-69 between Eddyville and Henderson is a Section of Independent Utility (SIU) and is #5 of 32 national SIUs.
- The latest version of the KY state highway map identifies a preliminary vision for the I-69 corridor as well as the I-66 corridor.



II. Viewing of I-69 Video

Marc Williams introduced the I-69 video. The video gives the national project perspective and reveals how the Eddyville to Henderson portion fits in. It indicates that the Eddyville to Henderson section is SIU #5. The KYTC District 2 Office and Craig Morris at the Area Development District each have copies of the video for those interested in showing it to their respective groups.

The Arkansas DOT is the lead agency for the national study. Mary Murray was present, representing the federal perspective on the project – FHWA. Ms. Murray explained that the presence of FHWA at this meeting was to hear the local perspective in Eddyville, Princeton, Madisonville, and Henderson.

III. Status Report on Henderson to Evansville Segment of I-69

Mr. Williams gave the following insight on the project status.

- SIU #4 is between Henderson and Evansville and is currently in the Environmental Impact phase. The alternatives have been narrowed to three – as shown on the map. Our study starts at the southern end of SIU #4 on the south side of Henderson.
- SIU #6 (Fulton to Eddyville) is not being considered at this time.
- SIU #7 from Fulton to Dyersburg, TN is approximately 30 days away from having an Environmental Impact statement completed for this section.

IV. Project Summary Brochure

Mr. Williams then began a review of the project summary brochure provided to all attendees. Page 1 of the brochure reiterates the information presented in the I-69 video. Page 2 discusses the Eddyville to Henderson section of the I-69 study and tasks, including a review of the transportation network, public interest and input, environmental considerations, and development and analysis of alternatives for upgrading the Parkways. The remainder of the brochure explains these items more specifically. On the back cover is a map of the project area and some contact information for those interested in more details or materials on this study.

The brochure and questionnaire used at this meeting can be found online at the Kentucky Transportation Cabinet Division of Planning's Web Page, <http://www.kytc.state.ky.us/planning/index/shtm>.

Mr. Williams informed attendees that a policy decision has been made by the Kentucky Transportation Cabinet to study the Parkways and potential upgrades as part of this study. This study will not consider alternative corridors outside of the Parkways.

V. Sample Typical Sections

Next, Mr. Williams summarized the issues involved with bringing the Parkways up to interstate standards. The Parkways have a lot of features similar to interstate facilities now, including grade separation, limited access, median sections, etc. However, to be designated as I-69, there are additional standards to be met. For example, the existing medians are too narrow. Guardrail could be added or the median widened – there are benefits/costs for each.

VI. Design Deficiencies along Existing Parkways

Mr. Williams discussed the design deficiencies along the Parkways conducted as part of this study. The following items were mentioned.

- An analysis of all deficiencies along the Parkways in terms of interstate standards is currently being conducted.
- There are vertical bridge clearances that must be addressed before changing the Parkways' designations to Interstate.
- Lateral bridge clearances are also important – bridge widths must be the same width as the lanes and shoulders.
- Interchange considerations include taper and ramp lengths.
- Part of what the KYTC needs help deciding is the degree of improvement desired. One option is to try and meet the minimum interstate standards within the existing right-of-way, where possible. The other option is to expand the right-of-way to accommodate a maximum interstate section. This option would meet the standards being set in adjacent states like Tennessee and Indiana.
- At the minimum, we expect a low-end upgrade to cost more than \$300-350 million (3.5 million per mile) or \$600 million (7 million per mile) at the high-end. A new road on new alignment may reach in the billion-dollar range.

Questions asked as part of this discussion included:

- Where will the funding for construction and maintenance come from? Probably about 80% of the construction would be Federal funds, with some input of State funds. The maintenance funding is typically based on lane-miles of interstate within each state – all maintenance fees would not be covered with federal funds. Special federal funding would have to be provided for the project.
- Will FHWA mandate that Kentucky spend the 20% on the road? Tennessee has stopped construction right now due to funding issues. The Tennessee shut-down was budgetary due to general revenue issues. It is not clear at this time whether Kentucky will have the 20% necessary for completion of this project.
- Are you looking at other alternatives? Not at this time – just the study of the Parkways.
- Is there a 4-lane extension to Marion as part of this project? Not as part of this study.

VII. Project Survey Questionnaire

Mr. Williams reviewed the questionnaire items next. Then the following comments were made.

- KYTC and Kentucky FHWA representatives are serving on the National I-69 Committee and they have a meeting next week in Memphis, TN. They would like to take your questionnaire comments from today to their meetings next week.
- Attendees were asked to please take the time to fill out a questionnaire before their departure.
- It was requested that attendees take a minute to fill out the existing problems section of the survey questionnaire. Mr. Williams stressed the importance of the local perspective in the deficiencies analysis, because the users know the problems better than anyone. Attendees were asked to consider the following questions: Are there issues within close proximity to the existing Parkways that might be an issue – ponds, water quality concerns, residential areas, or other sensitive locations? Are there locations where additional access would be beneficial? Are there interchanges that could be relocated for better use or accessibility?

VIII. Public Involvement Meetings

Mr. Williams indicated that the Kentucky Transportation Cabinet would likely plan for public meetings in September. These public meetings may coincide with the locations chosen for the local officials meetings. The meetings would probably be a day-long or half-day open house with exhibits and walk-through tours.

Sometimes a more formal presentation is in order. Attendees were asked where the best meeting locations might be. The following responses were offered:

- There is a large courtroom upstairs that will hold 250 people, it's handicap accessible and would be available for use.
- There's also a room at the Senior Citizen's Center, but the sound system would probably not be as good there.

IX. Conclusion and Next Steps

Other issues discussed during this portion of the meeting include (Question or comment by attendee, Response from staff):

- What's your best estimate for truck traffic for I-69? Probably 15-20% to start and more like 20-30% in the future.
- What is the time frame for finishing the Kentucky section of I-69? Probably in the 20-30 year time frame before the entire system is constructed or upgraded to I-69. There may be design exceptions by FHWA that may speed up this process, but that has yet to be decided. There may be an opportunity to sign the routes as future I-69 Corridors, but there is no timeframe for this yet either.
- Is it known for certain that the river will be crossed between Evansville and Henderson? There is a federal designation for a river crossing in this area, although local ideas may have some impact on the location. We are also bound to the national goals for this study and interpreting these into the local perspective.

MINUTES

Local Officials/Stakeholders Meeting
Madisonville Chamber of Commerce
July 17, 2002 – 3:00 p.m. CST

Strategic Corridor Planning Study for I-69
Lyon, Caldwell, Hopkins, Webster & Henderson Counties
Eddyville to Henderson, Kentucky
Item No. 2-69.10

This meeting with local elected officials in Hopkins County, KY, began the process of coordination for the I-69 Strategic Corridor Planning Study. As part of the corridor planning study process, the purpose of this meeting was to introduce the project, discuss potential project issues, and solicit input from the local area officials. Those in attendance included:

Attendees

Jimmie Daniel	City of Hanson City Council	Karen Cunningham	City of Madisonville
Lee Owen	Hopkins County I-69 Committee	Lisa Miller	Madisonville/Hopkins County Chamber of Commerce
Brent Yonts	Representative, House 15	Paula Dennison	Hopkins County Joint Planning Commission
Steven Whitsell	4 Star Industrial Park	Dick Adams	State Senator
Patricia Hawkins	Hopkins County Fiscal Court	Dick Frymire	Hopkins County Judge/Executive
David Willis	Hopkins County Joint Planning Commission	Craig Morris	Pennyrile ADD
Danny Koon	Madisonville/Hopkins County Economic Development Corporation	Mary Murray	Federal Highway Administration
John Peters	Madisonville Community College	Ted Merryman	KYTC District 2
Kim Ezell	Hopkins County Joint Planning Commission	Melvin Hicklin	KYTC District 2
Patrick Walters	Hopkins County Joint Planning Commission, Chairman	Kevin McClearn	KYTC District 2
		Nick Hall	KYTC District 2
		Jim Wilson	KYTC Central Office, Division of Planning
		Marc Williams	WSA
		Samantha Wright	WSA

Exhibit Boards shown at Meetings

- I-69 Project Study Area
- Henderson to Evansville segment – 3 alternatives
- Typical Section Renderings for Existing, Minimum Interstate and Maximum Interstate Scenarios
- Sample of Deficiencies Analysis – Vertical bridge clearances
- Base Year ADTs and LOS
- Future Year ADTs and LOS without the I-66 and I-69 corridors
- Future Year ADTs and LOS with the I-66 and I-69 corridors
- High Accident Locations



Handouts Provided to Attendees

- Agenda
- Project Summary Brochure
- Survey Questionnaire

The meeting was conducted as shown in the following agenda. All questions, comments, and concerns expressed by attendees are underlined.

I. Welcome and Introductions

Jim Wilson welcomed all attendees and asked for introductions. Mr. Wilson then introduced the I-69 Strategic Corridor Planning Study with the following comments:

- The Kentucky Transportation Cabinet is beginning a planning study on the portion of I-69 between Eddyville and Henderson. They are seeking input from local interests in an effort to identify goals and issues for the project.
- In 1991, ISTEA first designated certain corridors of national significance – I-69 (Corridor 18) was one of these corridors. The section between Indianapolis and Canada is already constructed. Our section of I-69 between Eddyville and Henderson is a Section of Independent Utility (SIU) and is #5 of 32 national SIUs.
- The latest version of the KY state highway map identifies a preliminary vision for the I-69 corridor as well as the I-66 corridor.

II. Viewing of I-69 Video

Marc Williams introduced the I-69 video. The video gives the national project perspective and reveals how the Eddyville to Henderson portion fits in. The KYTC District 2 Office and Craig Morris at the Area Development District each have a copy of the video for those interested in showing it to their respective groups. Mr. Williams then used the State Highway Map to demonstrate the Corridor location through Kentucky, as shown in the video. The I-66 and I-69 corridors are both shown on the map.

III. Status Report on Henderson to Evansville Segment of I-69

Mr. Williams gave the following insight on the project status.

- SIU #4 is between Henderson and Evansville and is currently in the Environmental Impact phase. The alternatives have been narrowed to three, as shown on the map. Our study starts at the southern end of SIU #4 on the south side of Henderson.
- SIU #6 (Fulton to Eddyville) is not being considered at this time.
- SIU #7 from Fulton to Dyersburg, TN is approximately 30 days away from having an Environmental Impact statement complete for this section.

IV. Project Summary Brochure

Mr. Williams then began a review of the project summary brochure provided to all attendees. Page 1 of the brochure reiterates the information presented in the I-69 video. Page 2 discusses the Eddyville to Henderson section of the I-69 study and tasks, including a review of the transportation network, public interest and input, environmental considerations, and development and analysis of alternatives for upgrading the Parkways. The remainder of the brochure goes through these items more specifically. On the back cover is a map of the project area and some contact information for those interested in more details or materials on this study.

The brochure and questionnaire used at this meeting can be found online at the Kentucky Transportation Cabinet Division of Planning's Web Page, <http://www.kytc.state.ky.us/planning/index.shtm>.

Mr. Williams informed attendees that the Kentucky Transportation Cabinet is talking to the news media as part of these meetings and is sharing this information and website locations for transmittal to the general public.

V. Sample Typical Sections

Next Mr. Williams summarized the issues involved with bringing the Parkways up to interstate standards. The Parkways have a lot of features similar to interstate facilities now, including grade separation, limited access, median sections, etc. However, to be designated as I-69, there are additional standards to be met. For example, side slopes and clear zones do not meet the current interstate standards.

VI. Design Deficiencies along Existing Parkways

Mr. Williams discussed the design deficiencies along the Parkways examined as part of this project:

- One option for upgrading the Parkway facilities is to try and meet the minimum interstate standards within the existing right-of-way, where possible. Some issues that would have to be resolved include overpass height, rock cuts, clear zones, lateral clearances for bridges, and others. Maintenance in the median is an issue that may be included in life-cycle costs for the minimum alternative.
- The other option is to expand the right-of-way to accommodate a maximum interstate section. This option would meet the standards being set in adjacent states like Tennessee (88' median) and Indiana (18' bridge heights). Future expansion of the route to 6-lanes would be facilitated by the maximum section option.
- It is important to remember that this project is not going to be completed overnight – planning for the national project has been going on for about 10 years now. At the minimum, we expect a low-end upgrade to cost more than \$300-350 million (3.5 million per mile) or \$600 million (7 million per mile) at the high-end. A new road on new alignment may reach in the billion-dollar range. Federal and state funding reserves are not currently available to cover such a project.
- The current study will be completed in the next 9-12 months, including the analysis of existing deficiencies along the Parkways.

VII. Project Survey Questionnaire

Mr. Williams reviewed the questionnaire items next, including the following comments:

- KYTC and Kentucky FHWA representatives are serving on the National I-69 Committee and they have a meeting next week in Memphis, TN. They would like to take your questionnaire comments from today to their meetings next week.
- Attendees were asked to please take the time to fill out a questionnaire before their departure.
- It was requested that attendees take a minute to fill out the existing problems section of the survey questionnaire. Mr. Williams stressed the importance of the local perspective in the deficiencies analysis, because the users know the problems better than anyone. Attendees were asked to consider the following questions: Are there issues within close proximity to the existing Parkways that might be an issue – ponds, water quality concerns, residential areas, or other sensitive locations? Are there locations where additional access would be beneficial? Are there interchanges that could be relocated for better use or accessibility?

VIII. Public Involvement Meetings

Mr. Williams indicated that the Kentucky Transportation Cabinet would likely plan for public meetings in September. These public meetings may coincide with the locations chosen for the local officials meetings. The meetings would probably be a day-long or half-day open house with exhibits and walk-through tours. Sometimes a more formal presentation is in order. Attendees were asked where the best meeting locations might be. The following responses were offered:

- There is likely to be a lot of local participation for this project – the Chamber of Commerce meeting room is probably too small for this.

IX. Conclusion and Next Steps

Other issues discussed during this portion of the meeting include (Question or comment by attendee, Response from staff):

- You might want to include the minimum/maximum interstate standard option on the survey questionnaire.
- What will happen at interchanges where expansion will impact adjacent land uses? These areas will be studied for impact and may be relocated based on identified issues and costs.
- What percent of funding is Federal, what percentage is State? The I-69 project will likely be about 80% funded by Federal funds.
- As far as meeting locations, it may be possible to set up in the mall to get foot traffic during the day.

MINUTES

Local Officials/Stakeholders Meeting
Henderson County Courthouse, Fiscal Court Meeting Room
July 18, 2002 – 10:00 a.m. CST

Strategic Corridor Planning Study for I-69
Lyon, Caldwell, Hopkins, Webster & Henderson Counties
Eddyville to Henderson, Kentucky
Item No. 2-69.10

This meeting with local elected officials in Henderson County, KY, began the process of coordination for the I-69 Strategic Corridor Planning Study. As part of the corridor planning study process, the purpose of this meeting was to introduce the project, discuss potential project issues, and solicit input from the local area officials. Those in attendance included:

Attendees

Ed Whitfield	Congressman	Gina Boaz	GRADD
Paul Herron, Jr.	State Senator Dist. 4	Mary Murray	Federal Highway Administration
Greg Mullican	Henderson Chamber of Commerce	Doug Tyler	KYTC, District 2
David Scott	4 Star Industrial Park	Charles Schaub	KYTC Central Office, Multimodal
Peggy Wood	Henderson Co. Planning Commission	Jim Wilson	KYTC Central Office, Planning
Sandy Watkins	Henderson Co. Judge Executive	Marc Williams	WSA
Jim Jones	Henderson Co.	Samantha Wright	WSA
William Hubiak	Henderson County Engineer		
Bill Stephens	WSON Radio		
Jon Sights	4 Star Industrial Park		

Exhibit Boards shown at Meetings

- I-69 Project Study Area
- Henderson to Evansville segment – 3 alternatives
- Typical Section Renderings for Existing, Minimum Interstate and Maximum Interstate Scenarios
- Sample of Deficiencies Analysis – Vertical bridge clearances
- Base Year ADTs and LOS
- Future Year ADTs and LOS without the I-66 and I-69 corridors
- Future Year ADTs and LOS with the I-66 and I-69 corridors
- High Accident Locations

Handouts Provided to Attendees

- Agenda
- Project Summary Brochure
- Survey Questionnaire

The meeting was conducted as shown in the following agenda. All questions, comments, and concerns expressed by attendees are underlined.



I. Welcome and Introductions

Jim Wilson welcomed all attendees and asked for introductions. Mr. Wilson then introduced the I-69 Strategic Corridor Planning Study with the following comments:

- The Kentucky Transportation Cabinet is beginning a planning study on the portion of I-69 between Eddyville and Henderson. They are seeking input from local interests in an effort to identify goals and issues for the project.
- In 1991, ISTEA first designated certain corridors of national significance – I-69 (Corridor 18) was one of these corridors. The section between Indianapolis and Canada is already constructed. Our section of I-69 between Eddyville and Henderson is a Section of Independent Utility (SIU) and is #5 of 32 national SIUs.
- The latest version of the KY state highway map identifies a preliminary vision for the I-69 corridor as well as the I-66 corridor.

II. Viewing of I-69 Video

Marc Williams introduced the I-69 video. The video gives the national project perspective and reveals how the Eddyville to Henderson portion fits in. The KYTC and Gina Boaz at the Area Development District each have copies of the video for those interested in showing it to their respective groups.

Mr. Williams discussed how the current focus of the I-69 Study is to review the existing Parkway system to determine what upgrades would be necessary to designate these routes as interstate corridors.

III. Status Report on Henderson to Evansville Segment of I-69

Mr. Williams gave the following insight on the project status.

- SIU #4 is between Henderson and Evansville and is currently in the Environmental Impact phase. The alternatives have been narrowed to three – as shown on the map. Our study starts at the southern end of SIU #4 on the south side of Henderson.
- SIU #6 (Fulton to Eddyville) is not being considered at this time.
- SIU #7 from Fulton to Dyersburg, TN is approximately 30 days away from having an Environmental Impact statement completed for this section.

IV. Project Summary Brochure

Mr. Williams then began a review of the project summary brochure provided to all attendees. Page 1 of the brochure reiterates the information presented in the I-69 video. Page 2 discusses the Eddyville to Henderson section of the I-69 study and tasks, including a review of the transportation network, public interest and input, environmental considerations, and development and analysis of alternatives for upgrading the Parkways. The remainder of the brochure discusses these items more specifically. On the back cover is a map of the project area and some contact information for those interested in more details or materials on this study.

The brochure and questionnaire used at this meeting can be found online at the Kentucky Transportation Cabinet Division of Planning's Web Page, <http://www.kytc.state.ky.us/planning/index.shtm>.

Mr. Williams informed attendees that a policy decision has been made by the Kentucky Transportation Cabinet to study the Parkways and potential upgrades as part of this study. This study will not consider alternative corridors outside of the Parkways.

V. Sample Typical Sections

Next, Mr. Williams summarized the issues involved with bringing the Parkways up to interstate standards.

- The Parkways have a lot of features similar to interstate facilities now, including grade separation, limited access, median sections, etc. However, to be designated as I-69, there are additional standards to be met.
- Some issues that would have to be resolved include overpass heights, ramp lengths and angles, bridge widths, and others.
- The project would probably be 4-lanes to begin, but future traffic volumes in sections will likely require 6 lanes.
- Upgrades to the Parkways that would permit further widening in the future should also be considered as part of this project.

VI. Design Deficiencies along Existing Parkways

Mr. Williams discussed the design deficiencies along the Parkways next. Using the sample exhibit, it was explained how the KYTC is looking at all the geometric elements along the existing Parkways. This exhibit showed the vertical clearance deficiencies along a section of the WK Parkway in Caldwell County. These can be compared to the current 16-foot KY standard for bridge heights along an Interstate. Mr. Williams made the following comments:

- One option for upgrading the Parkway facilities is to strive to meet the minimum interstate standards within the existing right-of-way, where possible.
- Another option is to expand the right-of-way to accommodate a maximum interstate section. This option would meet the standards being set in adjacent states like Tennessee (88' median) and Indiana (18' bridge heights). Future expansion of the route to 6-lanes would be facilitated by the maximum section option.
- At the minimum, the Kentucky Transportation Cabinet expects a low-end upgrade to cost more than \$300-350 million (3.5 million per mile) or \$600 million (7 million per mile) at the high-end.

What would the cost be to build a brand new road? A new road on new alignment may reach in the billion dollar range (\$10-12 million per mile).

VII. Project Survey Questionnaire

Mr. Williams reviewed the questionnaire items next and the following comments were made:

- KYTC and Kentucky FHWA representatives are serving on the National I-69 Committee and they have a meeting next week in Memphis, TN. They would like to take your questionnaire comments from today to their meetings next week.
- Attendees were asked to please take the time to fill out a questionnaire before their departure.
- It was requested that attendees take a minute to fill out the existing problems section of the survey questionnaire. Mr. Williams stressed the importance of the local perspective in the deficiencies analysis, because the users know the problems better than anyone. Attendees were asked to consider the following questions: Are there issues within close proximity to the existing Parkways that might be an issue – ponds, water quality concerns, residential areas, or other sensitive locations? Are there locations where additional access would be beneficial? Are there interchanges that could be relocated for better use or accessibility?

VIII. Public Involvement Meetings

Mr. Williams indicated that the Kentucky Transportation Cabinet would likely plan for public meetings in September. These public meetings may coincide with the locations chosen for the local officials meetings. The meetings would probably be a day-long or half-day open house with exhibits and walk-through tours. Sometimes a more formal presentation is in order. Attendees were asked where the best meeting locations might be. The following responses were offered:

- KYTC District 2: Henderson just had a meeting about the Henderson to Evansville segment. We may consider bringing some of these materials to our meetings and providing someone to discuss that project if interested people show up.
- KYTC District 2: We should share the deficiencies at the public meeting and get input on which improvement elements they are in favor of. We should also use the local media.
- Locals are not going to be opposed to building on the existing Parkway system.
- Henderson High School and the South Junior High have both been used for meetings. The High School would be better for an open format meeting. The Junior High has a speaker system.
- The Henderson Community College also has a facility.
- The open format is probably better for this community – they like one-on-one.
- 4-7 or 8 is probably the best so people can come by after work. We'll plan to keep the displays at the District office.
- Can we run a questionnaire in the newspaper? We have done inserts in the past with pretty good response. The Messenger does do this once in a while.
- Placemats in rest stops may be another idea. Outreach to truckers will likely be a large part of this public involvement effort. The truck stop on US 41 may be a good place to hand out information.

IX. Conclusion and Next Steps

Other issues discussed during this portion of the meeting include (Question or comment by attendee, Response from staff):

- Is the 2030 traffic doubling? Yes, the traffic is expected to double. This will include about 20-30% trucks in the future with the I-66 and I-69 corridors coming through this area.
- This project is about dollars. Are we talking about a 4-lane or 6-lane road? We don't want to give false expectations. It could be a long time before this comes to fruition. It is expected the roadway would primarily be 4-lanes, maybe some 6-lanes near Madisonville.
- From the national perspective, what are the priorities – southern, northern, middle sections? The national study has not developed national priorities. They have left this to the states to move forward sections within their states. All SIUs have been determined to be able to stand on their own. KY is unique because of the Parkways we already have that provide 4-lane, limited access travel.
- One reason Indiana has moved ahead so quickly is because they've been studying this since 1984. The original plan was to follow the river in the very western part of KY, but this turned out to be too costly to pursue.
- Is there any possibility of using more than one design on the corridor – some minimum and some maximum? There may be some opportunities for this, but we'll try to keep the variability down to a minimum. There may also be opportunities to apply for design exceptions in certain areas as well.
- New interchanges would be beneficial at the 4 Star Park and Tyson's complex.
- Is the Fort Campbell connection going to be discussed during this project? This is separate from our study, but we want to record these sentiments to report as part of our project. Finishing up design on a connection from the end of the Pennyrite Parkway to I-24 – this should serve the Fort the same as I-69 would.
- Has there been, to this point, any opposition to using the Parkways? Nothing out and out against it – just one of the surveys received in the last 2 days indicated that the project would not be beneficial.
- What is the timeframe for this? Once the planning document is established, it is possible that the KYTC may begin constructing small segments within a 5 year timeframe. For the complete section in KY to be completed could take 20-30 years. A lot of this depends on funding availability in the coming years.

Summary of Local Officials/Stakeholders Meeting, July 16-18, 2002

Strategic Corridor Planning Study for I-69 Lyon, Caldwell, Hopkins, Webster & Henderson Counties Eddyville to Henderson, Kentucky Item No. 2-69.10

Project Status

The Kentucky Transportation Cabinet is sponsoring a Strategic Corridor Planning Study to examine the proposed portion of Interstate 69 between Eddyville and Henderson, Kentucky, otherwise known as Segment of Independent Utility (SIU) #5. This planning study is reviewing the Edward T. Breathitt/Pennyrile (EB) and Wendell H. Ford/Western Kentucky (WF) Parkways to determine what improvements would be necessary to upgrade these roads to serve as Interstate 69. A deficiencies analysis of existing Parkway characteristics in relation to minimum interstate standards is about 90% complete and a draft report is expected soon. Items considered as part of this analysis include horizontal and vertical curvature; lane, shoulder and median widths; acceleration and deceleration lane lengths and tapers; lateral and vertical bridge clearances; clear zones and other elements. The first set of local officials/stakeholders meetings was held July 16-18 at four locations along the proposed corridor: Eddyville, Princeton, Madisonville and Henderson, Kentucky. The following sections summarize the comments and questions received at these four local officials meetings, as well as preliminary results from the survey questionnaires completed by the attendees.

Comments and Questions – Local Officials/Stakeholders Meetings

Comments by Attendees:

- There is likely to be a lot of local participation for this project.
- Locals are not going to be opposed to building on the existing Parkway system.
- These improvements are still not likely to help Livingston County.
- Connecting the County Seats of Livingston, Crittenden County and Lyon County would be ideal for this corridor.
- New interchanges would be beneficial at the 4 Star Park and Tysons complex.
- You might want to include a minimum/maximum interstate standard option on the survey questionnaire for the public meeting.
- As far as public meeting locations, it may be possible to set up in the mall to get foot traffic during the day.
- Individual public meetings in the individual county seats to get the most turnout.
- Henderson just had a meeting about the Henderson to Evansville segment. We may consider bringing some of these materials to our meetings and providing someone to discuss if interested people show up.

Questions (underlined) and answers:

- From the national perspective, what are the priorities – southern, northern, middle sections? The national study has not developed national priorities. They have left this to the states to move forward sections within their states. All SIUs have been determined to be able to stand on their own. KY is unique because of the Parkways we already have that provide 4-lane, limited access travel.
- Who determined the route should follow the Parkways? The Transportation Cabinet determined that we should investigate the use of the Parkways initially.
- Has there been, to this point, any opposition to using the Parkways? Nothing out and out against it – just one of the surveys received in the last 2 days indicated that the project would not be beneficial.
- Are you looking at other alternatives? Not at this time – just the study of the Parkways.
- Has the tie-in in Madisonville been finalized by the Cabinet? What about the economic benefits of coming down through Crittenden and Livingston Counties – this area has been forgotten. The Transportation Cabinet determined that we should investigate the use of the Parkways initially. The national study did not provide an economic comparison of alternatives.

- What is the time frame for finishing the Kentucky section of I-69? Probably in the 20-30 year time frame before the entire system is constructed or upgraded to I-69. There may be design exceptions by FHWA that may speed up this process, but that has yet to be decided. There may be an opportunity to sign the routes as future I-69 Corridors, but there is no timeframe for this yet either.
- Where will the funding for construction and maintenance come from? Special funding would have to be made available for this project. Probably about 80% of the construction would be Federal funds, with some input of State funds. The maintenance funding is typically based on lane-miles of interstate within each state – all maintenance fees would not be covered with federal funds.
- How long before the Planning study is finished? About 9-12 months before the study for the Eddyville to Henderson section is finished. It could be nearly a decade before you see design or construction starting.
- Will this project be completed in our lifetimes? We don't want to mislead anyone about when such a project could start. It is definitely going to be a long term proposition – probably at least 20 years before I-69 crosses Kentucky. There has only been a small amount of funding designated for Kentucky so far.
- What is the timeframe for this? Once the planning document is established, it is possible that the KYTC may begin constructing small segments within a 5 year timeframe. For the complete section in KY to be completed could take 20-30 years. A lot of this depends on funding availability in the coming years.
- What would the cost be to build a brand new road? A new road on new alignment may reach in the billion dollar range (\$10-12 million per mile). For minimum interstate standards, costs are expected to average about \$3.5 million per mile and about \$7.0 million per mile for maximum interstate standards.
- This project is about dollars. Are we talking about a 4-lane or 6-lane road? We don't want to give false expectations. It could be a long time before this comes to fruition. It is expected the roadway would primarily be 4-lanes, maybe some 6-lanes near Madisonville.
- The 2030 traffic is doubling? Yes, the traffic is expected to double. This will include about 20-30% trucks in the future with the I-66 and I-69 corridors coming through this area.
- What kind of traffic are you expecting with I-66 and I-69 both – how will it effect I-24? It will add traffic to I-24, but we won't be studying that specifically as part of this study. It will be a consideration though.
- What's your best estimate for truck traffic for I-69? Probably 15-20% to start and more like 20-30% in the future.
- Can the typical section be varied along the route or will it be the same throughout the state? Design consistency is always a goal. But, there may be some variations where it's not practical to do this. You probably don't want short sections where the shoulders, clear zones, etc. are pinched. Longer sections with consistent variation may be OK.
- At what point in this process do you change the signs? By the book, it would be when the last correction is made. However, the Cabinet may consider putting up "Future Interstate 69" signs. At some point, the FHWA and KYTC will have to decide when it will be appropriate to sign the corridor as I-69.
- What will happen at interchanges where expansion will impact adjacent land uses? These areas will be studied for impact and may be relocated based on identified issues and costs.
- How detailed do you see the phasing of projects or priorities? It seems the urban areas and interchanges would be more important to start with first. At the end of the deficiencies analysis, the scope of the project may change. However, it is expected that the results of this study would include recommendations for priority sections. This project will likely proceed in piece-meal fashion due to the high dollar amount.
- Where is I-66 in this area? I-66 and I-69 will be common between Madisonville and Eddyville, according to the Official State Highway Map.
- Is it known for certain that the river will be crossed between Evansville and Henderson? There is a federal designation for a river crossing in this area, although local ideas may have some impact on the location. We are also bound to the national goals for this study and interpreting these into the local perspective.
- Is there a 4-lane extension to Marion as part of this project? Not as part of this study.
- Are there any planning studies to connect Morganfield with I-69? A design project from Marion south down to Fredonia is just about to start on KY 641. A planning study between Fredonia to Eddyville for KY 641 will be starting in the next 6 months.
- Is the Fort Campbell connection going to be discussed during this project? This is separate from our study, but we want to record these sentiments to report as part of our project. Finishing up design on a connection from the end of the Pennyrile Parkway to I-24 – this should serve the Fort the same as I-69 would.

Project Survey Questionnaire Summary – Local Officials/Stakeholders Meetings

A total of 43 surveys were returned by the local officials and stakeholders (38 from the meetings and 5 mail-ins).

1. Do you think this project would (check one):

Response Options	Number of Responses
Be beneficial to the region	42
Not be beneficial to the region	1
Have little or not impact on the region	0

2. Do you know of any problems along the existing parkways between Eddyville and Henderson? Please rate the severity of current problems by circling a number between 1 (no problems) to 5 (serious problems):

Existing Issues	Number of Responses	Average Rating (1-5)
Traffic Congestion	38	2.0
High Speeds	39	2.3
Large Trucks	40	2.7
Poor Sight Distance	39	2.0
Dangerous Curves	37	1.9
Narrow Lanes	37	2.1
Narrow Shoulders	39	2.4
Stopped Vehicles	39	2.2
Other – Surface Repair	3	4.7
Other – Rough Roads	4	4.8
Other – Breaks and Potholes	2	4.5
Other – Exit Lighting	1	4.0
Other – Short Ramps	3	3.0
Other – Standing Water	3	3.0
Other – Access to 4 Star Park	1	5.0
Other – More Access Needed	4	4.5
Other – Service & Rest Stops	1	3.0
Other – Animals	2	2.5
Other – Raised Medians	1	3.0
Other – Low Bridges	1	5.0
Other – Rock Falls	1	4.0

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

Safety Issues	Number of Responses	Location
Interchange/ramp issues	14	WF and EB Parkways (Sebree, Madisonville, Mortons Gap, Nortonville, Dawson Springs, Robards, I-24)
Surface condition	7	WF and EB Parkways
Interchange lighting	3	WF and EB Parkways, specifically Exit 13 on WF Parkway
Lack of rest stops with restrooms	2	WF and EB Parkways
Standing water	2	WF and EB Parkways
Narrow/raised medians	2	WF and EB Parkways
Rock cuts in clear zone	1	WF and EB Parkways
Narrow/soft shoulders	1	WF and EB Parkways
Large/coal truck traffic	1	WF and EB Parkways

Rockfall areas	2	WK Parkway about 1 to 1.5 miles west of Exit 12
----------------	---	---

4. Are there locations along the existing Parkways where additional access (interchanges) may be needed or where the existing access needs to be improved?

Access Issues	Number of Responses	Location
Need New Interchange	5	West of Princeton/Princeton Industrial Park
Need New Interchange	6	On EB Parkway between Robard and Sebree (to serve 4 Star Industrial Park)
Need New Interchange	3	US 41 and WF Parkway
Need New Interchange	1	KY 862
Need New Interchange	2	Access to US 62, WF Parkway between Eddyville and Princeton
Need New Interchange	1	KY 935 and WF Parkway
Need General Additional Access	1	WK Parkway, Henderson, Eddyville Exits
Interchange Improvements	1	Exit 13 on WF Parkway
Interchange Improvements	2	Exit 40 on EB Parkway (Earlington)
Interchange Improvements	1	Exit 37 on EB Parkway (Mortons Gap)
Interchange Improvements	1	Exit 68 on EB Parkway (Robards)
Interchange Improvements	2	Madisonville
Interchange Improvements	1	Sebree, Nortonville, Dawson Springs
Ramps too small	2	Exit 4 on WK Parkway near Industrial Park

5. Are there areas that should be avoided if improvements are made to the existing Parkways? Please check a box for areas to avoid and identify any specific locations:

Existing Issues	Number of Responses	Identified Locations
Personal properties or homes	4	
Business/commercial property	6	
Natural areas or habitats	8	Kentucky Lake, Lake Barkley
Recreational areas	5	Kentucky Lake, Lake Barkley
Historic or cultural sites	9	
Hazardous or monitored sites	7	Chicken houses, Industrial plants
Scenic areas or viewsheds	2	

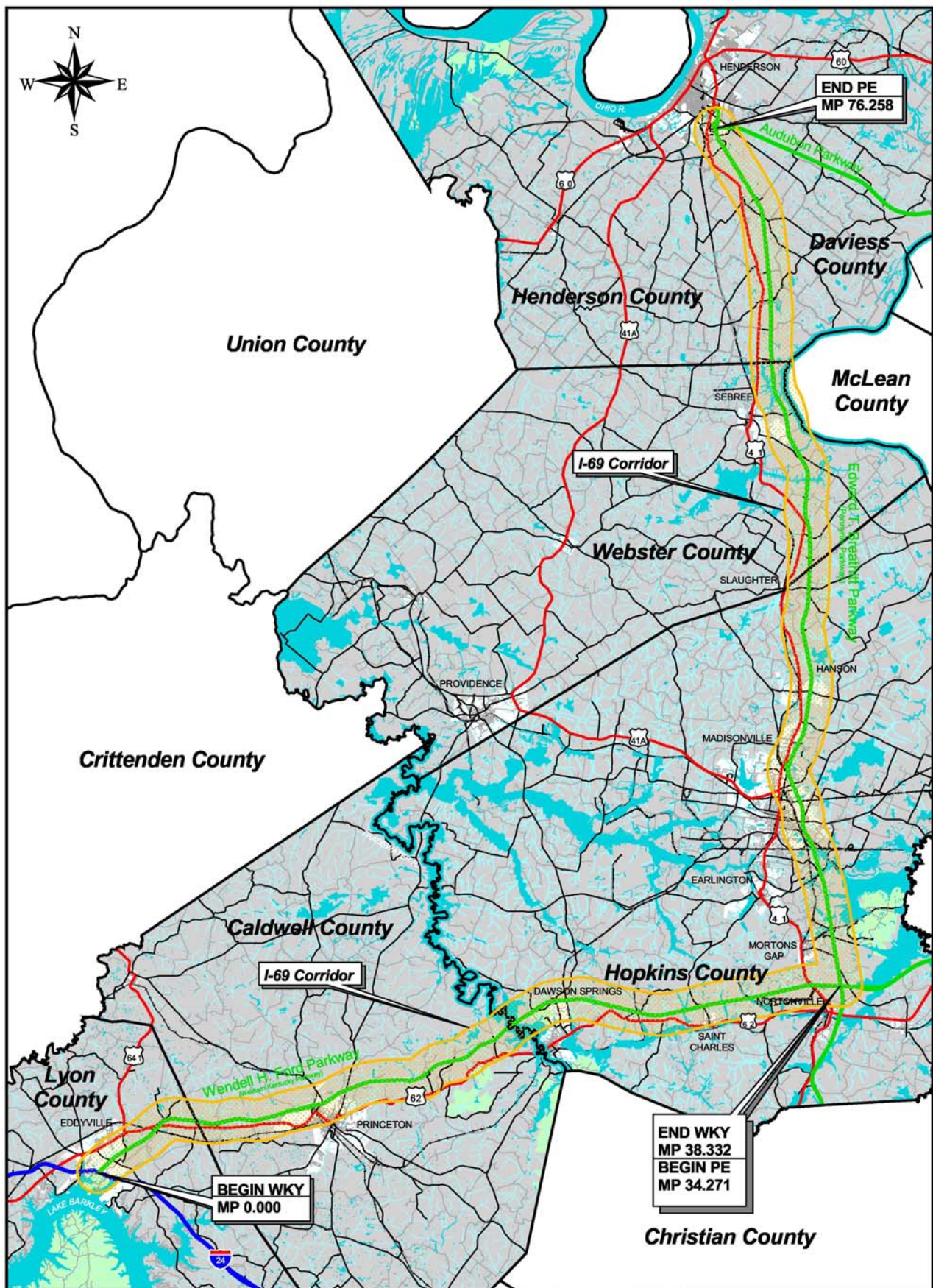
Additional Survey Comments:

Opinions

- This is a good plan to improve the state Parkways.
- This project would be very beneficial to the area.
- I liked the proposed I-69 signs in the video - it would be nice to have them in KY.
- This is a very good project and we should proceed in a timely manner.
- This is a good location for I-69.
- I think it's very wise to use the existing Parkways. New bridges are needed at Henderson and Evansville. The Henderson strip needs to be bypassed.
- I-69 is greatly needed for improved economic opportunities for western KY. I-69 Kentucky needs to be built to complete National interstate standards, median, overpasses, bridges, etc...
- The KYTC should consider economic development in Crittenden and north Livingston Counties. Connecting good roads between County seats is of extreme importance.
- The ride East from Dawson Springs, KY to the Pennyrile is too rough.
- Have public meetings in the evenings-around 6 p.m. Thanks for choosing Princeton as a sight today.

Suggested Improvements

- Lighting is needed at all interchanges.
- US 62 should be 4-laned east to the Industrial Park for Eddyville to have adequate access.
- Rest stops are needed along the existing routes.
- ROW space should be provided for fiber cables to provide connectivity among the cities along the I-69 route. Need to include in design easy access to airports to enhance economic development.
- It would be better to plan for an 88' median, especially since the state of KY already has some in place. Pay now or pay later.
- Land banking right-of-way should be considered for this project.
- Use of existing 4-lane road rights-of-way is the only sensitive approach to creating new interchange routes. Other options are far too expensive and would likely not be built at all. Commodities along the US HWY 60-641 corridor could have access spurs to I-69 plus an improvement of those roads in the future. 60 and 641 must be improved if there is to be economic development in this region.
- Should use maximum right of way alternate for future lane additions.



LEGEND

- - Interstates
- - Parkways
- - US Highways
- - KY Highways
- - Local Roads

4 0 4 8 12 Miles



Project Study Area

I-69 Corridor

Henderson, Webster, Hopkins
Caldwell, and Lyon Counties,
Kentucky
Item No. 2-69.10



Legend

-  Normal Segment
-  High Accident Segment

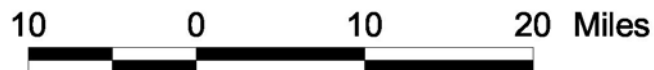
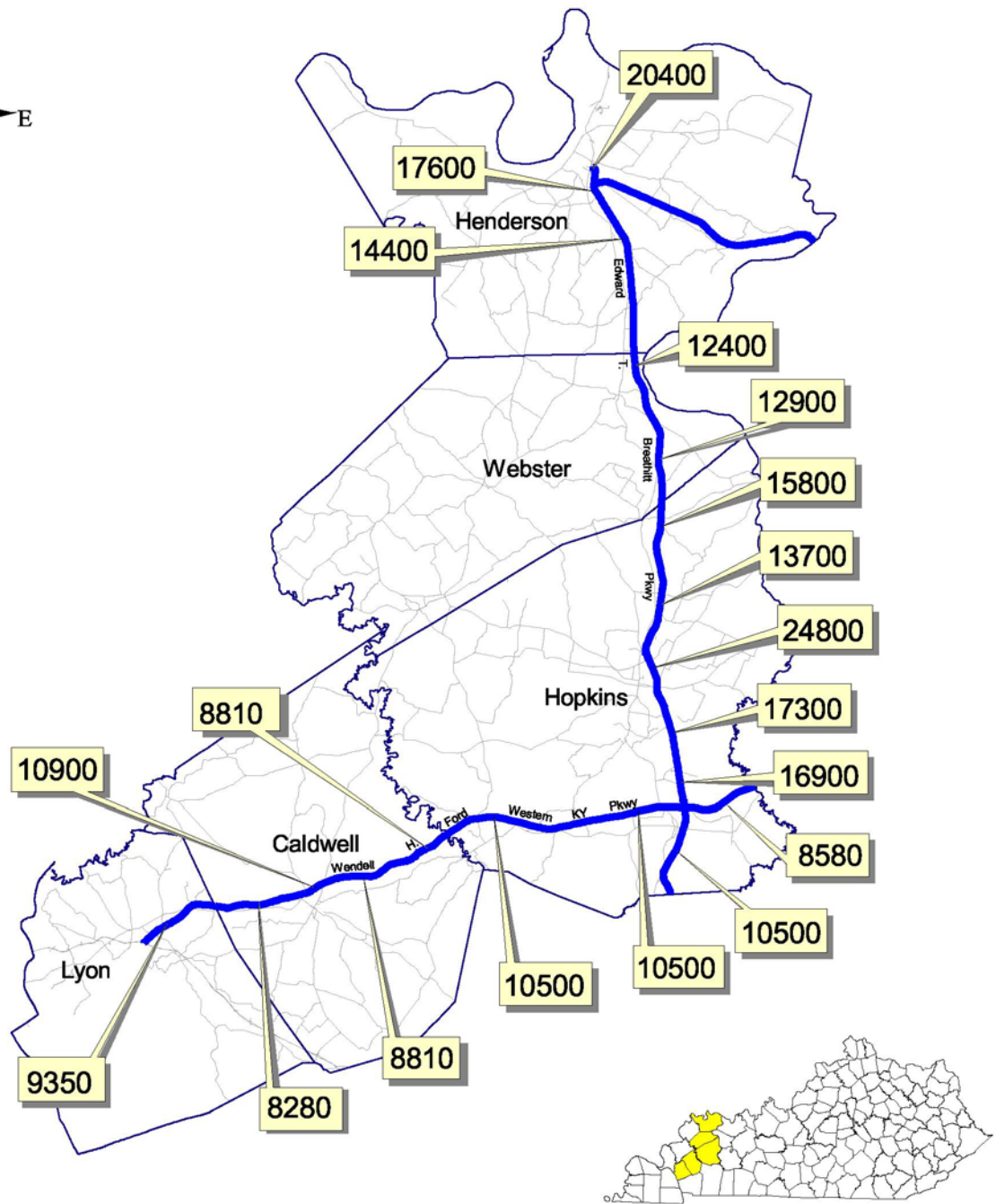
 Critical Rate Factor



Accident Information

I-69 Strategic Corridor Planning Study

2002 Parkway Network
in W. Kentucky



Legend

Level of Service (LOS)

LOS C or better

Average Daily Traffic (ADT)



Traffic Volume and LOS (Base Year)

I-69 Strategic Corridor Planning Study

Eddyville to Henderson

Item No. 2-69.10



Legend

Level of Service (LOS)

- LOS C or better
- LOS D

25500 Average Daily Traffic (ADT)

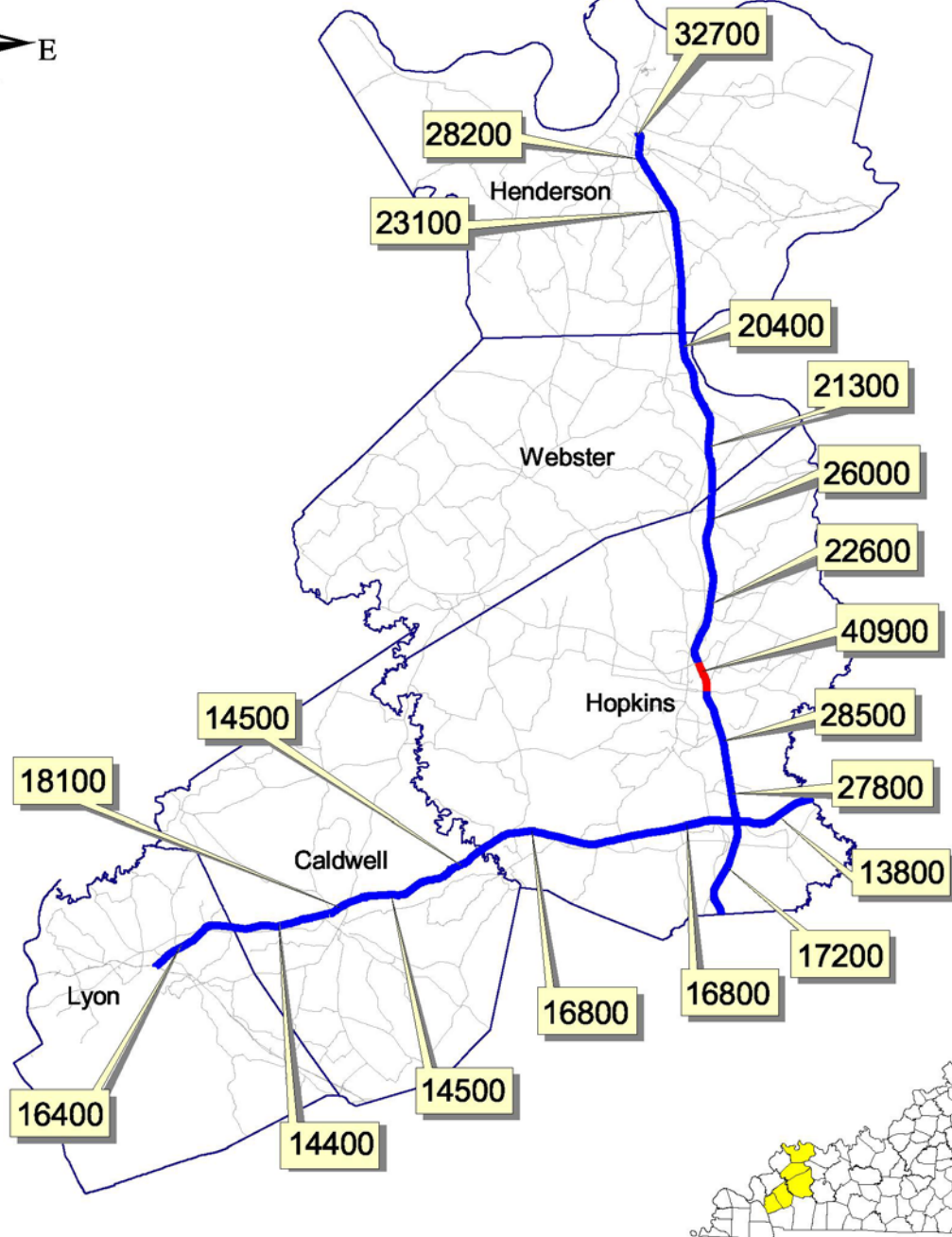


Traffic Volume and LOS with I-69/I-66 Projects (Year 2030)

I-69 Strategic Corridor Planning Study



Eddyville to Henderson

Item No. 2-69.10



Legend

Level of Service (LOS)

-  LOS C or better
-  LOS D

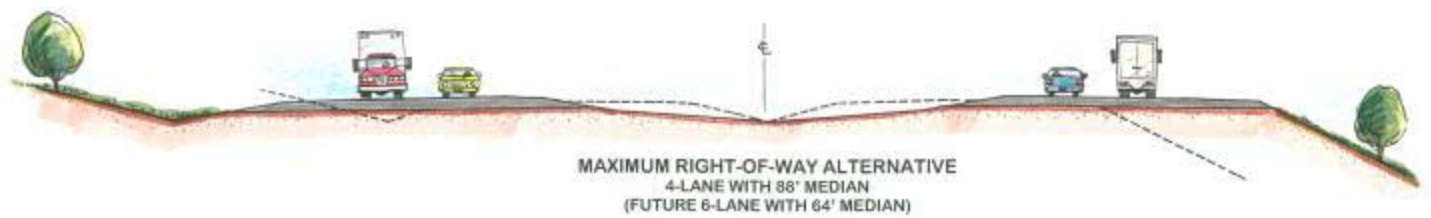


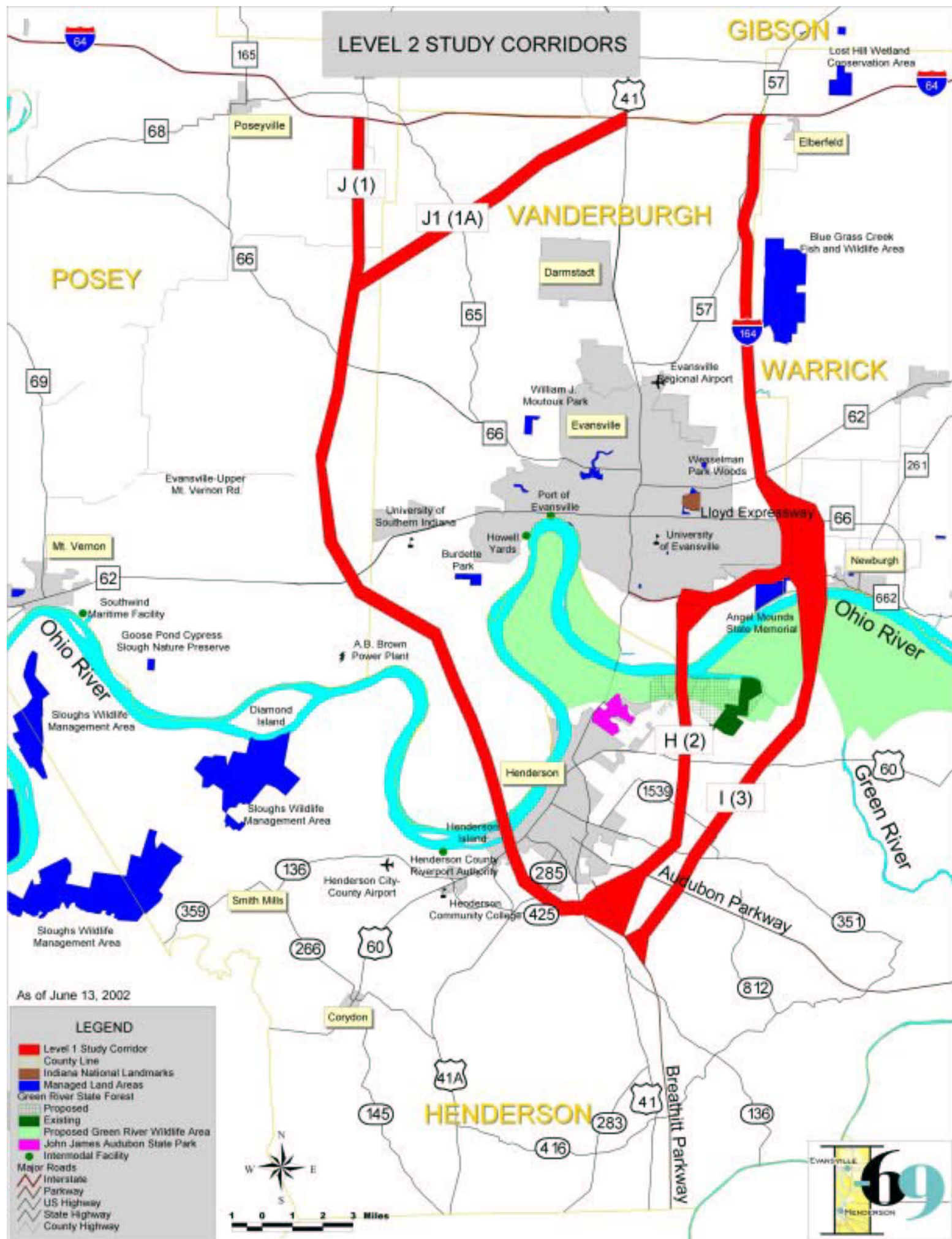
Traffic Volume and LOS Information (Year 2030) without I-69 Project

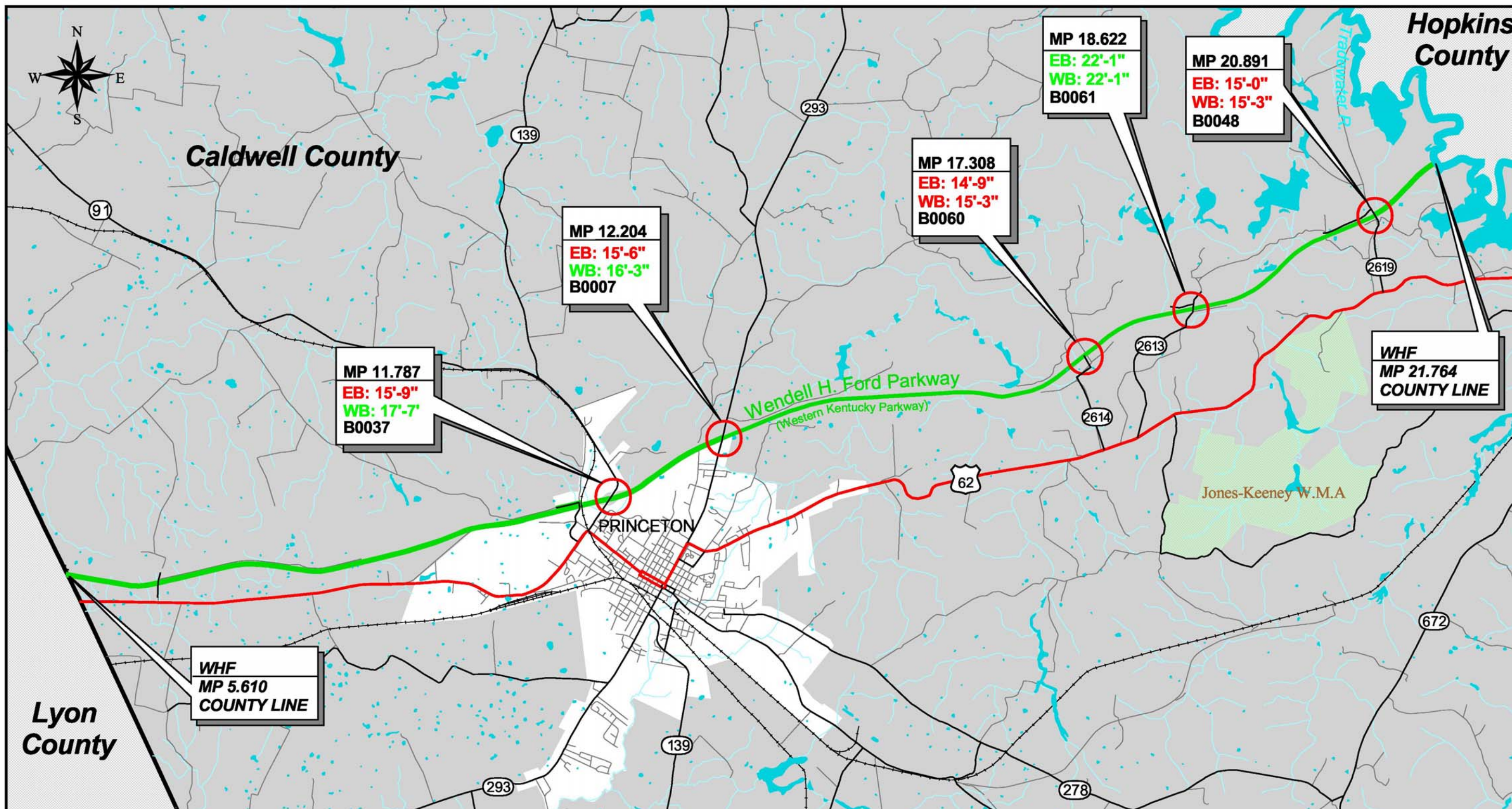
I-69 Strategic Corridor Planning Study

2002 Parkway Network in W. Kentucky

TYPICAL SECTIONS
I-69 STRATEGIC CORRIDOR
PLANNING STUDY







LEGEND

MP: 16.450
EB: 15'-3"
WB: 16'-3"
B0087

- Mile-Point Distance
- East Bound Clearance
- West Bound Clearance
- Bridge Number



- Bridge Location

(Note: Red text indicates a clearance deficiency, while green text is acceptable)



Location Map



Bridge Deficiencies

Vertical Clearance I-69 Corridor

Caldwell County, Kentucky
Item No. 2-69.10