

# INTERSTATE 69

## AGREEMENT BETWEEN THE COMMONWEALTH OF KENTUCKY KENTUCKY TRANSPORTATION CABINET AND THE FEDERAL HIGHWAY ADMINISTRATION

**THIS AGREEMENT** is entered into by, and between, the Commonwealth of Kentucky, acting by, and through, the Secretary of the Kentucky Transportation Cabinet, hereinafter referred to as “KYTC”, and the Federal Highway Administration, acting by, and through, the Division Administrator, Kentucky Division of Federal Highway Administration, hereinafter referred to as “FHWA”.

### **SECTION I** **SCOPE OF AGREEMENT**

The Interstate 69 corridor was first identified in the 1991 *Intermodal Surface Transportation Efficiency Act* as Corridor 18, a High Priority Corridor on the National Highway System. The 1995 *National Highway System Designation Act* combined Corridors 18 and 20 and designated them as future parts of the Interstate System. The 1998 *Transportation Equity Act for the 21<sup>st</sup> Century* assigned the Interstate 69 designation to Corridors 18 and 20. In 2008, Congress passed H.R. 1195, which amended the 2005 *Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users*. The H.R.1195 bill added to the Julian M. Carroll Purchase Parkway, which was already designated as future Interstate 69, the designation of Interstate 24 from the interchange with the Julian M. Carroll Purchase Parkway to the Wendell H. Ford Western Kentucky Parkway, and then along the Wendell H. Ford Western Kentucky Parkway to the Edward T. Breathitt Pennyrile Parkway, and then along the Edward T. Breathitt Pennyrile Parkway to Henderson as the future Interstate 69 corridor in Kentucky. The entire Interstate 69 corridor, from Michigan to Texas, consists of 32 Sections of Independent Utility (SIUs). In Kentucky, SIUs 4, 5, and 6 travel from I-164 in the City of Evansville, Indiana, across the Ohio River east of Henderson, and on to the Tennessee Stateline at Fulton, Kentucky. (See Maps in Appendices).

This AGREEMENT consists of improvements to the Julian M. Carroll Purchase Parkway from the Exit 1 interchange in Fulton, Kentucky, to the Exit 52 interchange with Interstate 24 in Calvert City, Kentucky. This segment of the Julian M. Carroll Purchase Parkway is part of SIU-6 in Kentucky and is considered rural in nature except between mileposts 21 through 25 where it serves the urban community of Mayfield. (See Maps in Appendices). Upon meeting the conditions of this AGREEMENT, the FHWA will convert the segment into part of the Interstate, and the KYTC will install permanent Interstate 69 signs (shields).

**SECTION II**  
**INTERCHANGE AND BRIDGE IMPROVEMENTS**  
**TO BE COMPLETED PRIOR TO INTERSTATE CONVERSION**

The following paragraphs describe improvements that KYTC will make at various interchange or bridge locations to meet current Interstate standards applicable to the segment of SIU 6 described in Section I of this AGREEMENT. If an interchange or bridge is not listed hereinafter, it is considered by KYTC and FHWA to be compliant with applicable standards for an Interstate. The following paragraphs also outline a limited number of exceptions to applicable standards or requirements that FHWA will grant for specific roadway conditions and features.

**MP 1.434 – Exit 1 – Julian M. Carroll Purchase Parkway and US-51 Interchange:**

The current service interchange for US-51 users is served by a conventional diamond interchange configuration with inadequate ramp tapers and/or acceleration and deceleration lengths for the northbound on and off ramps. All ramps have rolled curbs. The rolled curbs will be removed and replaced with shoulders through the operational area of the interstate. The KYTC will correct all ramps deficiencies, as part of several corridor improvement projects (see Section III of this AGREEMENT) along the Julian M. Carroll Purchase Parkway. Prior to construction, KYTC will prepare a “*Design Executive Summary*” that includes an “*Interchange Layout Sheet*” for FHWA concurrence. This interchange construction work will be completed prior to the Interstate conversion in this area.

**MP 1.781 – Julian M. Carroll Parkway Bridges over Railroad:**

The current mainline bridges over the railroad are 30 feet in width, which is less than the 31 feet required for structures greater than 200 feet in length. Nevertheless, there is no history of crashes or operational deficiencies correlated with the substandard bridge width. Therefore, the bridge width will not be corrected prior to the Interstate conversion. Bridges with substandard widths will be evaluated as part of future resurfacing, restoring, and rehabilitating (3R) projects; and corrections will be implemented, as needed, based upon a review of safety and operations performance, as well as cost effectiveness.

These bridges, however, have inadequate railings. The KYTC will reconstruct the bridge rails to current standards as part of several corridor improvement projects (see Section III of this AGREEMENT) along the Julian M. Carroll Purchase Parkway. The bridge railings construction work will be completed prior to the Interstate conversion in this area.

**MP 2.578 – Exit 2 – Julian M. Carroll Purchase Parkway and KY-307 Interchange:**

The current service interchange for KY-307 users is served by a conventional diamond configuration. All ramps meet interstate requirements for acceleration, deceleration, and taper lengths. All ramps have rolled curbs. The rolled curbs will be removed and replaced with shoulders through the operational area of the interstate. The KYTC will correct the ramp deficiencies, as part of several corridor improvement projects (see Section III of this AGREEMENT) along the Julian M. Carroll Purchase Parkway. Prior to construction, KYTC

will prepare a “*Design Executive Summary*” that includes an “*Interchange Layout Sheet*” for FHWA concurrence. This interchange construction work will be completed prior to the Interstate conversion in this area.

**MP 9.082 – Julian M. Carroll Parkway Bridges over Bayou De Chien:**

The current mainline bridges over the Bayou De Chien are 30 feet in width, which is less than the 31 feet required for structures greater than 200 feet in length. Nevertheless, there is no history of crashes or operational deficiencies correlated with the substandard bridge width. Therefore, the bridge width will not be corrected prior to the Interstate conversion. Bridges with substandard widths will be evaluated as part of future resurfacing, restoring, and rehabilitating (3R) projects; and corrections will be implemented, as needed, based upon a review of safety and operations performance, as well as cost effectiveness.

These bridges, however, have inadequate railings. The KYTC will reconstruct the bridge rails to current standards as part of several corridor improvement projects (see Section III of this AGREEMENT) along the Julian M. Carroll Purchase Parkway. The bridge railings construction work will be completed prior to the Interstate conversion in this area.

**MP 13.654 – Exit 14 – Julian M. Carroll Purchase Parkway and KY-339 Interchange:**

The current service interchange for KY-339 users is served by a cloverleaf configuration with numerous ramp deficiencies. The KYTC will reconstruct the interchange to a conventional diamond interchange, as part of several corridor improvement projects (see Section III of this AGREEMENT) along the Julian M. Carroll Purchase Parkway. Prior to construction, KYTC will prepare a “*Design Executive Summary*” that includes a “*Geometric Layout Sheet*” for FHWA concurrence. The interchange reconstruction will be completed prior to Interstate conversion in this area.

**MP 15.302 – Julian M. Carroll Purchase Parkway at Tater Road Overpass:**

The existing overpass has a substandard vertical clearance of 15.88 feet over the travel lanes. The KYTC will correct the bridge vertical clearance as part of several corridor improvement projects (see Section III of this AGREEMENT) along the Julian M. Carroll Purchase Parkway. The vertical clearance correction will be completed prior to the Interstate conversion in this area.

**MP 16.526 Julian M. Carroll Purchase Parkway at KY-58 Overpass:**

The existing overpass has a substandard vertical clearance of 15.94 feet over the travel lanes. The KYTC will correct the bridge vertical clearance as part of several corridor improvement projects (see Section III of this AGREEMENT) along the Julian M. Carroll Purchase Parkway. The vertical clearance correction will be completed prior to the Interstate conversion in this area.

**MP 21.285 – Exit 21 – Julian M. Carroll Purchase Parkway at US-45 (Mayfield Bypass) Interchange:**

The current trumpet interchange configuration consists of US-45 being the mainline movement with the Julian M. Carroll Purchase Parkway movements served by entrance and exit ramps from US-45. This configuration does not provide Interstate route continuity or meet driver expectations for the regional and national traveler. The KYTC will reconstruct the interchange to configure Interstate 69 as a through urban movement in both northbound and southbound directions. Prior to construction, KYTC will prepare a “*Design Executive Summary*” that includes a “*Geometric Layout Sheet*” for FHWA concurrence. The interchange reconstruction work will be completed prior to the Interstate conversion in this area.

Given the proximity of Exit 21 to Exit 22 (less than one mile apart) to the north, Exit 21 will be reconstructed in a way to ensure the two interchanges operate safely and efficiently.

**MP 22.267 – Exit 22 – Julian M. Carroll Purchase Parkway and KY-80 Interchange:**

The current service interchange for KY-80 (Fancy Farm Road) users is served by a conventional diamond configuration with inadequate ramp tapers and/or deceleration lengths for the northbound on ramp and taper and/or acceleration lengths for the southbound on and off ramps movements. The KYTC will correct all ramps deficiencies, as part of the Exit 21 Interchange reconstruction project. Prior to construction, KYTC will prepare a “*Design Executive Summary*” that includes a “*Geometric Layout Sheet*” for FHWA concurrence with the Exit 21 Interchange. This interchange construction work will be completed prior to the Interstate conversion in this area.

The KY-80 (Fancy Farm Road) overpass has a substandard vertical clearance of 15.16 feet over the southbound inside edge of shoulder and 15.44 over the northbound centerline. The KYTC will correct the bridge vertical clearance as part of the Exit 21 interchange reconstruction. The vertical clearance correction will be completed prior to the Interstate conversion in this area.

Given the proximity of Exit 22 to Exit 21 (less than one mile apart) to the south, Exit 21 will be reconstructed in a way to ensure the two interchanges operate safely and efficiently.

**MP 24.726 – Exit 25 – Julian M. Carroll Purchase Parkway and US-45 Interchange:**

The current service interchange for US 45 users is served by a conventional diamond configuration with inadequate ramp tapers and/or deceleration lengths for the northbound on ramp and taper and/or acceleration lengths for the southbound on and off ramps movements. All ramps have rolled curbs. The rolled curbs will be removed and replaced with shoulders through the operational area of the interstate. The KYTC will correct all ramps deficiencies as part of several corridor improvement projects (see Section III of this AGREEMENT) along the Julian M. Carroll Purchase Parkway. Prior to construction, KYTC will prepare a “*Design Executive Summary*” that includes an “*Interchange Layout Sheet*” for FHWA concurrence. The interchange construction work will be completed prior to the Interstate conversion in this area.

**MP 25.320 – Location with over-represented crashes**

The location has an over-representation of crashes occurring during inclement weather. Through detailed surveying, it has been determined that the pavement is not draining during adverse weather conditions. The KYTC will mill and fill the existing pavement in this area to gain positive drainage as a part of several corridor improvement projects (see Section III of this AGREEMENT) along the Julian M. Carroll Purchase Parkway. The pavement drainage improvement will be completed prior to Interstate conversion in this area.

**MP 27.461 – Exit 27 – Julian M. Carroll Purchase Parkway and KY-131 Interchange:**

The current service interchange for KY-131 users is served by a conventional diamond configuration with inadequate ramp tapers and/or deceleration lengths for the northbound on ramp and taper and/or acceleration lengths for the southbound on and off ramps movements. The northbound on ramp and southbound off ramps have rolled curbs. The rolled curbs will be removed and replaced with shoulders through the operational area of the interstate. The KYTC will correct all ramps deficiencies as part of several corridor improvement projects (see Section III of this AGREEMENT) along the Julian M. Carroll Purchase Parkway. Prior to construction, KYTC will prepare a “*Design Executive Summary*” that includes an “*Interchange Layout Sheet*” for FHWA concurrence. The interchange construction work will be completed prior to the Interstate conversion in this area.

**MP 42.555 – Exit 43 – Julian M. Carroll Purchase Parkway and KY-348 Interchange:**

The current service interchange for KY-348 users is served by a cloverleaf configuration with numerous ramp deficiencies. The KYTC will reconstruct the interchange to a conventional diamond scheduled for completion by the fall of 2015. Prior to construction, KYTC will prepare a “*Design Executive Summary*” that includes a “*Geometric Layout Sheet*” for FHWA concurrence. The interchange reconstruction will be completed prior to Interstate conversion in this area.

**MP 43.277 – Julian M. Carroll Parkway Bridges over Clarks River Relief No. 1:**

The current mainline bridges over the **Clarks River Relief No. 1** are 30 feet in width, which is less than the 31 feet required for structures greater than 200 feet in length. Nevertheless, there is no history of crashes or operational deficiencies correlated with the substandard bridge width. Therefore, the bridge width will not be corrected prior to the Interstate conversion. Bridges with substandard widths will be evaluated as part of future resurfacing, restoring, and rehabilitating (3R) projects; and corrections will be implemented, as needed, based upon a review of safety and operations performance, as well as cost effectiveness.

These bridges, however, have inadequate railings. The KYTC will reconstruct the bridge rails to current standards as part of several corridor improvement projects (see Section III of this AGREEMENT) along the Julian M. Carroll Purchase Parkway. The bridge railings construction work will be completed prior to the Interstate conversion in this area.

**MP 43.614 – Julian M. Carroll Parkway Bridges over East Fork Clarks River:**

The current mainline bridges over the East Fork Clarks River are 30 feet in width, which is less than the 31 feet required for structures greater than 200 feet in length. Nevertheless, there is no history of crashes or operational deficiencies correlated with the substandard bridge width. Therefore, the bridge width will not be corrected prior to the Interstate conversion. Bridges with substandard widths will be evaluated as part of future resurfacing, restoring, and rehabilitating (3R) projects; and corrections will be implemented, as needed, based upon a review of safety and operations performance, as well as cost effectiveness.

These bridges, however, have inadequate railings. The KYTC will reconstruct the bridge rails to current standards as part of several corridor improvement projects (see Section III of this AGREEMENT) along the Julian M. Carroll Purchase Parkway. The bridge railings construction work will be completed prior to the Interstate conversion in this area.

**MP 43.872 – Julian M. Carroll Parkway Bridges over Clarks River Relief No. 2:**

The current mainline bridges over the **Clarks River Relief No. 2** are 30 feet in width, which is less than the 31 feet required for structures greater than 200 feet in length. Nevertheless, there is no history of crashes or operational deficiencies correlated with the substandard bridge width. Therefore, the bridge width will not be corrected prior to the Interstate conversion. Bridges with substandard widths will be evaluated as part of future resurfacing, restoring, and rehabilitating (3R) projects; and corrections will be implemented, as needed, based upon a review of safety and operations performance, as well as cost effectiveness.

These bridges, however, have inadequate railings. The KYTC will reconstruct the bridge rails to current standards as part of several corridor improvement projects (see Section III of this AGREEMENT) along the Julian M. Carroll Purchase Parkway. The bridge railings construction work will be completed prior to the Interstate conversion in this area.

**MP 46.942 – Exit 47 – Julian M. Carroll Purchase Parkway and US-68 Interchange:**

The current service interchange for US-68 users is served by a conventional diamond configuration.. The northbound off ramp and southbound on ramps have rolled curbs. The rolled curbs will be removed and replaced with shoulders through the operational area of the interstate. The KYTC will correct all ramp deficiencies, as part of several corridor improvement projects (see Section III of this AGREEMENT) along the Julian M. Carroll Purchase Parkway. This interchange construction work will be completed prior to the Interstate conversion in this area.

**MP 51.398 Julian M. Carroll Purchase Parkway at Interstate 24:**

The current cloverleaf system interchange configuration does not provide Interstate 69 route continuity or meet driver expectations for the regional and national traveler. The KYTC will reconstruct the interchange to provide Interstate 69 route continuity and to provide a safe and efficient operation of movements to Interstate 24. Prior to construction, KYTC will prepare an

Interchange Modification Report (IMR) for FHWA approval. The interchange reconstruction work will be completed prior to the Interstate conversion in this area.

### **SECTION III** **GENERAL IMPROVEMENTS** **TO BE COMPLETED PRIOR TO CONVERSION**

The following improvements will be completed prior to Interstate conversion. All improvements and upgrade work, unless otherwise described, will be performed as part of several corridor improvement projects along the Julian M. Carroll Purchase Parkway. These corridor improvements will be implemented in phases to coincide with the installation of Interstate signs (shields) as described in Section VI of this AGREEMENT.

**Mainline Signs** - The KYTC will upgrade all Julian M. Carroll Purchase Parkway mainline signs in accordance with the *“Manual of Uniform Traffic Control Devices for Streets and Highways”*, 2009, as revised in 2012, and all other currently applicable policies and standards.

**Mainline Barriers and Railings** - The KYTC will upgrade all Julian M. Carroll Purchase Parkway mainline guardrail, guardrail end-treatments, bridge pier protection, and bridge railings in accordance with the AASHTO *“Roadside Design Guide”*, 2011, as revised in 2012, and all other currently applicable policies and standards. In addition, bridge railings shall meet testing criteria in AASHTO’s *“Manual for Assessing Safety Hardware”*, 2009. All new or replacement bridge railing must meet Test Level 3 crash-test criteria, as a minimum.

**Interchange Signs** - The KYTC will upgrade all Julian M. Carroll Purchase Parkway interchange signs, for both mainline and crossing roadways and streets, in accordance with the *“Manual of Uniform Traffic Control Devices for Streets and Highways”*, 2009, as revised in 2012, and all other currently applicable policies and standards. All upgrade work will be performed as part of each of the various interchange improvements and reconstruction projects described in Section II of this AGREEMENT, and/or as part of several corridor improvement projects along the Julian M. Carroll Purchase Parkway.

All full reconstruction of interchanges and other geometric features, except as provided in Sections II, IV, and V of this AGREEMENT, shall be constructed to comply with design criteria as defined by AASHTO’s *“A Policy on Design Standards - Interstate System”*, 2005; *“A Policy on Geometric Design of Highways and Streets”*, 2001; *“Roadside Design Guide”*, 2011, as revised in 2012, *“Manual for Assessing Safety Hardware”*, 2009, and the *“Manual of Uniform Traffic Control Devices for Streets and Highways”*, 2009, as revised in 2012

**SECTION IV**  
**GENERAL DESIGN ELEMENTS AND FEATURES**  
**TO REMAIN AFTER CONVERSION**

The following is a summary of design elements and/or features that will remain in place after the Interstate conversion, but which do not comply with AASHTO's "*A Policy on Design Standards - Interstate System*", January 2005, 5<sup>th</sup> Edition, and/or AASHTO's "*A Policy on Geometric Design of Highways and Streets*", 2011, 6<sup>th</sup> Edition.

As part of the 2011 "*I-69 Strategic Planning Corridor Study – Fulton to Eddyville, Kentucky*", the KYTC completed an analysis to determine whether non-compliant design elements and/or features were contributing to an over-representation of crash rates when compared to other freeways in Kentucky. The analysis indicated that there is no correlation between the non-compliant design elements and/or features that will remain in place and an over-representation of crash rates and/or operational deficiencies on the Julian M. Carroll Purchase Parkway.

Therefore, based upon cost effectiveness, the non-compliant design elements and/or features will remain in place after Interstate conversion. Nevertheless, these non-compliant design elements and/or features will be evaluated as part of future resurfacing, restoring, and rehabilitating (3R) projects; and corrections will be implemented, as needed, based upon a review of their safety and operations performance, as well as their cost effectiveness.

**Shoulder Width – Paved Width – Inside Shoulder (Roadway):** The inside paved shoulders, from milepost 0 to 52, have a 3 feet paved width, which is less than the 4 feet width minimum standard.

**Bridge Width:** All bridges that currently have widths less than applicable Interstate standards are listed and discussed in Section II of this AGREEMENT.

**Median Width:** The median, from milepost 0 to 21.9 and 24.9 to 52 have a 30 foot width, which is less than the 36 feet width minimum standard. The median from milepost 21.9 to 24.9 consists of a 16' raised median. The raised median will be replaced with a concrete median barrier and will be completed prior to Interstate conversion.

**Vertical Curve Stopping Sight Distance:** There are three vertical curves with less than the minimum headlight stopping sight distance of 730 feet recommended by AASHTO for sag vertical curves with a 70-MPH design. They are:

- Milepost 14.965 – Calculated Stopping Sight Distance 554 feet
- Milepost 18.727 – Calculated Stopping Sight Distance 727 feet
- Milepost 25.320 – Calculated Stopping Sight Distance 721 feet



**Vertical Curve Lengths:** There are three vertical curves with less than the minimum lengths based on the approach grades as recommended by AASHTO for a 70-MPH design. They are:

- Milepost 14.965 – Actual 500 feet, Calculated minimum 692 feet
- Milepost 18.727 – Actual 600 feet, Calculated minimum 603 feet
- Milepost 25.320 – Actual 536 feet, Calculated minimum 544 feet

**Cross Slope/Superelevation:** The mainline pavement cross slopes were originally built between 1.5% and 2% with a maximum superelevation of 10%. While a field survey was not completed to determine the existing pavement cross slope and superelevation rates, there are no indications that these elements do not meet current standard or that they are correlated to an over-representation of crashes. However, as part of future resurfacing, restoring, and rehabilitating (3R) projects, new wearing layers will be placed to meet the latest Interstate standards for cross slope and superelevation.

Formal design exceptions will be completed for substandard elements that are among the thirteen controlling design criteria as defined by AASHTO's "*A Policy on Design Standards - Interstate System*", 2005. The substandard elements for the segment of SIU- 6 covered under this AGREEMENT are:

- Inside paved shoulder width,
- Bridge width,
- Median width,
- Vertical curve/stopping sight distance, and
- Vertical curve minimum lengths

**SECTION V**  
**TREATMENT OF**  
**EXISTING INTERCHANGE ACCESS CONTROL**

Following is an inventory of the control of access distances beyond the ramp terminals at the various interchange locations within the segment of SIU-6 covered under this AGREEMENT.

The KYTC shall acquire access control rights, remedy current deficiencies in access control, or preserve certain current conditions as shown in the following table. Some existing access points located within the required access control minimum distance may remain in place, but shall not be modified or expanded in any manner. All future modifications to the control of access distances and/or acquired access control rights shall be approved by FHWA.

All acquisition of access control rights for Phase 1, as defined in Section VI of this agreement, will be complete by December 31, 2016. All acquisitions of access control rights for Phases 2 and 3 will be complete no later than 1 year after interstate signing is complete for those sections.

<b>Interchange Description</b>	<b>Current Distance to First Access Point (Feet)</b>	<b>Required Distance to First Access Point (Feet)</b>	<b>Required Action(s) to Acquire Access Control Rights, Remedy Current Deficiencies in Access Control, or Preserve Certain Current Conditions</b>
Exit 1 – US-51			
Southbound on-ramp	310	300 minimum	Acquire access control rights within the <u>minimum</u> distance.
Southbound off-ramp	350	300 minimum	Acquire access control rights within the <u>minimum</u> distance.
Northbound on-ramp	310	300 minimum	Acquire access control rights within the <u>minimum</u> distance.
Northbound off-ramp	345	300 minimum	Acquire access control rights within the <u>minimum</u> distance.
Exit 2 – KY-307			
Southbound on-ramp	200	300 minimum	Acquire access control rights within the <u>minimum</u> distance. The current entrance within the <u>minimum</u> distance may remain in place, but shall not be modified or expanded in any manner.
Southbound off-ramp	380	300 minimum	Acquire access control rights within the <u>minimum</u> distance.
Northbound off-ramp	450	300 minimum	Acquire access control rights within the <u>minimum</u> distance.
Northbound on-ramp	370	300 minimum	Acquire access control rights within the <u>minimum</u> distance.

<b>Interchange Description</b>	<b>Current Distance to First Access Point (Feet)</b>	<b>Required Distance to First Access Point (Feet)</b>	<b>Required Action(s) to Acquire Access Control Rights, Remedy Current Deficiencies in Access Control, or Preserve Certain Current Conditions</b>
Exit 22 – KY-80			
Southbound on-ramp	85	300 desirable 100 minimum	Acquire access control rights within the <u>minimum</u> distance. The current entrance within the <u>minimum</u> distance may remain in place, but shall not be modified or expanded in any manner.
Southbound off-ramp	155	300 desirable 100 minimum	Acquire access control rights within the <u>minimum</u> distance.
Northbound off-ramp	150	300 desirable 100 minimum	Acquire access control rights within the <u>minimum</u> distance.
Northbound on-ramp	65	300 desirable 100 minimum	Acquire access control rights within the <u>minimum</u> distance. The current entrance within the <u>minimum</u> distance may remain in place, but shall not be modified or expanded in any manner.
Exit 24 – KY-121			
Southbound on-ramp	162	300 desirable 100 minimum	Acquire access control rights within the <u>minimum</u> distance.
Southbound off-ramp	404	300 desirable 100 minimum	Acquire access control rights within the <u>minimum</u> distance.
Northbound off-ramp	562	300 desirable 100 minimum	Acquire access control rights within the <u>minimum</u> distance.
Northbound on-ramp	326	300 desirable 100 minimum	Acquire access control rights within the <u>minimum</u> distance.
Exit 25 – US-45			
Southbound on-ramp	670	300 desirable 100 minimum	Acquire access control rights within the <u>minimum</u> distance.
Southbound off-ramp	95	300 desirable 100 minimum	Acquire access control rights to the first access point (Brian Drive).
Northbound off-ramp	125	300 desirable 100 minimum	Acquire access control rights within the <u>minimum</u> distance.
Northbound on-ramp	110	300 desirable 100 minimum	Acquire access control rights to the first access point (Treeland Drive).
Exit 27 – KY 131			
Southbound on-ramp	25	300 minimum	Acquire access control rights within the <u>minimum</u> distance. The current entrance within the <u>minimum</u> distance may remain in place, but shall not be modified or expanded in any manner.

<b>Interchange Description</b>	<b>Current Distance to First Access Point (Feet)</b>	<b>Required Distance to First Access Point (Feet)</b>	<b>Required Action(s) to Acquire Access Control Rights, Remedy Current Deficiencies in Access Control, or Preserve Certain Current Conditions</b>
Southbound off-ramp	0	300 minimum	Acquire access control rights within the <u>minimum</u> distance. The current entrance within the <u>minimum</u> distance may remain in place, but shall not be modified or expanded in any manner.
Northbound off-ramp	40	300 minimum	Acquire access control rights within the <u>minimum</u> distance. The current entrance within the <u>minimum</u> distance may remain in place, but shall not be modified or expanded in any manner.
Northbound on-ramp	20	300 minimum	Acquire access control rights within the <u>minimum</u> distance. The current entrance within the <u>minimum</u> distance may remain in place, but shall not be modified or expanded in any manner.
Exit 41 – US 641			
Southbound on-ramp`	Over 1000	300 minimum	Acquire access control rights within the <u>minimum</u> distance.
Southbound off-ramp	Over 1000	300 minimum	Acquire access control rights within the <u>minimum</u> distance.
Northbound off-ramp	605	300 minimum	Acquire access control rights within the <u>minimum</u> distance.
Northbound on-ramp	405	300 minimum	Acquire access control rights within the <u>minimum</u> distance.
Exit 47 – US 68			
Southbound on-ramp	40	300 minimum	Acquire access control rights within the <u>minimum</u> distance. The current entrances within the <u>minimum</u> distance may remain in place, but shall not be modified or expanded in any manner.
Southbound off-ramp	0	300 minimum	Acquire access control rights within the <u>minimum</u> distance. The entrance closest to the ramp termini will be relocated to be opposite Frankfort Road. This relocated entrance within the <u>minimum</u> distance may remain in place, but shall not be modified or expanded in any manner.
Northbound off-ramp	70	300 desirable 100 minimum	Acquire access control rights to the first access point (Wellness Way).
Northbound on-ramp	70	300 desirable 100 minimum	Acquire access control rights to the first access point (Carroll Road).

**SECTION VI**  
**TIMING OF INTERSTATE SHIELDING**

The installation of Interstate signs (shields) along the Julian M. Carroll Purchase Parkway from Exit 1 in Fulton, Kentucky to the interchange with Interstate 24 in Calvert City, Kentucky (including the interchange) will occur in separate phases as follows:

- Phase 1 - MP 24, at interchange with KY-121- to MP 52 at the interchange with Interstate 24, including the interchange, by fall of 2016..
- Phase 2 – MP 21, south of the KY-45 interchange, to MP 24 at interchange with KY-121, by fall of 2017.
- Phase 3 – MP 1.434, at the existing US-51 Interchange, to MP 21 south of the KY-45 interchange, by fall of 2018.

All elements of this AGREEMENT shall be completed within the above-defined termini of a particular phase before Interstate signs (shields) shall be installed along that phase.

**IN WITNESS WHEREOF**, the parties have caused these presents to be executed by their officers' thereunto duly authorized.

**U.S. Department of Transportation**  
**Federal Highway Administration, by**



José M. Sepúlveda  
Kentucky Division Administrator

Date: July 21, 2014

**Commonwealth of Kentucky**  
**Kentucky Transportation Cabinet, by**



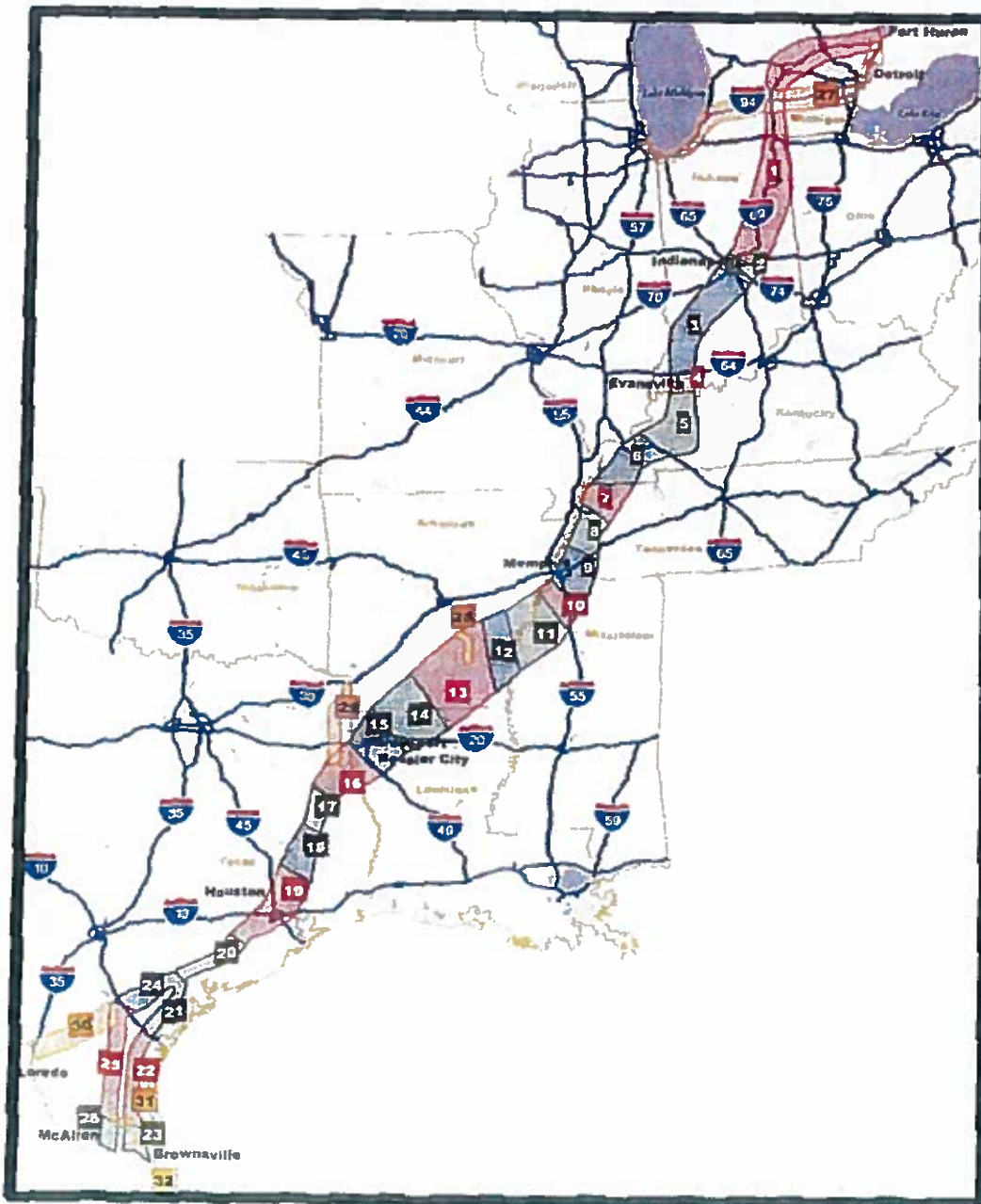
Michael W. Hancock  
Secretary

Approved as to form and legality:

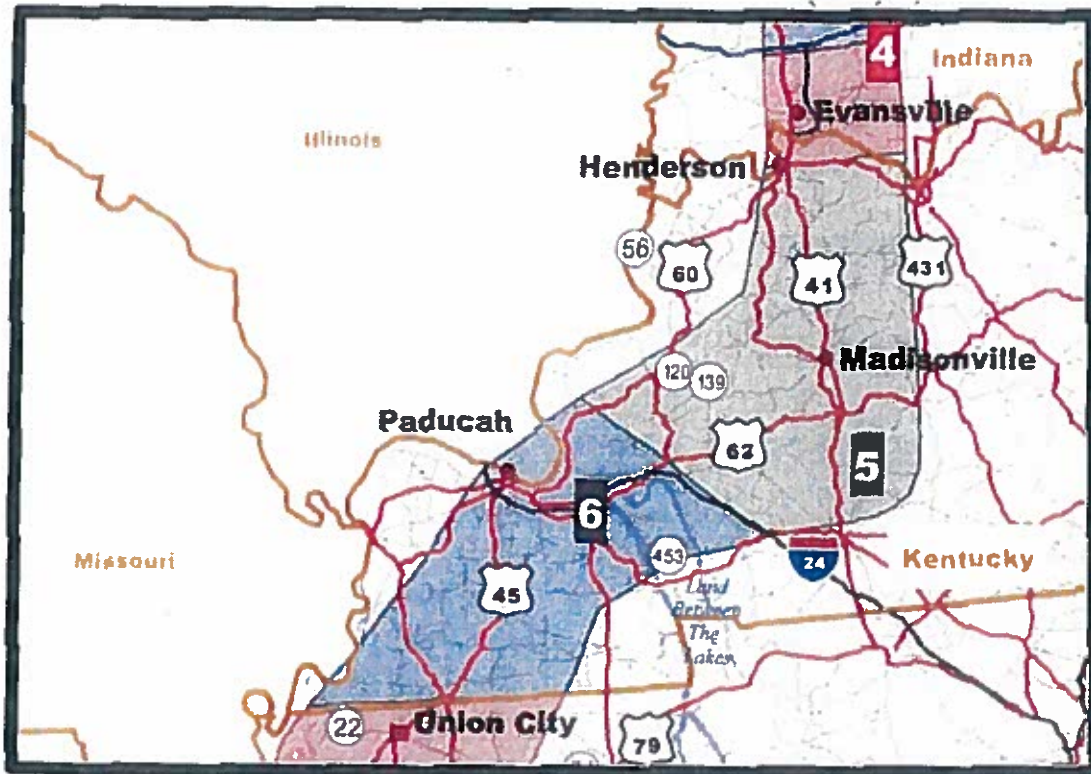


Todd Shipp,  
Office of Legal Services

**APPENDIX**  
**Figure 1**  
**I-69 NATIONAL MAP**  
**SECTIONS OF INDEPENDENT UTILITY (SIU) 1 THRU 32**



APPENDIX  
Figure 2  
I-69 KENTUCKY MAP  
SECTIONS OF INDEPENDENT UTILITY (SIU) 4, 5 & 6





**APPENDIX**  
**Figure 3**  
**I-69 KENTUCKY MAP**  
**SEGMENT OF SECTION OF INDEPENDENT UTILITY (SIU) 6**  
**COVERED UNDER THIS AGREEMENT**

**PURCHASE PARKWAY**  
**KENTUCKY-TENNESSEE LINE TO I-24 AT CALVERT CITY**

