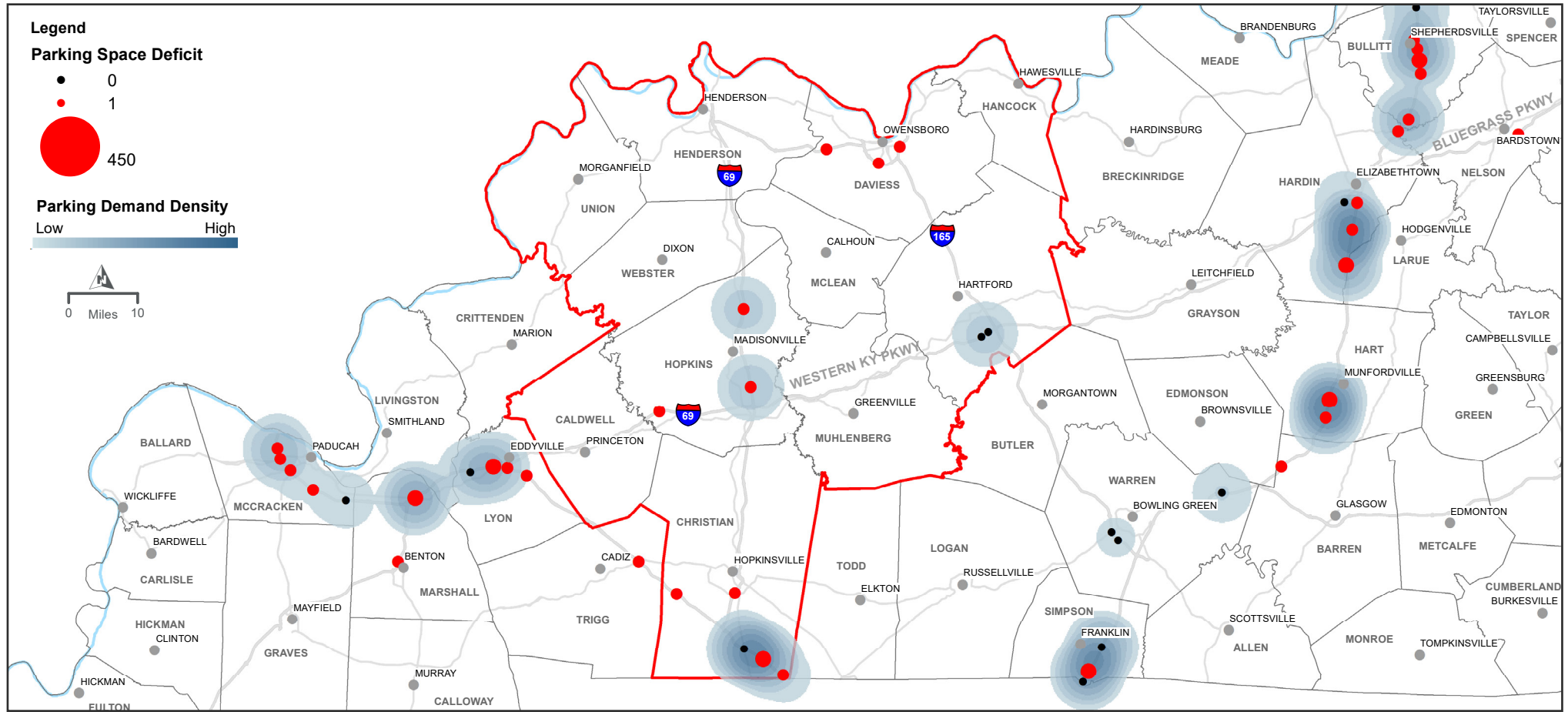




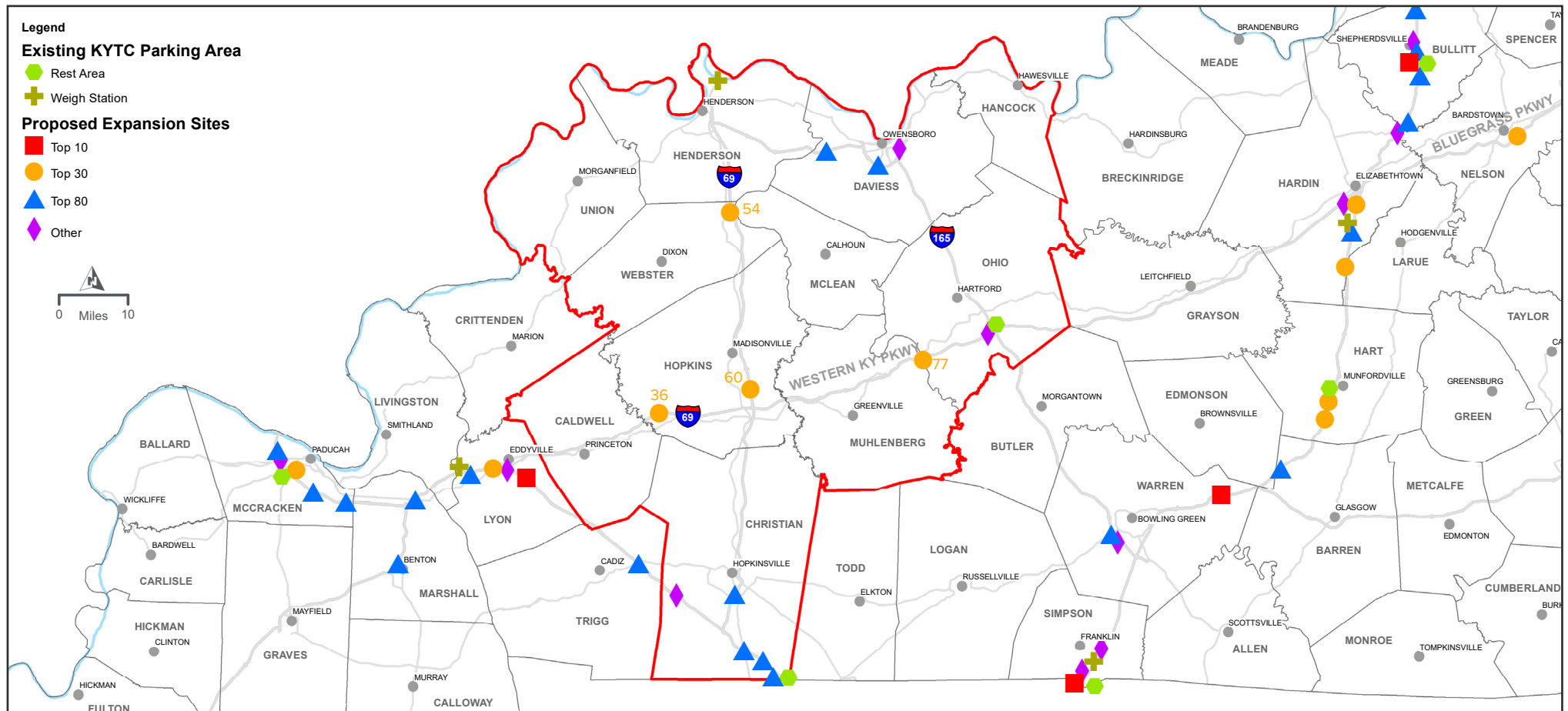
The Kentucky Truck Parking Assessment and Action Plan compared truck parking demand and capacity, highlighting critical truck parking needs across the state. The needs were examined at the interchange and corridor levels, and potential capacity expansion sites within existing KYTC right-of-way were identified. The sites were ranked based upon localized need, site suitability, and the availability of parking along the corridor. The unmet parking demand in District 2 and adjacent areas is shown on **Figure 1**. Truck parking expansion sites considered in District 2 are shown on **Figure 2**.



**Figure 1. Unmet Peak Truck Parking Demand**



**Figure 2. Proposed Parking Expansion Sites**



**TOP 30**

**Site ID: 36**  
 I-69 MM 92.5 NB & SB  
 Hopkins County  
 Number of New Spaces: 10  
 Number of Existing Spaces: 0  
 Cost Estimate: \$1,220,000  
 Site Description: Interchange Infield  
 Proposed Schedule: Beyond 2029

**TOP 30**

**Site ID: 54**  
 I-69 MM 134.0 NB & SB  
 Webster County  
 Number of New Spaces: 7  
 Number of Existing Spaces: 0  
 Cost Estimate: \$940,000  
 Site Description: Interchange Infield  
 Proposed Schedule: Beyond 2029

**TOP 30**

**Site ID: 60**  
 I-69 MM 111.0 NB & SB  
 Hopkins County  
 Number of New Spaces: 25  
 Number of Existing Spaces: 0  
 Cost Estimate: \$2,200,000  
 Site Description: Interchange Infield  
 Proposed Schedule: Beyond 2029

**TOP 30**

**Site ID: 77**  
 WKP MM 52.0 EB & WB  
 Muhlenberg County  
 Number of New Spaces: 18  
 Number of Existing Spaces: 0  
 Cost Estimate: \$2,050,000  
 Site Description: Interchange Infield  
 Proposed Schedule: Beyond 2029

## Truck Parking Needs

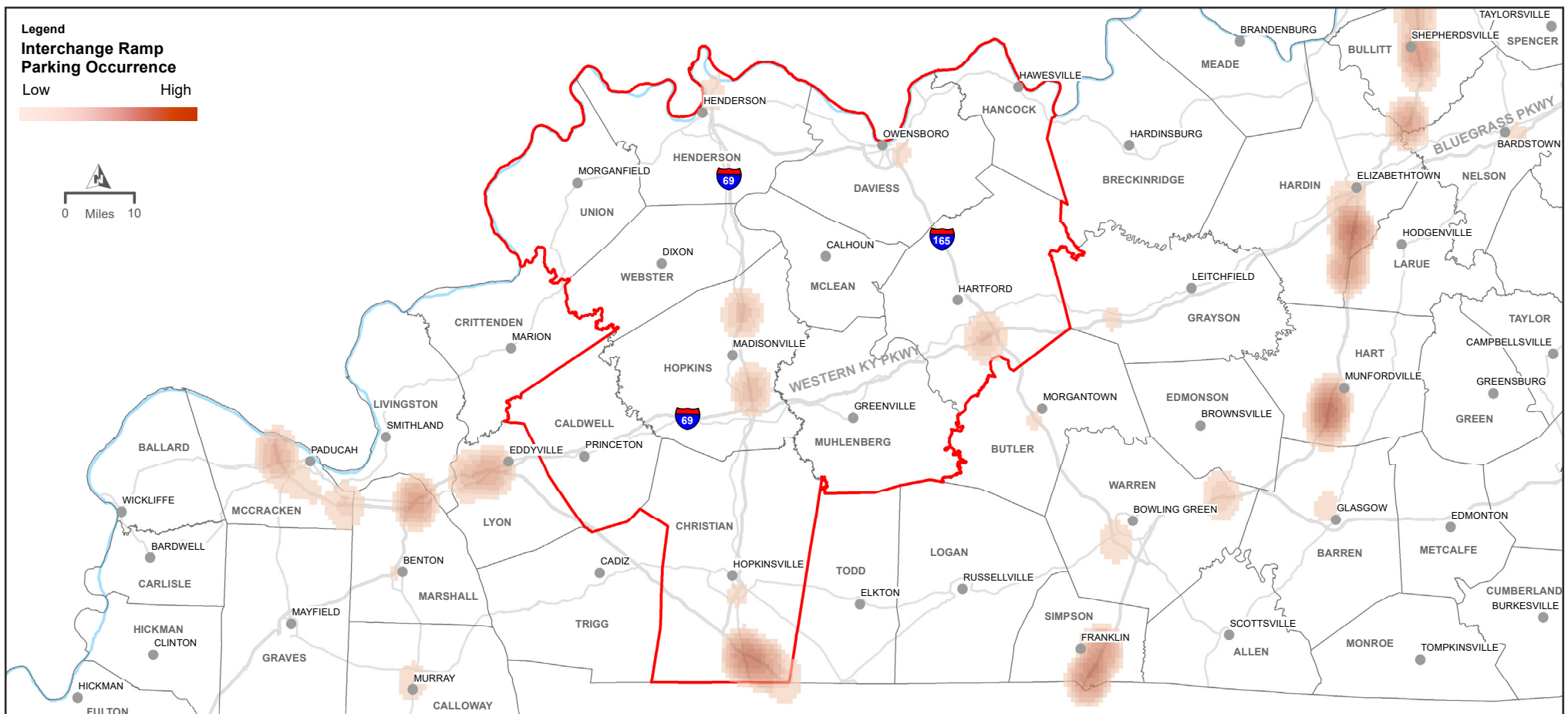
Truck parking needs were prioritized across the state based on unmet demand at a location and/or in an area, the extent of ramp parking, frequency of parked truck crashes, and the number of trucks parked at big box stores. The top truck parking unmet demand in District 2 are shown on **Figure 1**, and information on the areas scoring in the Top 100 statewide are included to the right.

District Need Rank <b>1</b>	<b>Corridor: I-24</b> <b>MM: 89</b> <b>County: Christian</b>	<b>Need Score (Out of 1):</b> 0.50 <b>Statewide Need Rank:</b> 20	District Need Rank <b>3</b>	<b>Corridor: I-69</b> <b>MM: 7</b> <b>County: Christian</b>	<b>Need Score (Out of 1):</b> 0.38 <b>Statewide Need Rank:</b> 38
District Need Rank <b>2</b>	<b>Corridor: I-24</b> <b>MM: 73</b> <b>County: Christian</b>	<b>Need Score (Out of 1):</b> 0.44 <b>Statewide Need Rank:</b> 32	District Need Rank <b>4</b>	<b>Corridor: I-24</b> <b>MM: 92</b> <b>County: Christian</b>	<b>Need Score (Out of 1):</b> 0.31 <b>Statewide Need Rank:</b> 52

## Ramp Truck Parking and Safety

The study quantified the extent of ramp truck parking and the negative safety impacts of trucks parking on ramps. The statewide total number of parked truck crashes on or near interstate and parkway ramps was 115 over 5 years. The societal cost of those crashes was nearly \$60 million. **Figure 3** illustrates that there is no reported nightly occurrence of truck parking on interchange ramps in District 2. A primary desired outcome of the project is to address this safety related issue.

**Figure 3. Interchange Ramp Truck Parking (1 AM Nightly Average)**



## Project Outcomes and Benefits

The ultimate goal of implementing the Action Plan is to eliminate truck parking on Interstate ramps and mainline shoulders and address overcapacity rest areas and weigh stations. These changes will yield many benefits including:

1. improved safety for truck drivers and the traveling public;
2. enhanced security for truck drivers and their cargo;
3. increased trucking efficiency, reliability, and productivity; and
4. reduced congestion, truck vehicle miles traveled, and emissions.

The Kentucky Truck Parking Action Plan does not recommend the design and construction of any parking area expansions within the next three biennium periods in District 2