

WARREN COUNTY

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Next Steps

- KYTC will review all comments and information submitted as part of the continuing project development process.
- Federal Approval of Environmental Document / Initiation of Final Design of Selected Alternative Summer 2017
- Commencement of Property Acquisition Late 2017
- Begin Construction2018

Thank you for attending and participating in this important highway project meeting!

A Public Meeting for The William H. Natcher Parkway and US 231 Interchange Upgrade Project

WARREN COUNTY

April 11, 2017

Item No. 03-0202.00



KENTUCKY
TRANSPORTATION CABINET



WELCOME!

Meeting Purpose and Goals

The purpose of this public meeting is to present the various alternatives that have been developed for the William H. Natcher Parkway/Future I-65 Corridor and US 231 Interchange, and to collect feedback from local residents, businesses, traveling public, and other concerned parties. To assist in the design and development of this project, the Kentucky Transportation Cabinet (KYTC) requests that the public provide comments regarding the project in general, as well as preferences regarding alternatives.

Please visit the informational displays/exhibits and discuss any questions you may have with project team members. Enclosed is a Comment Form for written comments, opinions, and additional information.

Project History and Background

During the early stages of development, the William H. Natcher Parkway (WN 9007) was referred to as the Owensboro-Bowling Green Parkway. In 1972, when it was opened to traffic, it was named the Green River Parkway. It received its current name William H. Natcher Parkway (WN 9007) in 1994 following the death of US Congressman William H. Natcher, who represented the Second District of Kentucky.

In 2016 Governor Bevin and US Representative Brett Guthrie announced plans to designate the William H. Natcher Parkway as the Future I-65 Spur and gain the Parkway federal recognition. To bring this interchange up to Interstate Standards, the 2016-2022 Kentucky Road Plan included \$13.81 Million for reconstruction.



Existing Conditions

The Natcher Parkway/US 231 interchange was originally constructed as a low speed interchange to facilitate Parkway toll collection. With the removal of tolls in 2006, travel speeds through the interchange substantially increased. The same interchange configuration that was efficient for collecting tolls was now forced to operate as a high speed interchange - conditions for which it wasn't designed. Horizontal curvature, acceleration and deceleration lane lengths, and weaving lengths were all substandard for the increased speeds, and must be corrected to bring this interchange up to interstate standards.

Additionally, to address increased traffic volumes and safety concerns, in 2016 a traffic signal was installed at the intersection of the north bound exit ramp and US 231.

Project Description & Alternatives

The purpose of this project is to improve the safety and traffic flow through the interchange as well as upgrade the interchange to interstate standards.

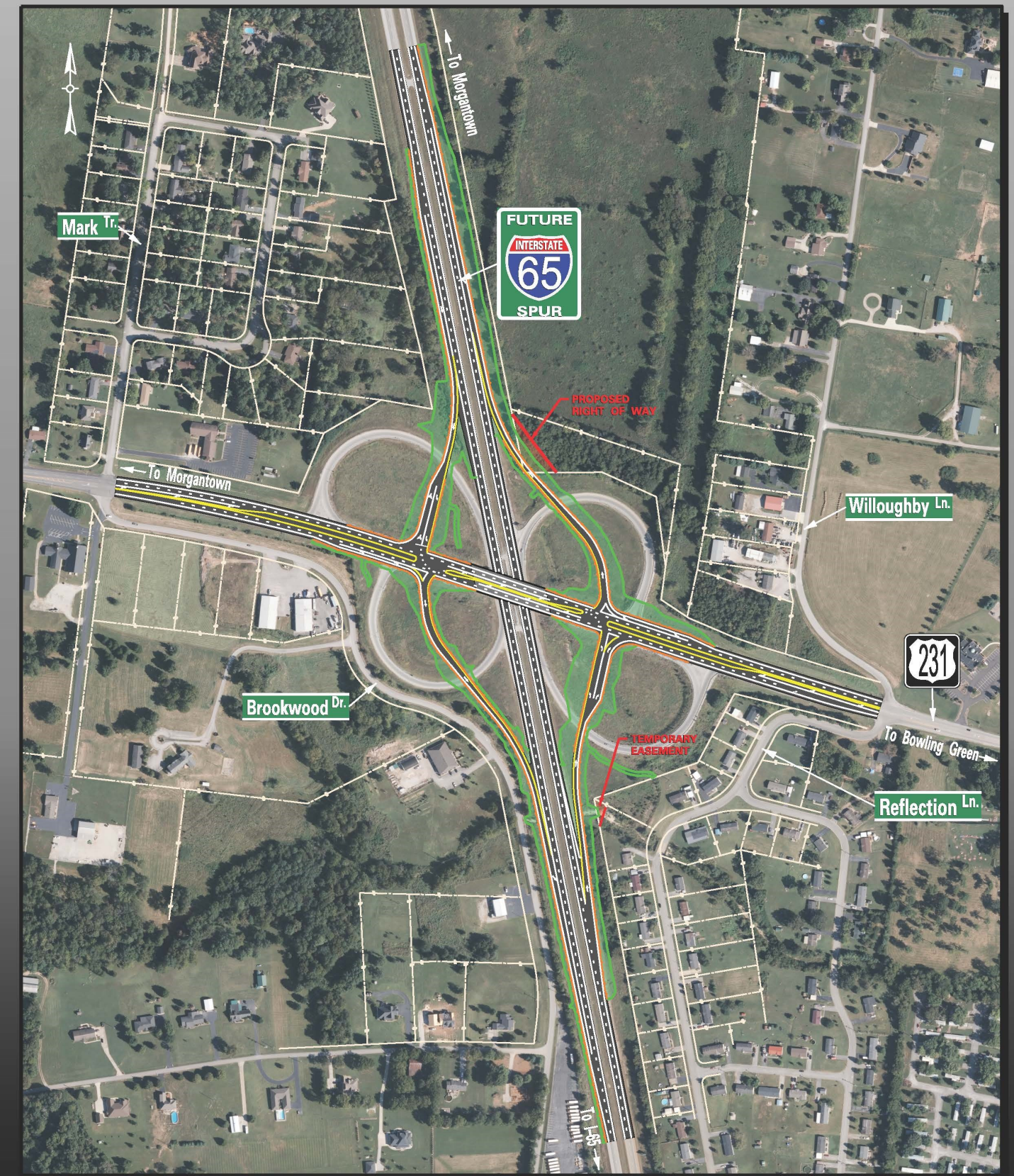
Presented at this meeting are the following three alternatives:

- Alternative 1 (Standard Diamond)
- Alternative 2 (Flopped Diamond)
- Alternative 3 (Standard Diamond & Dual Roundabouts)

Alternative 1 (Standard Diamond)

TRACTS IMPACTED: 2 (1 R/W & 1 TEMP ESMT)
ESTIMATED CONSTRUCTION COST: \$ 8.2 Million

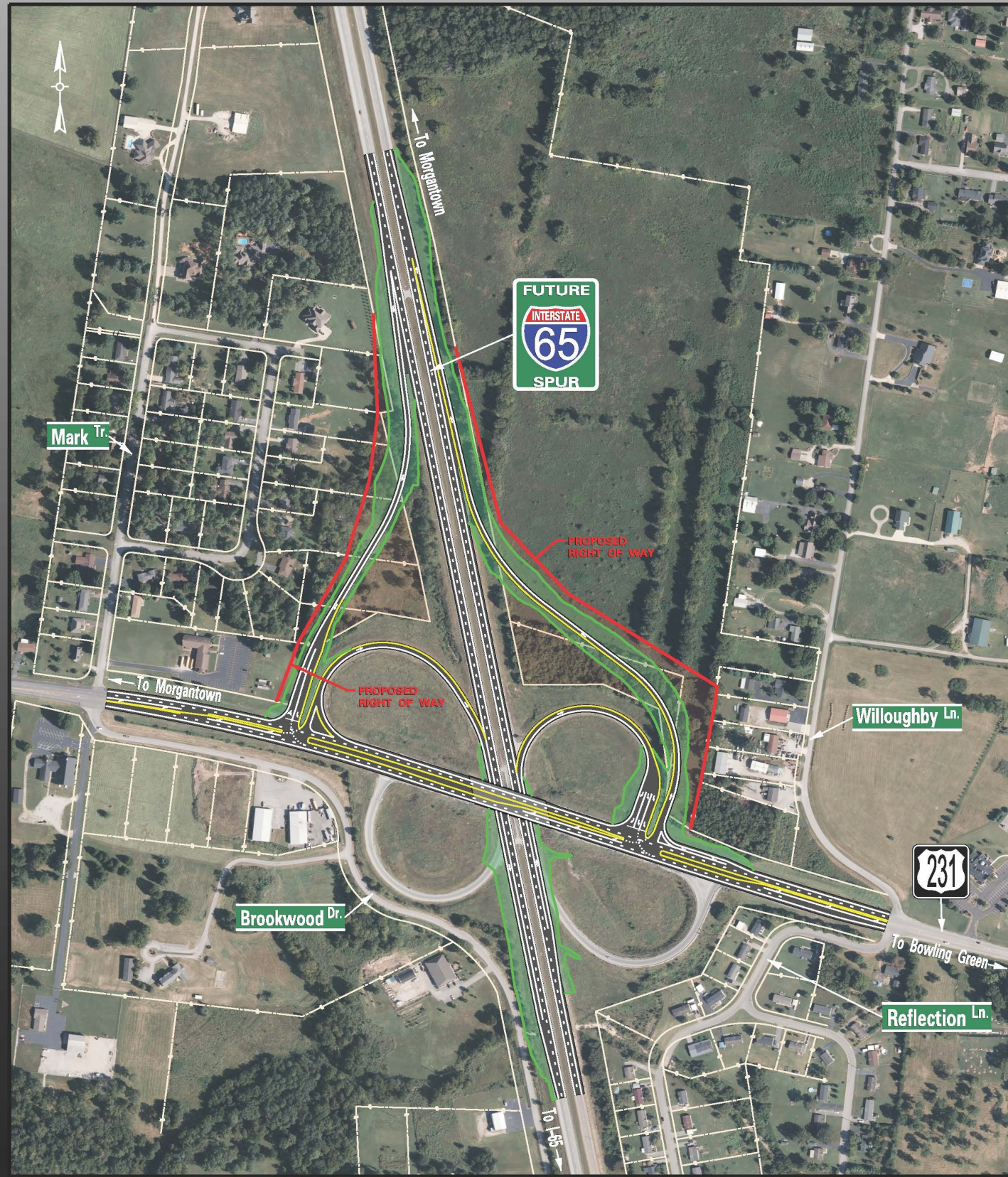
PROPOSED RIGHT OF WAY: 0.30 ACRE
ESTIMATED UTILITY RELOCATION COST: \$250,000



Alternative 2 (Flopped Diamond)

TRACTS IMPACTED: 10 (10 R/W)
ESTIMATED CONSTRUCTION COST: \$ 5.9 Million

PROPOSED RIGHT OF WAY: 10.81 ACRES
ESTIMATED UTILITY RELOCATION COST: \$765,000



Alternative 3 (Standard Diamond & Dual Roundabouts)

TRACTS IMPACTED: 4 (3 R/W & 1 TEMP ESMT)
ESTIMATED CONSTRUCTION COST: \$ 10.8 Million

PROPOSED RIGHT OF WAY: 0.67 ACRE
ESTIMATED UTILITY RELOCATION COST: \$280,000

