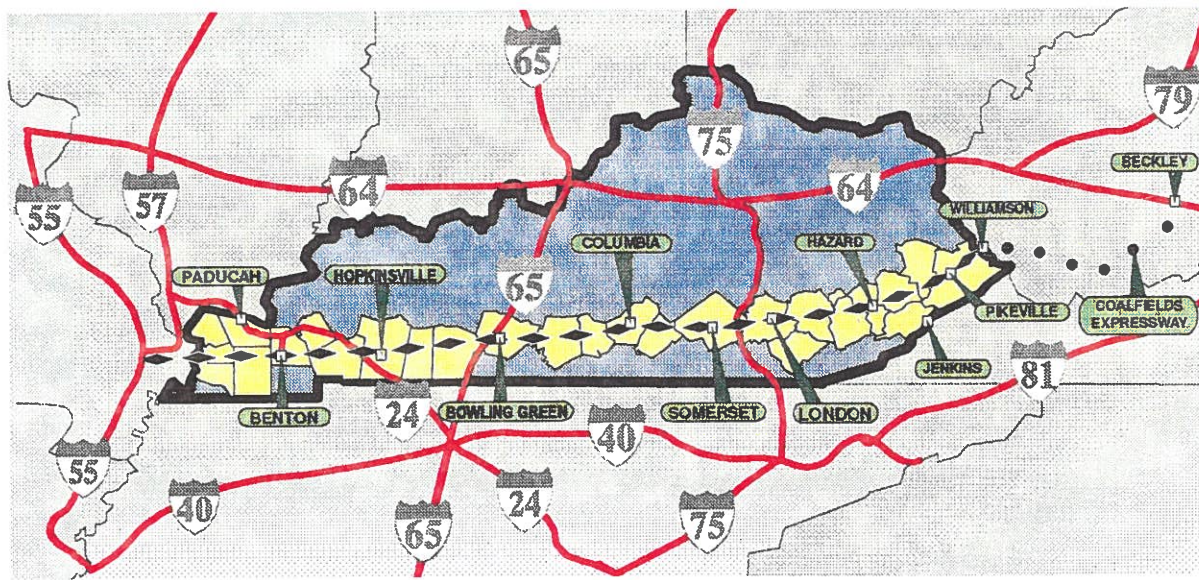


SOUTHERN KENTUCKY CORRIDOR (I-66)



EXISTING CONDITIONS

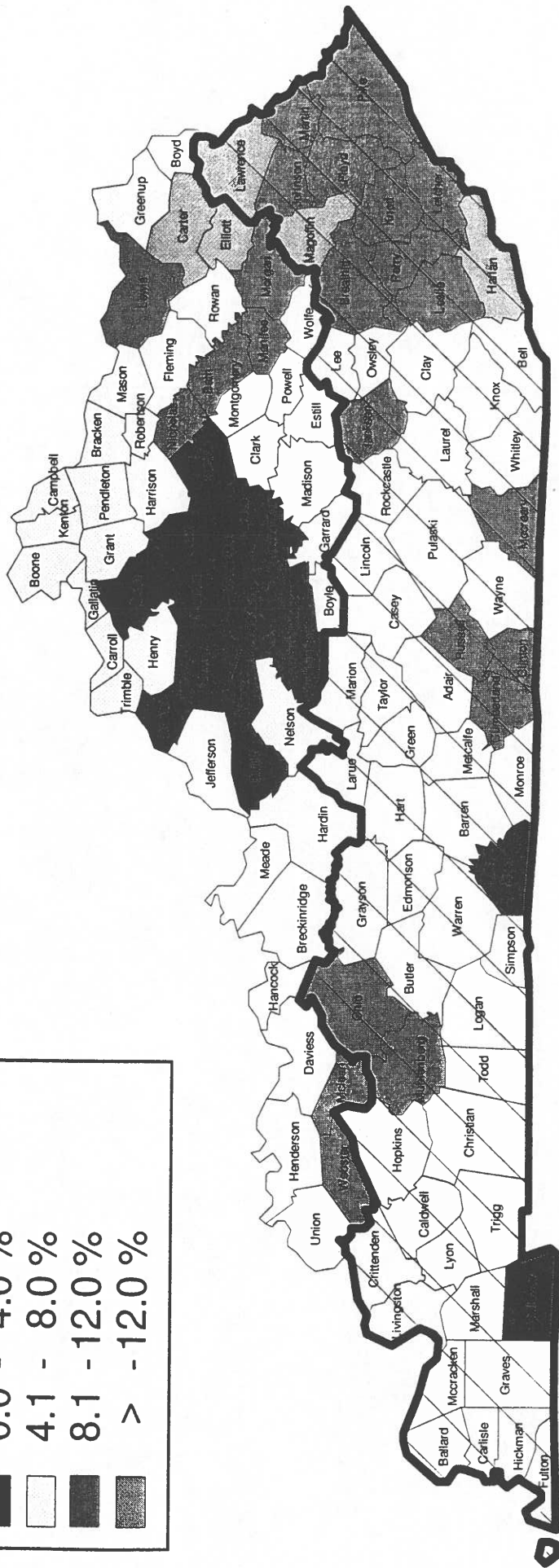
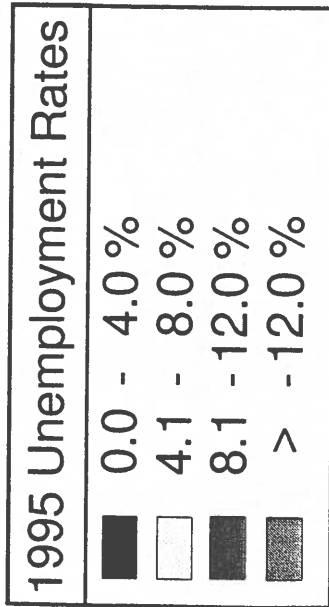
Prepared by

Kentucky Transportation Center
for
Kentucky Transportation Cabinet

April, 1996

Kentucky Unemployment Rate

By County



 50 Mile-Wide Southern Kentucky Corridor (I-66)

Please replace Exhibit 8 in Existing Conditions Report with this Exhibit

SOUTHERN KENTUCKY CORRIDOR (I-66)

Table of Contents

<i>Sections</i>	<i>Pages</i>
Introduction	1
Southern Kentucky Corridor (I-66) Definition	1
Major Highways Within the Corridor	1
Economic Impact Counties	2
Travel and Socio-Economic Characteristics	3
Review Process by The Area Development Districts	4
Comments/Concerns by Area Development Districts	4

EXHIBITS

- Exhibit 1 - Existing Routes Analyzed for Southern Kentucky Corridor (I-66)
- Exhibit 2 - Direct and Indirect Impact Counties
- Exhibit 3 - Kentucky 1995 Population by County
- Exhibit 4 - Kentucky 1995 Population Density by County
- Exhibit 5 - Kentucky 1995 Employment by County
- Exhibit 6 - Kentucky 1995 Number of Households by County
- Exhibit 7 - Kentucky 1995 Per Capita Income by County
- Exhibit 8 - Kentucky 1995 Unemployment Rate by County
- Exhibit 9 - Distances to Major Cities from Southern Kentucky Corridor (I-66)

APPENDIX

- A. Direct Impact Counties Highway/Socio-Economic Statistics with Area Development District's Review Comments
- B. Indirect Impact Counties with Limited Highway/Socio-Economic Statistics
- C. Other (non-impact) Counties Socio-Economic Statistics
- D. Questionnaire to the Area Development Districts for Impact Counties

SOUTHERN KENTUCKY CORRIDOR (I-66) STUDY

Existing Conditions Report

1. **Introduction:** This report has been assembled to present the highway and socio-economic conditions that existed within the Southern Kentucky Corridor (I-66) at the time the study was initiated in 1995.

The corridor is defined by the 63 impact counties that established an approximate 50 mile wide band of counties that are expected to be impacted by a proposed segment of a future Transamerican Highway that has been incorporated into the National Highway System, refer to Exhibit 1. The 28 direct impact counties are those counties that are most likely to be impacted by the highway construction. The 35 indirect impact counties are those counties expected to receive employment benefit from improved accessibility to a Transamerican Highway facility but not directly impacted by highway construction, refer to Exhibit 2.

2. **Southern Kentucky Corridor (I-66) Definition:** The segment of proposed highway understudy runs from I-55/I-57 in Missouri on the west to I-81 in Virginia on the east. This segment is generally defined in the National Highway System Designation Act of 1995 as follows: Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032) is amended -- (a) by inserting before the period at the end of paragraph (3) the following: "commencing on the Atlantic Coast in the Hampton Roads area going westward across Virginia to the vicinity of Lynchburg, Virginia, Continuing west to serve Roanoke and then to a West Virginia corridor centered around Beckley to Welch as part of the Coalfields Expressway described in section 1069 (v), then to Williamson sharing a common corridor with the I-73/74 Corridor then to a Kentucky Corridor centered on the cities of Pikeville, Jenkins, Hazard, London, Somerset, Columbia, Bowling Green, Hopkinsville, Benton, and Paducah, into Illinois, and into Missouri and exiting western Missouri and moving westward across southern Kansas.:

This Southern Kentucky Corridor (I-66) highway centers on the communities named in the 1995 NHS Act.

3. **Major Highways Within the Corridor:** In order to establish some comparison between the existing highway system and the proposed Southern Kentucky Corridor (I-66) highway, the major east-west routes within the corridor were reviewed for general operating characteristics, such as: 1) Traffic volumes, including truck percentages; 2) Roadway geometric conditions, such as lane and shoulder width and terrain type; and 3) Highway operating conditions, such as level of traffic service and accident rates.

These major roadways in the Southern Kentucky Corridor are represented on the attached statewide map and on attachment in Exhibit 1 and generally described in the accompanying route listing. The maps for each direct impact county is

contained in Appendix A, that shows the designated major east-west highways and also includes a table of roadway characteristics.

The existing major east-west route in the SKC (I-66) corridor is generally stated to be U.S. 68/Ky 80 from western Kentucky to east of Bowling Green where it incorporates the Cumberland Parkway and the Daniel Boone Parkway to Hazard. From Hazard to Williamson, West Virginia the route generally follows Ky 15, U.S. 23 and U.S. 119. Table 1 summarizes some of the roadway characteristics that currently exist on this existing system of roadway within the corridor.

Table 1 - Existing Route Characteristics

Characteristic	US 68/Ky 80 Mayfield to B.G.*	B.G. to Somerset	Somerset to Hazard	Hazard to Pikeville	Pikeville to Williamson
Average ADT	1,500 - 3,500	3,000 - 5,000	6,000 - 7,500	4,500 - 22,000	5,000 - 12,000
Average # of Lanes	2 lanes/4 lanes in select areas	4 lanes	2 lanes/4lanes in select areas	2 lanes/4 lanes	2 lanes/4 lanes
Average Operation (service level)	B-C	A-C	A-D	A-E	A-E
Average Accident	0.15 - 0.68	0.54 - 0.74	0.50 - 0.83	0.58 - 0.87	0.72 - 0.76
Total Miles	100	122	100	80	30
Grand Total of Miles - 432					

* B.G. = Bowling Green

4. **Economic Impact Counties:** As previously stated, a Transamerican Type Highway that would traverse the southern tier of Kentucky counties would have considerable impact on the counties within the corridor. To determine this considerable impact an econometric model will be constructed for these impact counties (28 direct impact and 35 indirect impact) by the University of Kentucky, Center for Business and Economic Research.

This economic modeling effort will look at the existing population and employment conditions and the present day forecast conditions to establish base line conditions for the economic investigation. The model utilizes existing socio-economic/highway transportation established relationships across the United States. These relationships are identified by evaluating county economic growth with highway construction (highways by functional classification, e.g. arterials, freeways, etc.) Using a data base that includes all counties in the United States and county earnings and employment statistics from the year 1969 to present. County growth is calibrated against highway construction/non-highway construction conditions and by earnings and employment types. The data files are made available through the U.S. Bureau of Economic Analysis and the Federal Highway Administration (PR 511 and National Highway Performance Monitoring System data file). This socio-economic analysis provides the primary employment conditions for the new Transamerican Highway Corridor. Once the primary

conditions are established, another economic model is utilized to produce secondary employment benefits, etc. These primary and secondary employment benefits are then measured against the base line forecast conditions and comparisons are made (economic benefits versus construction cost of highway) to determine if the project is considered worthwhile.

This Existing Conditions Report presents the county base line conditions. The base line years are 1995 and 2025. The horizon year of 2025 was selected to measure the benefits expected to accumulate for 20 years after the highway construction and/or commitments have occurred. It is expected that major sections of the proposed highway would not be available to the public before the year 2005. The highway planning and development process is expected to take at least 10 years. In addition, the horizon year 2025 is also pushing the limit on reasonable forecast extensions.

The socio-economic conditions for each of the 63 impacted counties is contained in Appendixes A and B and includes data and information for both the years 1995 and 2025. It is important to remember the 2025 conditions are based on status quo growth conditions, i.e. conditions that have not been impacted by a new Transamerican highway.

5. **Travel and Socio-Economic Characteristics:** To provide some insight into the potentials of this Southern Kentucky Corridor (I-66) several statewide socio-economic condition maps have been prepared that illustrate (Exhibits 3-8) existing unemployment by county, average personal income by county, population by county, etc. These statewide presentations illustrate those sections of Kentucky that need economic stimulus. The Southern Kentucky Corridor Study when completed will provide data to measure the expected degree of change in personal income, employment opportunities, population, etc that could be expected to result from a project the magnitude of a new Interstate type highway.

Almost 38 percent of the statewide population and 33 percent of total employment are within the Southern Kentucky Corridor Study area. The average unemployment in the study area is about 6.8 percent compared to a statewide average of 5.4 percent and U.S. comparable rate of 5.6 percent in 1995. The average per capita income in the study area in 1994 was \$13,924 compared to statewide average of \$17, 854. The study corridor has a total public road mileage of 39,432 which is 54.03 percent of the total statewide public road mileage (72,984 miles) and carried 42,043,000 daily vehicle miles of travel in 1994 which is about 38.09 percent of the total statewide daily vehicle miles of travel (110,377,000). The SKC (I-66) Corridor population in 1995 is 1,456,740 with a density of 61.2 persons per square mile compared to statewide and non-corridor population densities of 97.0 persons and 150 persons per square mile, respectively. The above statistics are shown in Table 2 below:

Table 2 - Comparison of Socio-Economic and Travel Characteristics

	U.S.	Kentucky	SKC (I-66)	Non-Corridor
Population (1995)	261,755,000	3,846,186	1,456,740 (38%)	2,389,444 (62%)
Employment (CLF*)	—	1,861,315	622,519 (33%)	1,238,796 (67%)
Per Capita Income (1994)	—	\$17,854	\$13,924	\$18,481
Unemployment Rate (1995)	5.6%	5.4%	6.8%	4.7%
Population Density (per square mile)	—	97.0	61.2	150.6
Public Road Mileage (1994)	—	72,984	39,432 (54%)	33,552 (46%)
Travel (Daily Vehicle Miles 1994)	—	110,377,000	42,043,000 (38%)	68,334,000 (62%)

* Civilian Labor Force

This Kentucky corridor segment is located centrally within 300 miles of some very large population centers ranging from Chicago, Atlanta, Pittsburgh and St. Louis to Cincinnati, Indianapolis, Memphis, Louisville, Nashville and Richmond as shown on a map in Exhibit 9.

6. Review Process By Area Development Districts: A questionnaire and individual county statistics data (socio-economic, highway) were provided to each affected Area Development Districts (ADDs) within the corridor. A data review/comment and completion of the questionnaire request was made of each ADD. Most of the ADD's provided valuable review comments, and information about the natural resources, local and SKC (I-66) developmental concern, desired location preference etc. The review comments and information data provided by the ADD's has been compiled and presented in this report in the form of a one page summary with a functional classification system map for each of the Direct Impact counties in Appendix A. Socio-economic data and review comments by the ADD's are the only information presented for the 35 indirect impact counties in Appendix B.

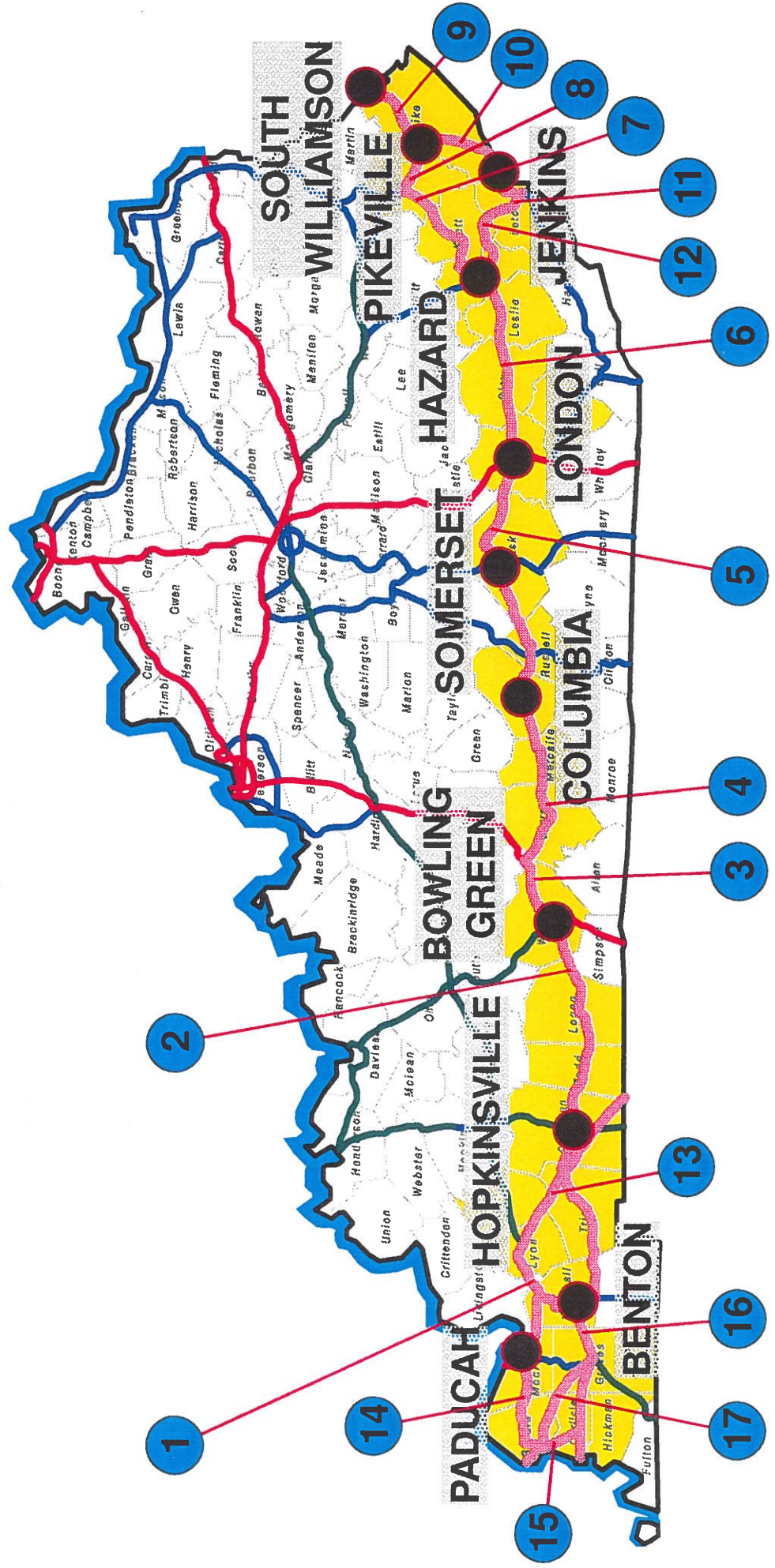
7. Concerns/Comments By Area Development Districts: The predominant natural resources available in the corridor area are: timber, coal, limestone, sand/gravel, clay, lakes/water resources, agricultural produce, crude oil/gas, wood products (finished/unfinished), tourism, tobacco, cattle etc. The SKC (I-66) corridor would provide economic stimulant to the above natural resources. Utilities (gas, water, electric) seem to be available to the area in necessary abundance to encourage the infrastructure development needed to foster manufacturing employment opportunities. Manufacturing opportunities are considered to be the greatest change expected to occur from the SKC (I-66) project. The improved regional accessibility should reduce transportation costs/product cost to stimulate manufacturing conditions. Most of the improvement needs to the highway system identified by the ADD's are either in

the State Six Year Highway Plan or Long Range State Highway Plan. The preferred SKC alignment indicated by the ADD's varies from new alignment to following the existing highways alignment. Communities in eastern Kentucky expressed urgency in the need for the SKC (I-66) project for economic benefits such as attraction of new industries, expansion of existing industries and productivity increase with greater market area due to improved/fast accessibility. Some Add's identified the expected principal growth area within the counties including some of the proposed major developments such as lake, industrial parks, recreation sites, etc.

EXHIBIT ONE

**Existing Routes Analyzed
for Southern Kentucky Corridor (I-66)**

ROUTES TENTATIVELY SELECTED TO BE A PART OF THE SOUTHERN KENTUCKY CORRIDOR STUDY



ATTACHMENT

Proposed Route Description for Southern Kentucky Corridor (I-66)

1. KY 80/US 68 from Kentucky-Missouri State Line to the intersection with William Natcher Parkway at Bowling Green.
2. William Natcher Parkway from KY 80/US 68 intersection to I-65.
3. I-65 from William Natcher Parkway to the Cumberland Parkway.
4. Cumberland Parkway from I-65 to US 27 (Somerset).
5. KY 80 from US 27 at Somerset to I-75.
6. Daniel Boone Parkway from I-75 to KY 15 at Hazard.
7. KY 80 from KY 15 at Hazard to US 23 and US 460 in Floyd County.
8. US 23 and US 460 from KY 80 to US 119 at Pikeville.
9. US 119 from US 23 and US 460 at Pikeville to South Williamson (Kentucky-West Virginia State Line).
10. US 23 and US 119 from Pikeville (intersection of US 119 and US 23/460) to Jenkins and Jenkins to Virginia State Line.
11. US 119 from Jenkins to KY 15 at Whitesburg.
12. KY 15 from US 119 (Whitesburg) to the intersection of KY 80 and Daniel Boone Parkway at Hazard.
13. I-24 from Kentucky-Tennessee State Line to US 60 interchange at Paducah.
14. US 60 from I-24 in Paducah to US 51/62 at Wickliffe.
15. US 52/62 from US 60 at Wickliffe to Kentucky 80 in Carlisle County.
16. Purchase Parkway from KY 80 interchange at Mayfield to I-24.
17. KY 121 from Purchase Parkway interchange at Mayfield to Wickliffe in Ballard County.

EXHIBIT TWO

Direct and Indirect Impact Counties

Direct Impact 28

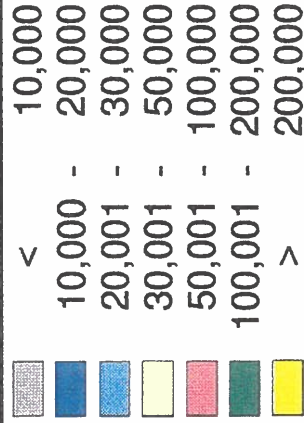
Indirect Impact 35



EXHIBIT THREE

Kentucky 1995 Population by County

By County







50 Mile-Wide Southern Kentucky Corridor (I-66)

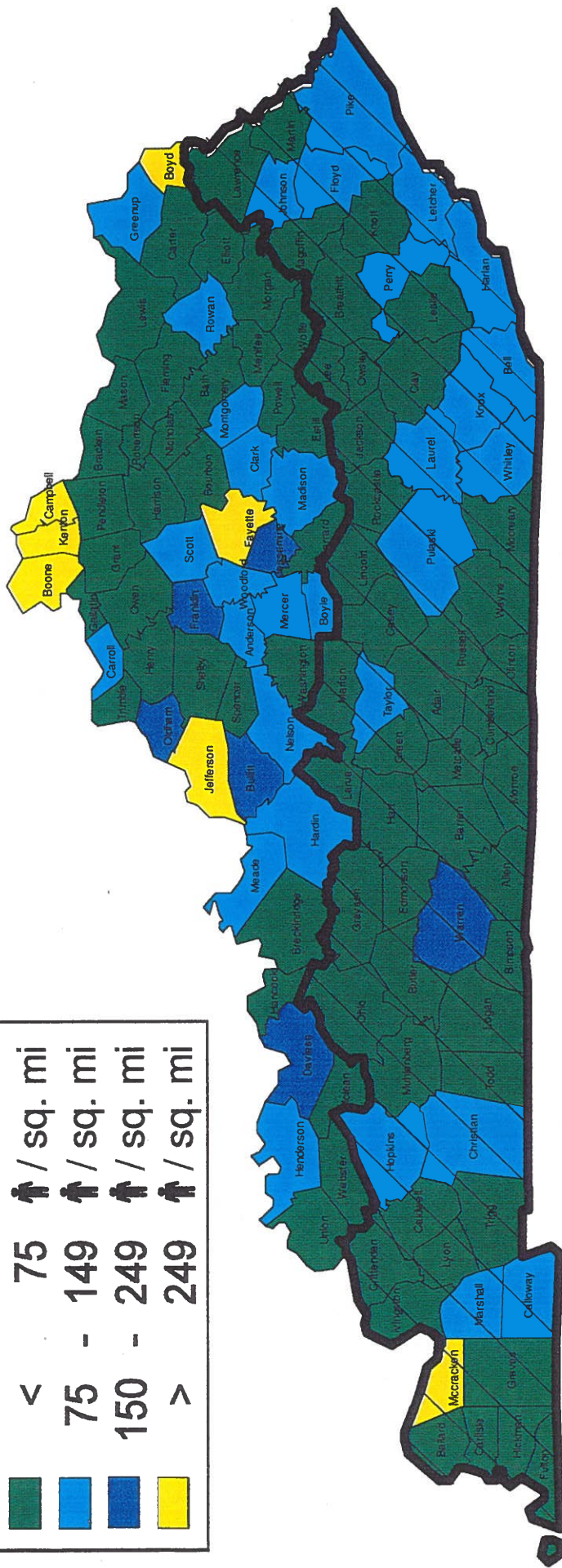
EXHIBIT FOUR

Kentucky 1995 Population Density by County

Kentucky Population Density

By County

1995 Population Density		Persons per square mile	
	<	75	↑ / sq. mi
	75 -	149	↑ / sq. mi
	150 -	249	↑ / sq. mi
	>	249	↑ / sq. mi

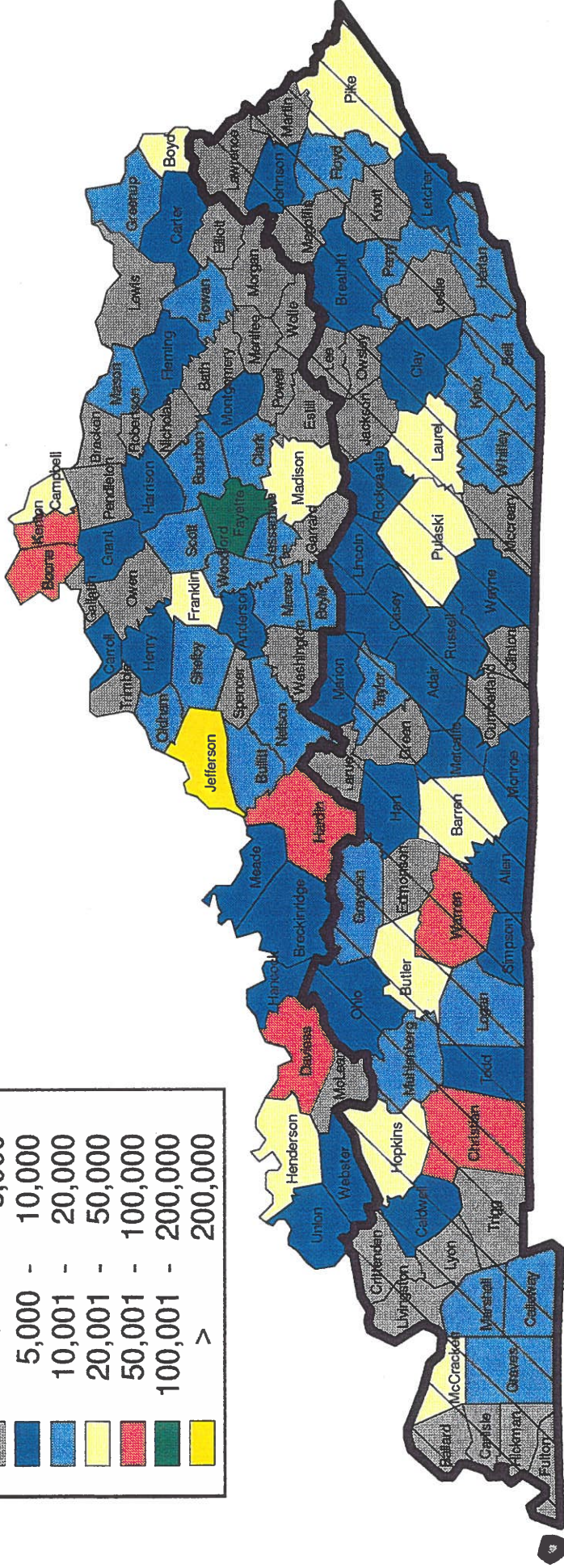
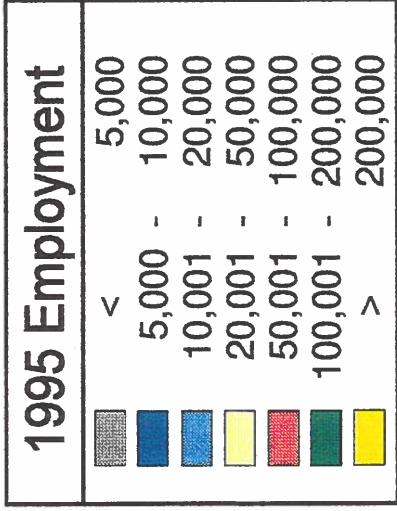


50 Mile-Wide Southern Kentucky Corridor (I-66)

EXHIBIT FIVE

Kentucky 1995 Employment by County

Kentucky Employment



50 Mile-Wide Southern Kentucky Corridor (I-66)

EXHIBIT SIX

Kentucky 1995 Number of Households by County

By County

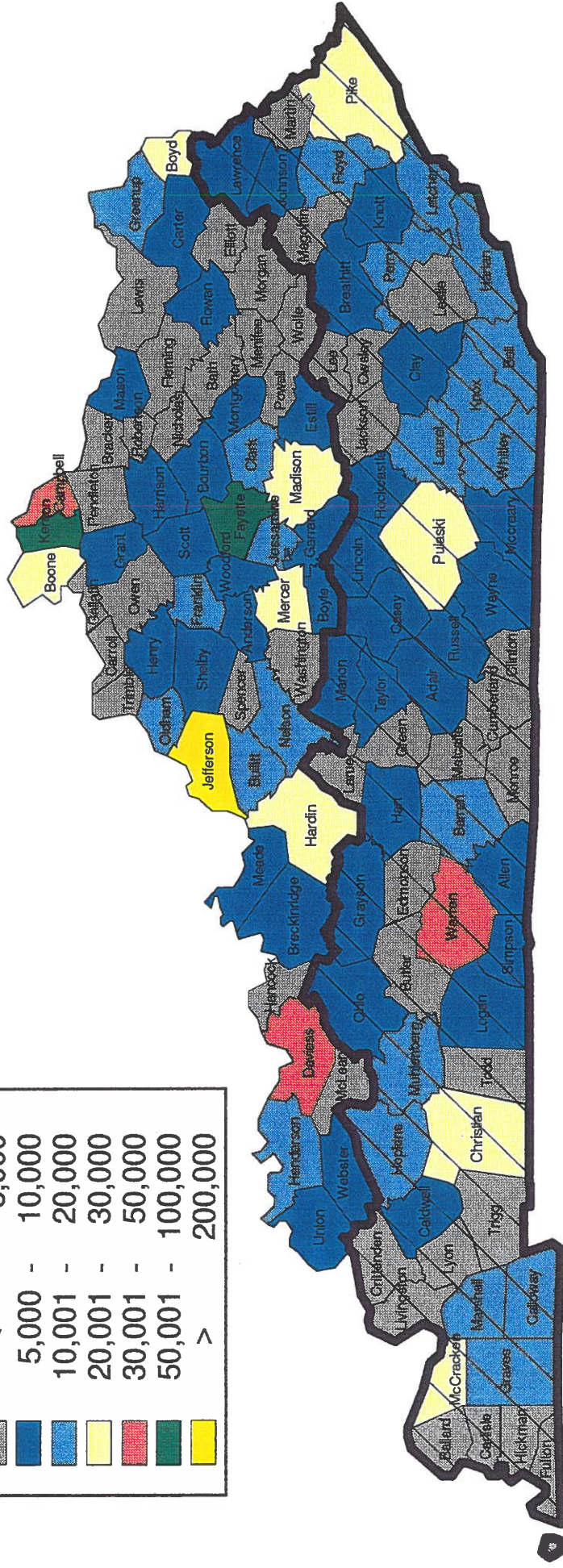




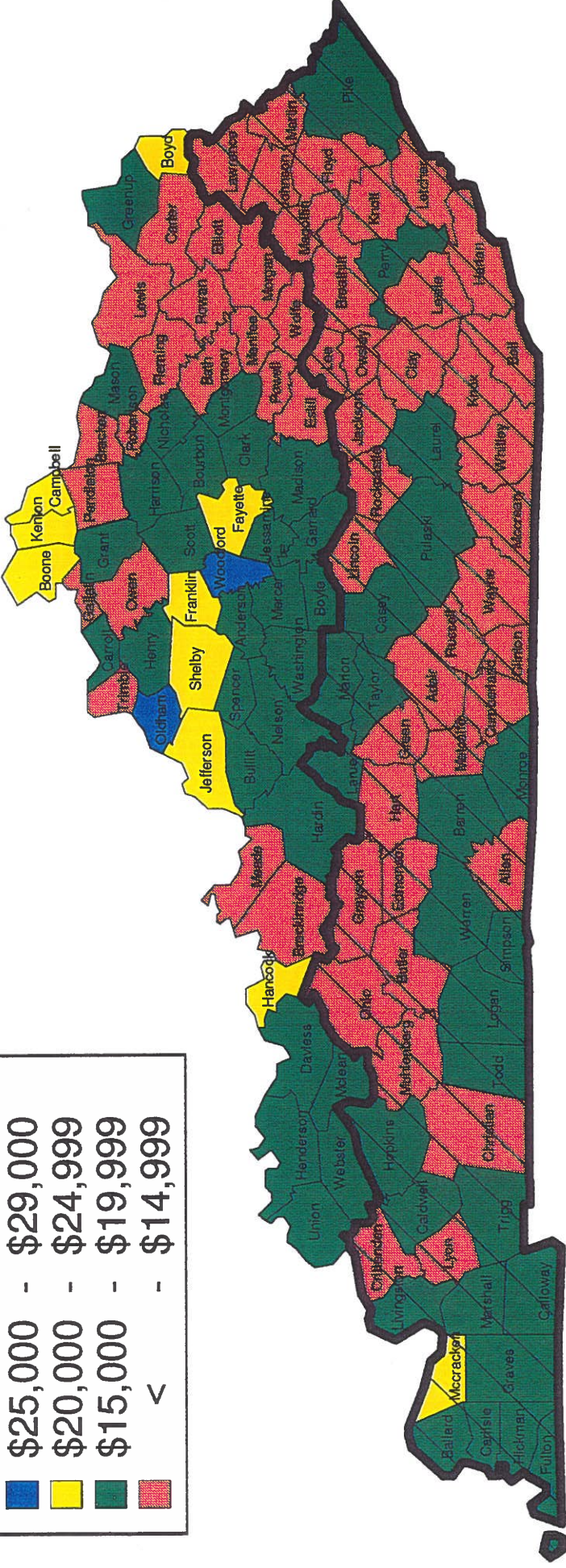


EXHIBIT SEVEN

Kentucky 1995 Per Capita Income by County

By County

1995 Per Capita Income	
	\$25,000 - \$29,000
	\$20,000 - \$24,999
	\$15,000 - \$19,999
	< \$14,999

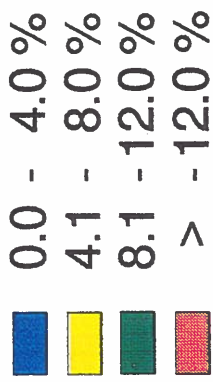


50 Mile-Wide Southern Kentucky Corridor (I-66)

EXHIBIT EIGHT

Kentucky 1995 Unemployment Rate by County

By County



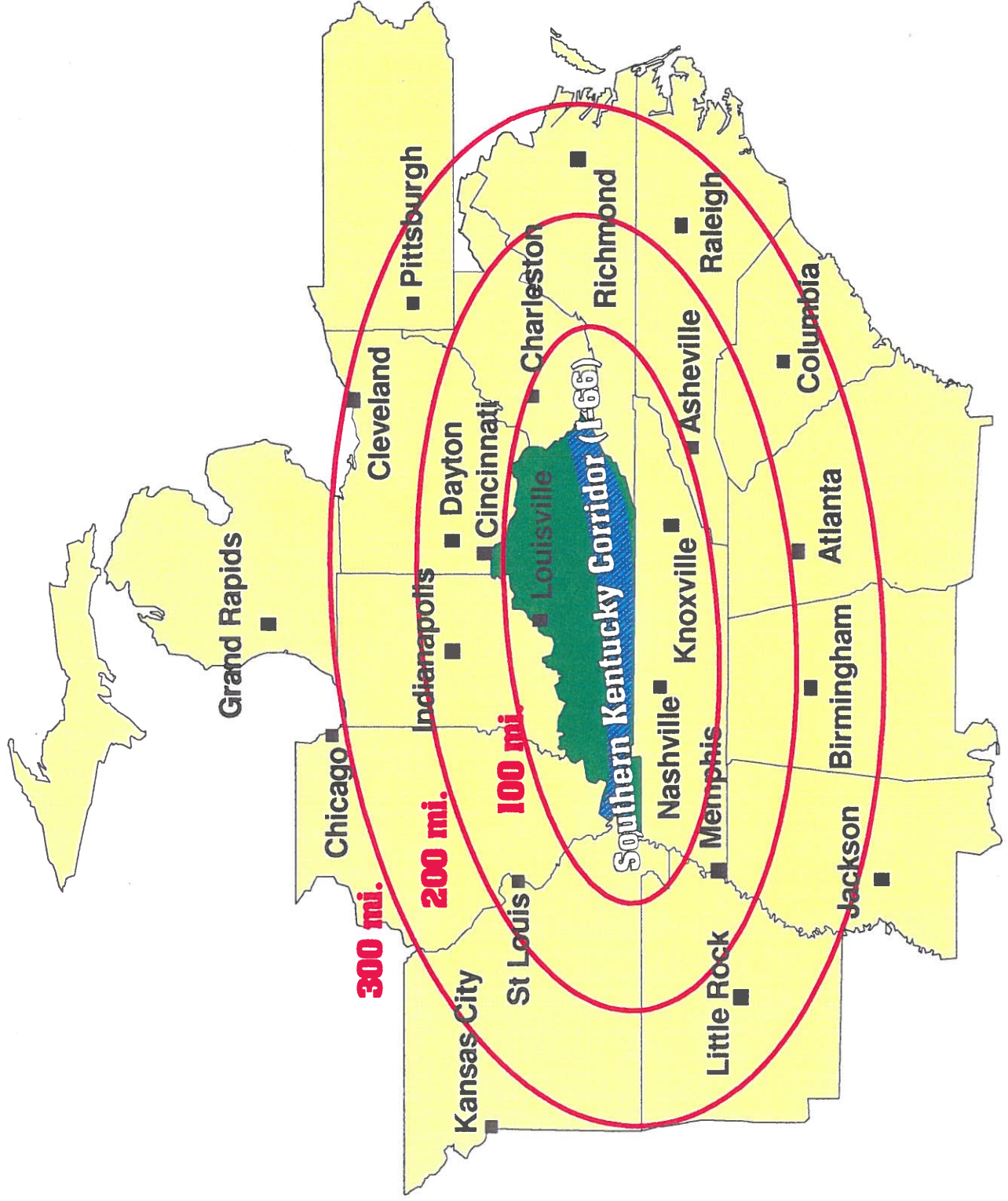
50 Mile-Wide Southern Kentucky Corridor (I-66)

EXHIBIT NINE

**Distances to Major Cities from
Southern Kentucky Corridor (I-66)**

DISTANCES TO MAJOR CITIES

FROM THE SOUTHERN KENTUCKY CORRIDOR (I-66)



APPENDIX A

Direct Impact Counties Highway/Socio-Economic Statistics and Area Development District's Review Comments

PURCHASE ADD

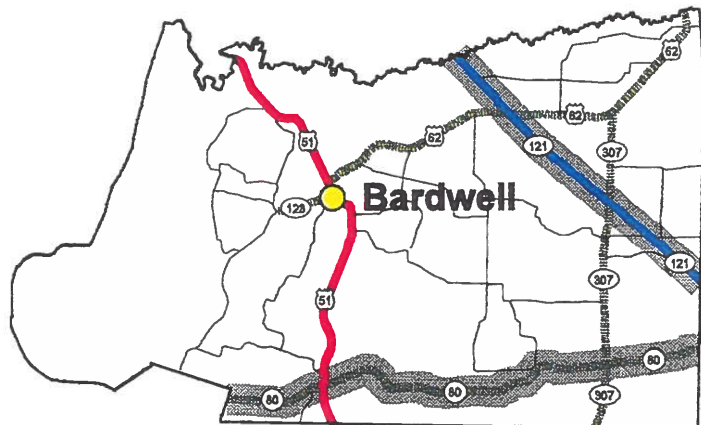
CARLISLE COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	5,270	5,260	-0.2%
Employment	1,890	1,750	-7.4%
Per Capita Income (1987 \$'s) ²	\$13,905	\$22,032	+58.4%
Unemployment (1995)			6.0% Rate
Four Highest Employers by Sector:			
Farm	510	400	
Retail Trade	280	270	
Manufacturing	240	280	
Colleges/Recreation	231	290	

HIGHWAY

A total of 315 miles of public roads that carried 155,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are KY 80, KY 121, and US 51. ♦ Statistics follow:

ROUTES →

	<u>KY 80</u>	<u>KY 121</u>	<u>US 51</u>
Lanes:	One (1) 9 ft. lane/direction	One (1) 11 ft. lane/direction	One (1) 11 ft. lane/direction
Traffic Volume (AADT):	1994 = 1,020 2014 ³ = 1,500	1994 = 1,740 2014 ³ = 2,430	1994 = 2,810 2014 ³ = 4,020
Truck Percent (of AADT):	Single unit = 7%, Comb. = 3%	Single unit = 3%, Comb. = 2%	Single unit = 3%, Comb. = 4%
Critical Accident Rate Factor:	0.5891	0.7314	0.7526
Functional System:	Major Collector	Minor Arterial	Principal Arterial
National Highway System:	No	No	No
Volume to Capacity Ratio:	0.1025	0.1188	0.1980
Level of Traffic Operating Service:	A	A	B
Terrain Type:	Rolling	Rolling	Rolling
Access control:	Permit	By Permit	By Permit

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber, clay

Principal Development Concerns:

- Existing wildlife management areas (WestVaco and Winford) and Columbus-Belmont State Park.
- Upgrading of KY 80 and US 51 / US 62.
- Provides stimulant to tourism and attractiveness to industries.

Principal SKC (I-66) Concerns: Prefers existing KY 80 alignment.

Footnotes:

- Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.

2. Most recent projected information available from Woods & Poole, Inc.

3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

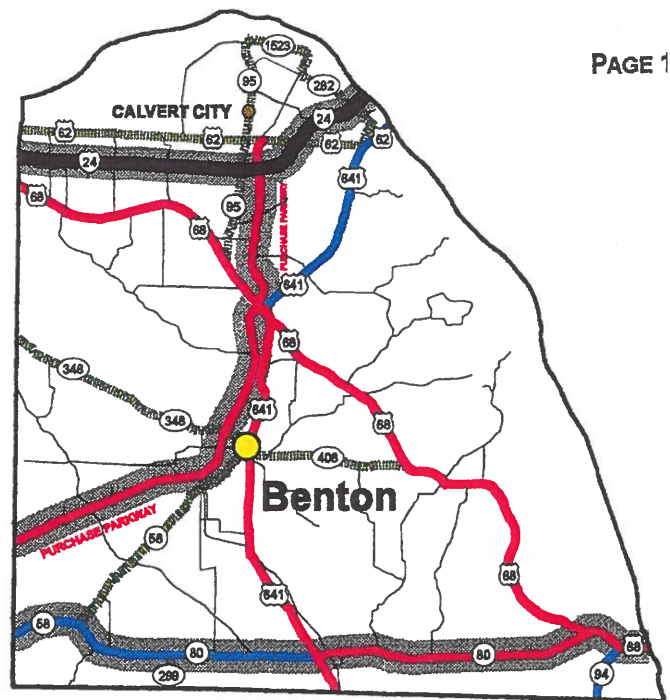
MARSHALL COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



PAGE 1

COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	28,930	38,510	+33.1%
Employment	14,350	18,020	+25.6%
Per Capita Income (1987 \$'s) ²	\$14,173	\$22,810	+60.9%
Unemployment (1995)			5.6% Rate
Four Highest Employers by Sector:			
Manufacturing	3,100	3,550	
College/Recreation	2,360	3,180	
Construction	2,200	3,080	
Retail Trade	2,180	2,790	

HIGHWAY

A total of 769 miles of public roads that carried 1,126,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are four combination truck terminals near Calvert City. One with fleet size greater than 50 and the remaining three with fleet sizes 20-49.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are I-24, KY 58, US 68, KY 80, and Purchase Parkway. ♦ Statistics follow:

ROUTES →

	<u>I-24</u>	<u>KY 58</u>	<u>US 68</u>
Lanes:	Two (2) 12 ft. lanes/direction	One (1) 10 ft. lane/direction	One (1) 10 ft. lane/direction
Traffic Volume (AADT):	1994 = 18,400-20,400 2014 ³ = 27,700-30,800	1994 = 1,930 2014 ³ = 2,700	1994 = 2,570 2014 ³ = 3,675
Truck Percent (of AADT):	Single = 2-3%, Comb. = 14-18%	Single = 4%, Comb. = 1%	Single = 3%, Comb. = 6%
Critical Accident Rate Factor:	0.7329-0.7840	0.5538	0.5298
Functional System:	Interstate	Minor Arterial	Principal Arterial
National Highway System:	Yes	No	Yes
Volume to Capacity Ratio:	0.4759-0.4840	0.1487	0.1922
Level of Traffic Operating Service:	B	B	B
Terrain Type:	Rolling	Rolling	Rolling
Access control:	Full	Permit	Permit

ROUTES →

	<u>KY-80</u>	<u>Purchase Parkway</u>
Lanes:	One (1) 11 ft. lane/direction	Two (2) 12 ft. lanes/direction
Traffic Volume (AADT):	1994 = 1,600-2,700 2014 ³ = 2,200-3,800	1994 = 4,800-15,000 2014 ³ = 6,500-21,200
Truck Percent (of AADT):	Single = 2-3%, Comb. = 2-5%	Single = 3%, Comb. = 11%
Critical Accident Rate Factor:	0.6573-0.6085	0.7063-0.7591
Functional System:	Principal/Minor Arterial	Principal Arterial
National Highway System:	Yes/No	Yes
Volume to Capacity Ratio:	0.1175-0.1709	0.1053-0.3418
Level of Traffic Operating Service:	A-B	A
Terrain Type:	Rolling	Rolling
Access control:	Permit	Full

AREA DEVELOPMENT DISTRICT COMMENTS

PAGE 2

Principal Resources: Kentucky Lake, Land Between The Lakes, and Lake Barkley

Principal Development Concerns:

1. Attempting to secure funding for a new lock at Kentucky Dam.
2. Enhanced economic activity due to increased tourism at State Parks.
3. Population growth by census tract should be: (40% in 9503, 30% in 9506, 15% in 9501, and 15% for rest of county).

Principal SKC (I-66) Concerns: none identified

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.
3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

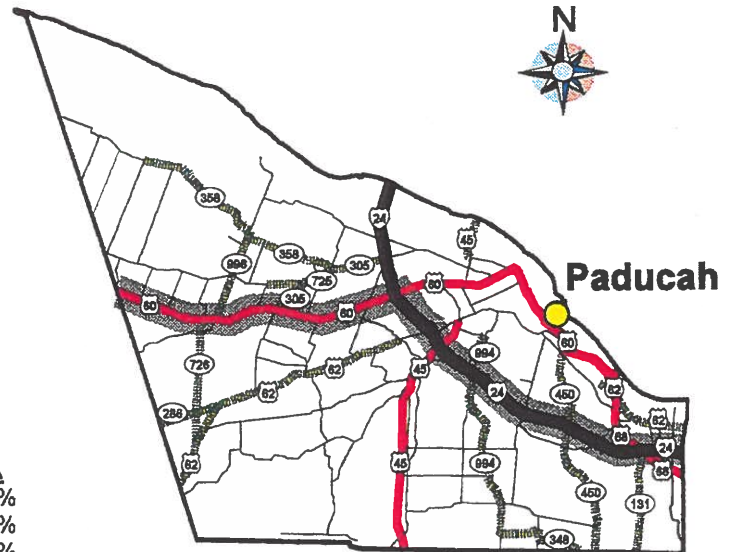
McCRACKEN COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	64,950	75,060	+15.6%
Employment	43,380	56,190	+29.5%
Per Capita Income (1987 \$'s) ²	\$16,486	\$27,953	+69.6%
Unemployment (1995)			4.2% Rate
Four Highest Employers by Sector:			
Colleges/Recreation	13,200	17,500	
Retail Trade	10,070	14,860	
Manufacturing	4,440	5,010	
State & Local Government	3,470	3,570	

HIGHWAY

A total of 669 miles of public roads that carried 1,773,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are thirteen combination truck terminals at Paducah. Two with fleet sizes greater than 50 and the remainder with fleet sizes from 20 to 49.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are I-24 and US 60. ♦ Statistics follow:

ROUTES →

	I-24	US 60
Lanes:	Two (2) 12 ft. lanes in each direction	One (1) 10-11 ft. lane in each direction
Traffic Volume (AADT):	1994 = 22,000 2014 ³ = 34,000	1994 = 6,700-8,500 (rural) 2014 ³ = 9,500-12,100
Truck Percent (of AADT):	Single unit = 3%, Combination = 12%	Single unit = 3%, Combination = 4%
Critical Accident Rate Factor:	0.8771	0.6772-0.8136
Functional System:	Interstate	Principal Arterial
National Highway System:	Yes	Yes
Volume to Capacity Ratio:	0.3723	0.4487-0.6036
Level of Traffic Operating Service:	B	D
Terrain Type:	Flat to Rolling	Rolling
Access control:	Full	By Permit

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber, limestone products and farm produce

- Principal Development Concerns:**
1. Environmental concerns due to a proposed wildlife refuge area near Clarks River.
 2. Development of new industrial parks for industrial attraction.
 3. Improvements needed to US 60, construction of County Loop (outer loop), Perkins Creek Parkway, and widening of US 62.
 4. Population growth by census tracts should be: (30% in 314, 25% in 313, 15% in 316 northeast, 10% in 315 east, 10% in 311, and 10% uniformly spread over other tracts).

Principal SKC (I-66) Concerns: Prefers SKC (I-66) Corridor along new US 60 alignment.

Footnotes: 1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.

2. Most recent projected information available from Woods & Poole, Inc.

3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

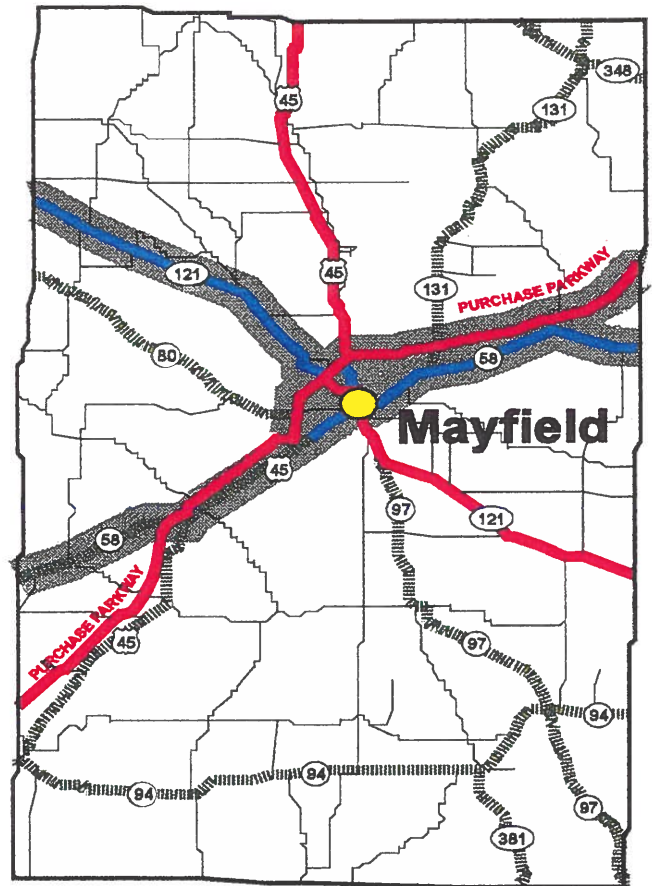
GRAVES COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	34,520	39,590	+14.7%
Employment	16,670	19,020	+14.1%
Per Capita Income (1987 \$'s) ²	\$13,344	\$22,685	+70.0%
Unemployment (1995)			6.4% Rate
Four Highest Employers by Sector:			
Manufacturing	4,620	6,160	
College/Recreation	3,210	3,560	
Retail Trade	2,610	3,040	
State & Local Government	1,580	1,850	

HIGHWAY

A total of 1,142 miles of public roads that carried 996,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are seven combination truck terminals, two with fleet sizes greater than 50 and five with fleet sizes 20-49 at Mayfield.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are KY 58, KY 80, Purchase Parkway, and, KY 121. ♦ Statistics follow:

ROUTES →

Lanes:
Traffic Volume (AADT):
Truck Percent (of AADT):
Critical Accident Rate Factor:
Functional System:
National Highway System:
Volume to Capacity Ratio:
Level of Traffic Operating Service:
Terrain Type:
Access control:

KY 58

One (1) 10 ft. lane in each direction
1994 = 2,500
2014³ = 3,500
Single = 4%, Comb. = 1%
0.7216
Minor Arterial
No
0.3176
C
Rolling
By Permit

KY 80

One (1) 10 ft. lane in each direction
1994 = 2,500
2014³ = 3,600
Single = 4%, Comb. = 2%
0.7264
Major Collector
No
0.3576
C
Rolling
By Permit

ROUTES →

Lanes:
Traffic Volume (AADT):
Truck Percent (of AADT):
Critical Accident Rate Factor:
Functional System:
National Highway System:
Volume to Capacity Ratio:
Level of Traffic Operating Service:
Terrain Type:
Access control:

Purchase Parkway

Two (2) 12 ft. lanes in each direction
1994 = 5,500-8,000 (rural)
2014³ = 7,800-11,300 (rural)
Single = 3%, Comb. = 5-11%
0.5065-0.7216
Principal Arterial
Yes
0.1254-0.1606
A
Rolling
Full

KY 121

One (1) 10-11 ft. lane in each direction
1994 = 2,250-5,100 (rural)
2014³ = 3,150-7,150 (rural)
Single = 4%, Comb. = 2%
0.7937-0.8379
Minor Arterial
No
0.1167-0.4213
A-C
Rolling
By Permit

(Continued)

AREA DEVELOPMENT DISTRICT COMMENTS

PAGE 2

Principal Resources: Timber, clay, agricultural products and water related indirect resources

Principal Development Concerns:

1. City (Mayfield) and County both endorse the plan for the connector from Mayfield to Murray to Hopkinsville (US 68 / KY 80).
2. SKC (I-66) would significantly improve industrial recruitment efforts in the county and region.
3. It provides boost to tourist industry in the region.
4. Population growth by census tracts should be (75% in 202, 203, and remaining 25% should be uniformly distributed over the rest of the county).

Principal SKC (I-66) Concerns: Prefers SKC (I-66) location in south Purchase Area along KY 80 on a new alignment south/north of Mayfield

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.

2. Most recent projected information available from Woods & Poole, Inc.

3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

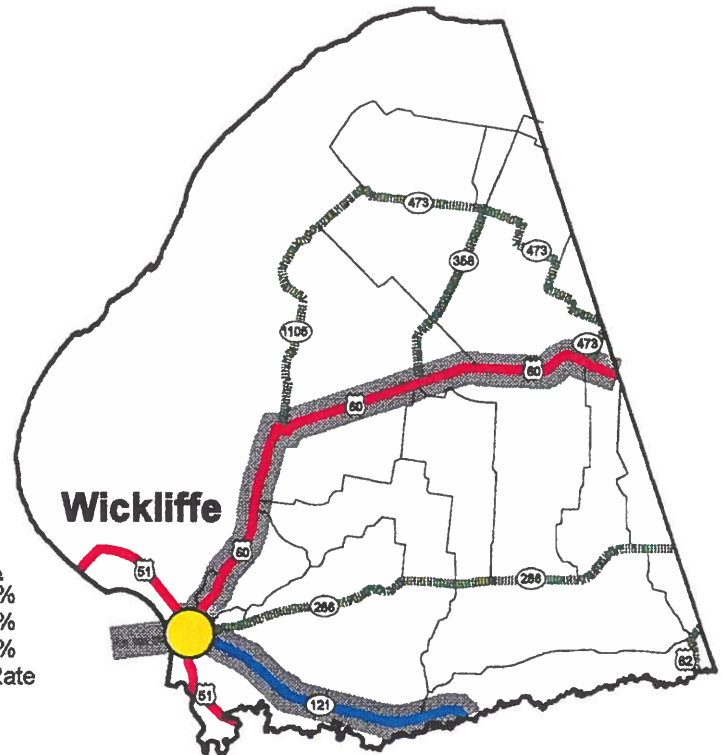
BALLARD COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	7,960	8,880	+11.6%
Employment	3,860	4,660	+20.7%
Per Capita Income (1987 \$'s) ²	\$14,613	\$27,264	+86.6%
Unemployment (1995)			6.9% Rate
Four Highest Employers by Sector:			
Manufacturing	990	1,420	
Farm	580	420	
Colleges/Recreation	570	630	
Retail Trade	440	590	

HIGHWAY

A total of 421 miles of public roads that carried 259,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There is one combination truck terminal with fleet size 20-49 near Wickliffe.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are KY 121 and US 60. ♦ Statistics follow:

ROUTES →

	KY 121	US 60
Lanes:	One (1) 11 ft. lane in each direction	One (1) 11 ft. lane in each direction
Traffic Volume (AADT):	1994 = 1,500 (rural) 2014 ³ = 2,125 (rural)	1994 = 4,850 2014 ³ = 6,150
Truck Percent (of AADT):	Single unit = 3%, Combination = 2%	Single unit = 3%, Combination = 4%
Critical Accident Rate Factor:	0.6581	0.6581
Functional System:	Minor Arterial	Principal Arterial
National Highway System:	No	Yes
Volume to Capacity Ratio:	0.1051	0.3322
Level of Traffic Operating Service:	A	C
Terrain Type:	Rolling	Rolling
Access control:	By Permit	By permit

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Farming, Timber, and goose hunting.

- Principal Development Concerns:**
1. Upgrading of US 51 from Wickliffe to Fulton.
 2. WestVaco Chemical Division will begin construction of \$60 million carbon plant in early 1996.
 3. SKC (I-66) would improve access to development sites due to Tennessee Tombigbee projects.
 4. The "US 60 Close the Gap" committee is aggressively campaigning for improvement to US 60 from Paducah, Kentucky to Charleston, Missouri.
 5. Population growth by census tract should be (70% in 9503, 20% in 9501, and 10% uniform over the rest of the county).

Principal SKC (I-66) Concerns: Follow US 60 with a bridge across the Mississippi River south of Wickliffe.

- Footnotes:**
1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
 2. Most recent projected information available from Woods & Poole, Inc.
 3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

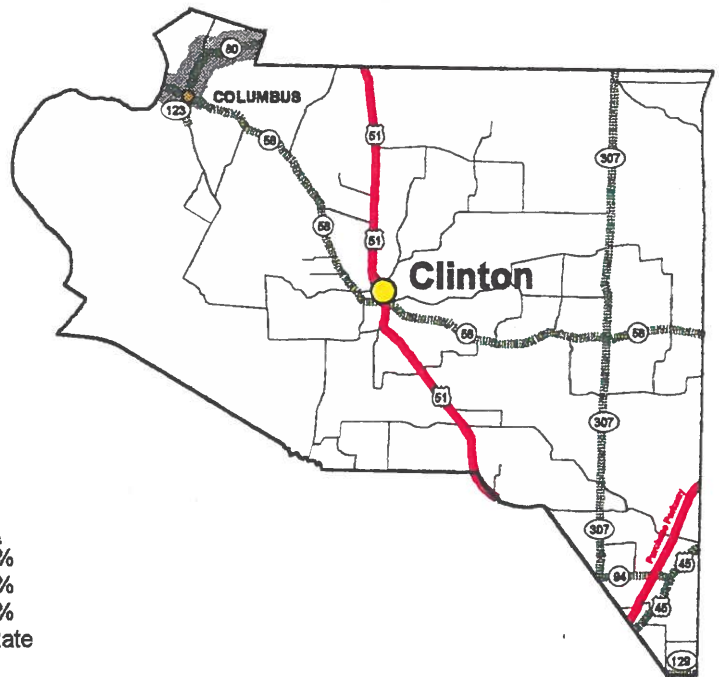
HICKMAN COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	5,500	5,220	-5.1%
Employment	2,340	2,360	+0.9%
Per Capita Income (1987 \$'s) ²	\$12,087	\$21,623	+79.0%
Unemployment (1995)			6.2% Rate
Four Highest Employers by Sector:			
Services	470	490	
Manufacturing	452	620	
Farm	410	300	
State & Local Government	220	220	

HIGHWAY

A total of 393 miles of public roads that carried 185,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are KY 58 and KY 80. ♦ Statistics follow:

ROUTES →

	KY 58	KY 80
Lanes:	One (1) 9 ft. lane in each direction	One (1) 9 ft. lane in each direction
Traffic Volume (AADT):	1994 = 475 2014 ³ = 800	1994 = 470 2014 ³ = 650
Truck Percent (of AADT):	Single unit = 2%, Combination = 1%	Single unit = 2%, Combination = 0%
Critical Accident Rate Factor:	0.1768	0.4701
Functional System:	Major Collector	Major Collector/Local
National Highway System:	No	No
Volume to Capacity Ratio:	0.0826	0.1030
Level of Traffic Operating Service:	A	A
Terrain Type:	Rolling	Rolling
Access control:	By Permit	By permit

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Murphy's Pond, which is biologically unique, contains numerous species of wildlife native to this region.

Principal Development Concerns:

1. Kentucky Department of Fish and Wildlife Resources and WestVaco Corporation have established a wildlife management area of about 2,000 acres in Hickman and Carlisle Counties.
2. Improved economic activity due to increased tourism to state parks.
3. Population decrease should be uniform throughout the county.

Principal SKC (I-66) Concerns: Generally follow KY 80 corridor with a bridge at Columbus.

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.
3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

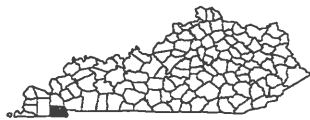
CALLOWAY COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

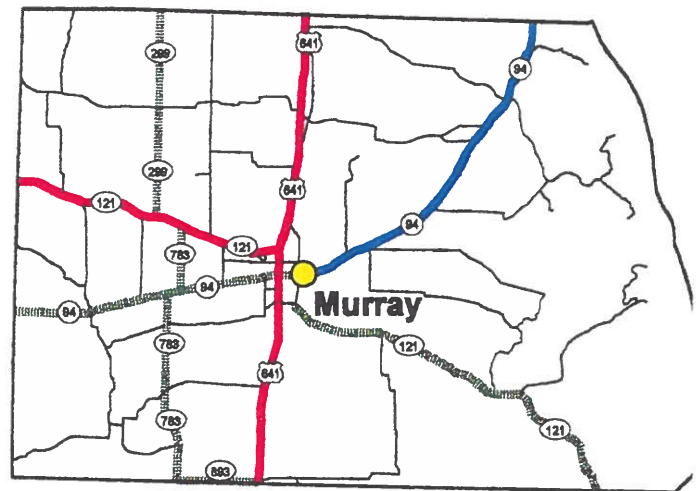
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	32,710	45,860	+40.2%
Employment	19,710	26,270	+33.3%
Per Capita Income (1987 \$'s) ²	\$13,795	\$22,947	+66.3%
Unemployment (1995)			4.0% Rate
Four Highest Employers by Sector:			
State & Local Government	4,030	4,760	
Colleges/Recreation	3,620	4,800	
Retail Trade	3,361	4,920	
Manufacturing	3,190	4,990	



HIGHWAY

A total of 939 miles of public roads that carried 689,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county. It has the potential of carrying the SKC (I-66) corridor along the northern portion of the county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Kentucky Lake, Land Between the Lakes, and Lake Barkley.

- Principal Development Concerns:**
1. Murray and Calloway County are developing plans for major widening of Ky 121 from Murray to Mayfield.
 2. A regional special events center is under construction at Murray State University with 10,000 seat auditorium.
 3. Pascoll Truck Lines has constructed a new terminal adjacent to Murray Industrial Park.
 4. The SKC would provide improved access to Murray State University and National Scouting Museum.
 5. Population growth by census tract should be (10% in 103 and 104, 25% in 105 and 106, 5% in 101 and 108, and 20% evenly distributed over rest of the county).

Principal SKC (I-66) Concerns: None.

Footnotes: 1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.

PENNYRILE ADD

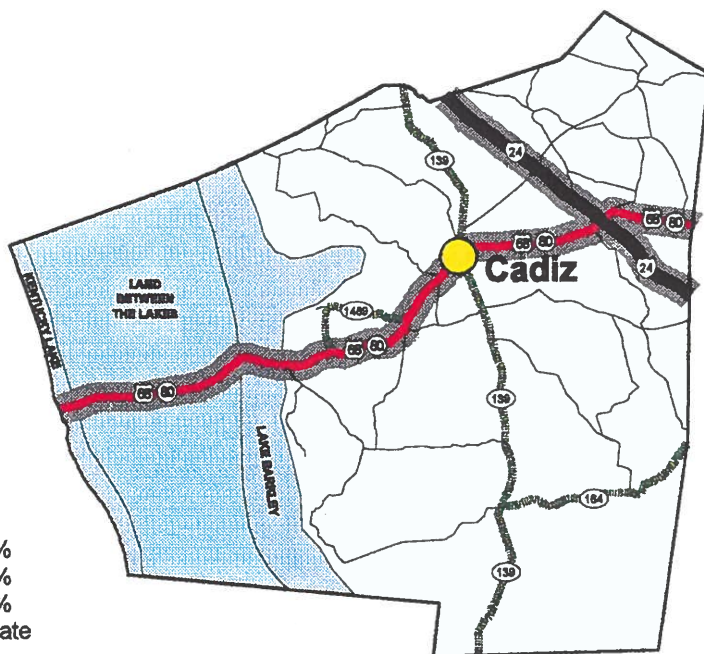
TRIGG COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	11,040	12,300	+11.4%
Employment	4,670	5,010	+7.3%
Per Capita Income (1987 \$'s) ²	\$12,682	\$21,383	+68.6%
Unemployment (1995)			4.7% Rate
Four Highest Employers by Sector:			
Manufacturing	1,060	1,370	
Services	720	740	
Farm	690	510	
Retail Trade	600	700	

HIGHWAY

A total of 747 miles of public roads that carried 521,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There is one combination truck terminal of fleet size 20-49 at Cadiz.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are I-24 and US 68. ♦ Statistics follow:

ROUTES →

	I-24	US 68
Lanes:	Two (2) 12 ft. lanes in each direction	One (1) 12 ft. lane in each direction
Traffic Volume (AADT):	1994 = 10,700 - 15,000 2014 ³ = 16,150 - 22,650	1994 = 2,600 - 6,200 2014 ³ = 3,300 - 8,830
Truck Percent (of AADT):	Single unit = 3%, Combination = 15% - 20%	Single unit = 2% - 3%, Combination = 2% - 4%
Critical Accident Rate Factor:	0.6730 - 0.7345	0.5155 - 0.7972
Functional System:	Interstate	Principal Arterial
National Highway System:	Yes	Yes
Volume to Capacity Ratio:	0.1917 - 0.2609	0.1892 - 0.3207
Level of Traffic Operating Service:	A	A - C
Terrain Type:	Flat	Rolling
Access control:	Limited	Access by permit

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Agricultural products and timber harvesting

Principal Development Concerns:

1. Major widening of KY 181 from Kentucky / Tennessee State Line to Greenville in Muhlenberg County.
2. Construction of an overpass on KY 181 crossing KY 80 / US 68.
3. A new road to connect KY 2127 and KY 102.
4. Major growth areas identified are in and around Cadiz and along the eastern part of Lake Barkley.

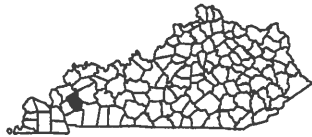
Principal SKC (I-66) Concerns: Prefers SKC (I-66) Corridor as new alignment.

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.
3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

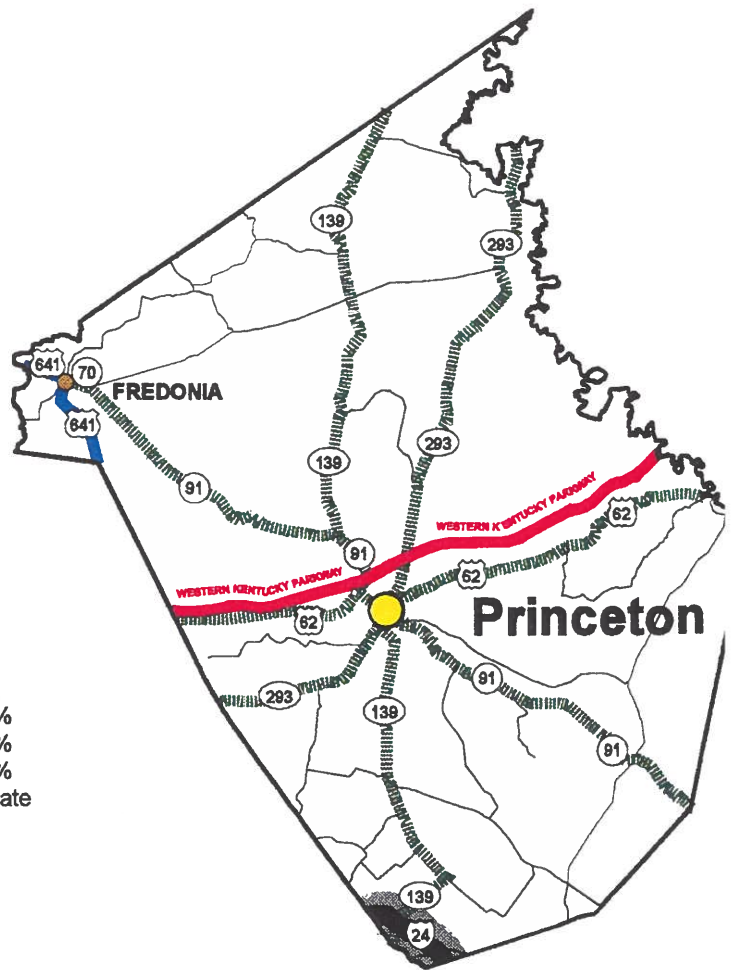
CALDWELL COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	13,140	14,040	+6.8%
Employment	5,640	5,780	+2.5%
Per Capita Income (1987 \$'s) ²	\$11,973	\$19,365	+61.7%
Unemployment (1995)			5.8% Rate
Four Highest Employers by Sector:			
Retail Trade	1,290	1,610	
Services	1,110	990	
Farm	740	570	
State & Local Government	740	890	

HIGHWAY

A total of 616 miles of public roads that carried 444,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west route within the corridor is I-24. ♦ Statistics follow:

ROUTE →

I-24

Lanes:	Two (2) 12 ft. lanes in each direction
Traffic Volume (AADT):	1994 = 13,810 2014 ³ = 20,551
Truck Percent (of AADT):	Single unit = 3%, Combination = 15%
Critical Accident Rate Factor:	0.6055
Functional System:	Interstate
National Highway System:	Yes
Volume to Capacity Ratio:	0.3335
Level of Traffic Operating Service:	A
Terrain Type:	Rolling
Access control:	Full

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: limestone quarrying, timber harvesting, agricultural products, sand, gravel, and water/lakes for recreation activities

Principal Development Concerns:

1. Improvements to KY 139 from Princeton to Cadiz
2. Major growth areas identified are in and around the urban areas of Princeton and at Fredonia

Principal SKC (I-66) Concerns: None identified

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.

2. Most recent projected information available from Woods & Poole, Inc.

3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

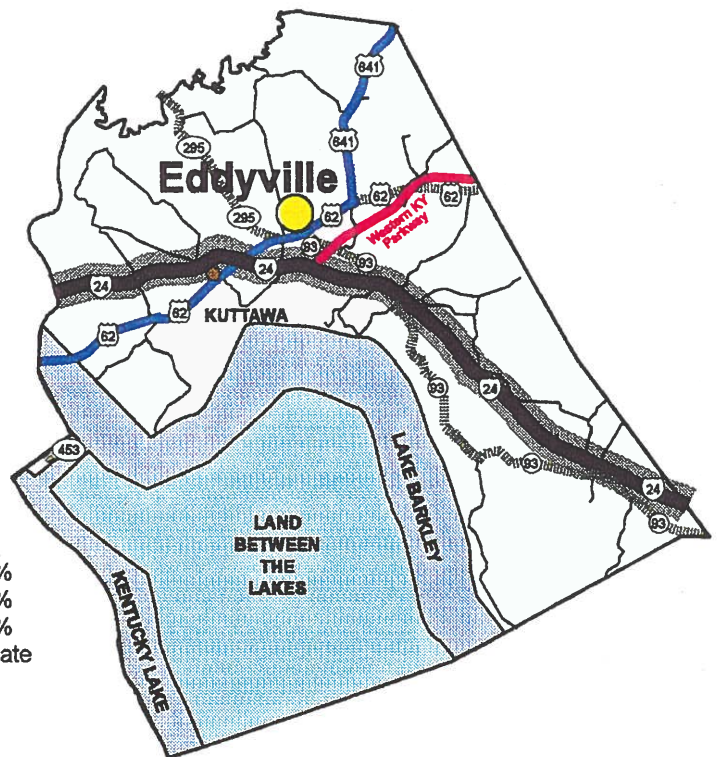
LYON COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	7,300	8,590	+17.7%
Employment	3,050	3,710	+21.6%
Per Capita Income (1987 \$'s) ²	\$10,580	\$17,752	+67.8%
Unemployment (1995)			7.0% Rate
Four Highest Employers by Sector:			
Retail Trade	730	1,150	
State & Local Government	710	930	
Colleges/Services	400	420	
Manufacturing	370	440	

HIGHWAY

A total of 467 miles of public roads that carried 600,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west route within the corridor is I-24. ♦ Statistics follow:

ROUTE →

	I-24
Lanes:	Two (2) 12 ft. lanes in each direction
Traffic Volume (AADT):	1994 = 10,500 - 19,300 2014 ³ = 15,850 - 29,100
Truck Percent (of AADT):	Single unit = 3%, Combination = 15% - 18%
Critical Accident Rate Factor:	0.7829 - 0.8174
Functional System:	Interstate
National Highway System:	Yes
Volume to Capacity Ratio:	0.1826 - 0.3418
Level of Traffic Operating Service:	A
Terrain Type:	Flat
Access control:	Full

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: limestone quarrying, timber harvesting, agricultural products, sand, gravel, and water/lakes for recreation

- Principal Development Concerns:**
1. Widening of US 62 from Eddyville to the western Kentucky Parkway and major widening / reconstruction of US 641 from Eddyville to Marion.
 2. Lyon County Port Authority, West Kentucky Outlet Mall, industrial park and a proposed State Park on Lake Barkley.
 3. Major growth areas identified are around Eddyville and Kuttawa.

Principal SKC (I-66) Concerns: None identified

- Footnotes:**
1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
 2. Most recent projected information available from Woods & Poole, Inc.
 3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

LIVINGSTON COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor

COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	9,440	11,880	+25.8%
Employment	3,180	3,770	+18.6%
Per Capita Income (1987 \$'s) ²	\$13,397	\$20,385	+52.2%
Unemployment (1995)			6.6% Rate
Four Highest Employers by Sector:			
Services	790	1,120	
Retail Trade	600	810	
Construction	340	350	
State & Local Government	340	410	

HIGHWAY

A total of 526 miles of public roads that carried 356,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There is one combination truck terminal with fleet size greater than 50 near Grand Rivers.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west route within the corridor is I-24. ♦ Statistics follow:

ROUTE →

	I-24
Lanes:	Two (2) 12 ft. lanes in each direction
Traffic Volume (AADT):	1994 = 19,400 2014 ³ = 29,300
Truck Percent (of AADT):	Single unit = 3%, Combination = 18%
Critical Accident Rate Factor:	0.7293
Functional System:	Interstate
National Highway System:	Yes
Volume to Capacity Ratio:	0.3436
Level of Traffic Operating Service:	B
Terrain Type:	Flat
Access control:	Full

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: limestone quarrying, timber harvesting, agricultural products, sand, gravel, and water/lakes for recreation

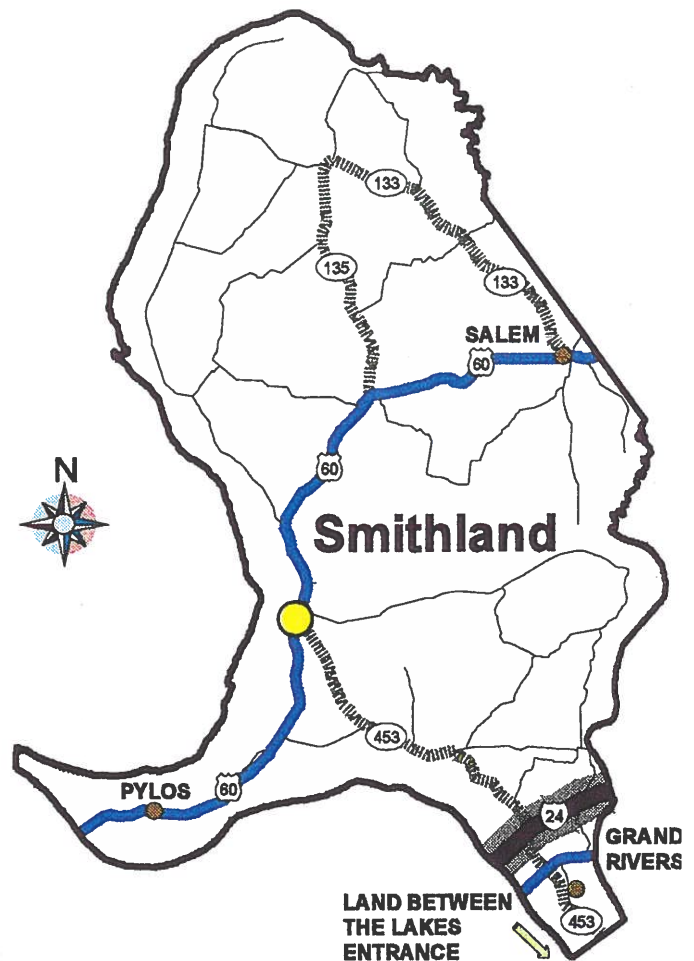
- Principal Development Concerns:**
1. A residential subdivision covering 250 acres in Grand Rivers just north of the entrance to the Land Between The Lakes has been announced.
 2. Construction of a new bridge over the Tennessee River at Lake City and over Cumberland River at Smithland.
 3. Reconstruction of US 60 to four lanes from Paducah to Henderson and construction of a new facility from I-24 in Lake City to Smithland
 4. Major growth areas identified are Smithland, Pylos in southwest Livingston County, Land Between The Lakes area and Salem.

Principal SKC (I-66) Concerns: None identified

Footnotes: 1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.

2. Most recent projected information available from Woods & Poole, Inc.

3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later



CHRISTIAN COUNTY

(Scale Varies)



FUNCTIONAL CLASSIFICATION

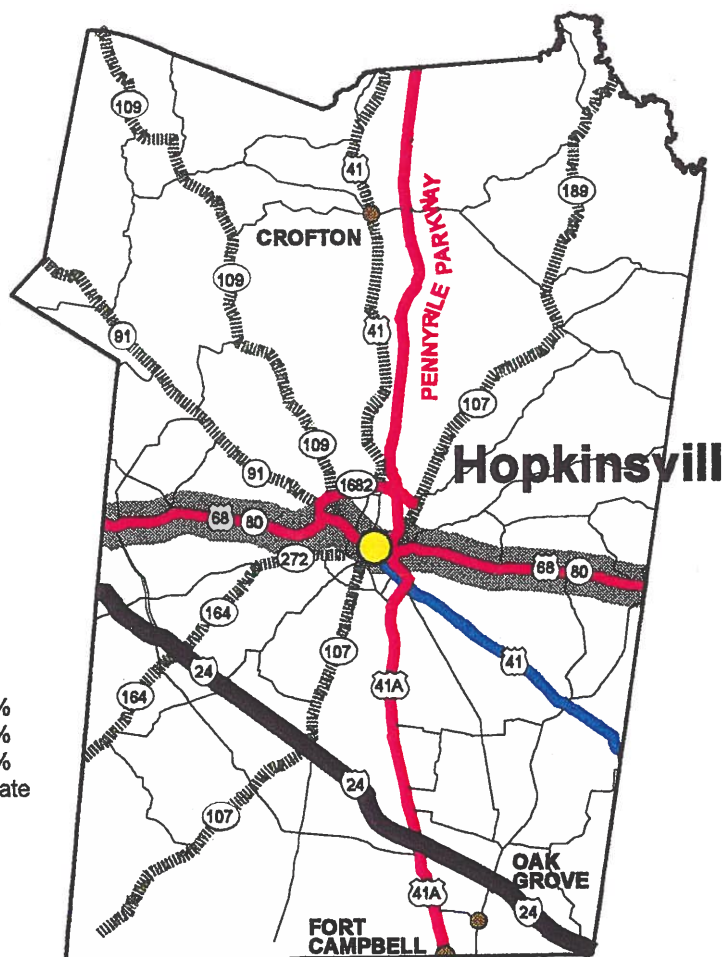
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	68,850	73,555	+6.8%
Employment	58,110	63,190	+8.7%
Per Capita Income (1987 \$'s) ²	\$10,443	\$15,555	+49%
Unemployment (1995)			5.5% Rate
Four Highest Employers by Sector:			
Federal Government - Military	23,310	22,960	
Colleges/Recreation	7,590	7,025	
Federal Government - Civilian	6,000	8,420	
Manufacturing	5,820	8,350	



HIGHWAY

A total of 1,203 mile of public roads that carried 2,162,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are 10 combination truck terminals in or near Hopkinsville with fleet sizes between 20 and 49.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west route within the corridor is US 68 / KY 80. ♦ Statistics follow:

ROUTE →

	US 68 / KY 80
Lanes:	One (1) 12 ft. lane in each direction
Traffic Volume (AADT):	1994 = 4,000 to 5,000 in rural areas 2014 ³ = 5,000 to 8,000 in rural areas
Truck Percent (of AADT):	Single unit = 3%, Combination = 4%-5%
Critical Accident Rate Factor:	0.7486
Functional System:	Principal Arterial
National Highway System:	Yes
Volume to Capacity Ratio:	0.286-0.334
Level of Traffic Operating Service:	C
Terrain Type:	Rolling
Access control:	Access by Permit

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: limestone quarrying, timber harvesting, agricultural products, sand, gravel, tourism

- Principal Development Concerns:**
1. Local development plans list environmental concerns for topography, flooding, soil, and geology
 2. Major widening needed for US 41, US 41A, KY 109, KY 91
 3. Commercial development is occurring along the major corridors in this county
 4. Major growth areas identified are in and around the urban area of Hopkinsville, along US 41A corridor south of Hopkinsville, Oak Grove, and Crofton

Principal SKC (I-66) Concerns: Prefers SKC (I-66) corridor on new alignment to the north of US 68/KY 80

- Footnotes:**
1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
 2. Most recent projected information available from Woods & Poole, Inc.
 3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later.

TODD COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	11,080	11,140	+0.5%
Employment	5,250	6,830	+30.1%
Per Capita Income (1987 \$'s) ²	\$11,746	\$23,349	+98.8%
Unemployment (1995)			4.5% Rate
Four Highest Employers by Sector:			
Manufacturing	1,560	2,600	
Farm	990	740	
Retail Trade	610	870	
Services	550	760	

HIGHWAY

A total of 508 miles of public roads that carried 283,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west route within the corridor is US 68. ♦ Statistics follow:

ROUTE →

	US 68
Lanes:	One (1) 12 ft. lane in each direction
Traffic Volume (AADT):	1994 = 3,360 - 4,300 2014 ³ = 4,800 - 6,140
Truck Percent (of AADT):	Single unit = 4%, Combination = 5%
Critical Accident Rate Factor:	0.6670 - 0.7051
Functional System:	Principal Arterial
National Highway System:	Yes
Volume to Capacity Ratio:	0.2345 - 0.2871
Level of Traffic Operating Service:	C
Terrain Type:	Rolling
Access control:	Access by permit

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Agricultural products and timber harvesting

- Principal Development Concerns:**
1. Major widening of KY 181 from Kentucky / Tennessee State Line to Greenville in Muhlenberg County.
 2. Construction of an overpass on KY 181 crossing KY 80 / US 68.
 3. A new road to connect KY 2127 and KY 102.
 4. Major growth areas identified are in and around Elkton and Guthrie.

Principal SKC (I-66) Concerns: Prefers SKC (I-66) Corridor as new alignment.

- Footnotes:**
1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
 2. Most recent projected information available from Woods & Poole, Inc.
 3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

BARREN ADD

LOGAN COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

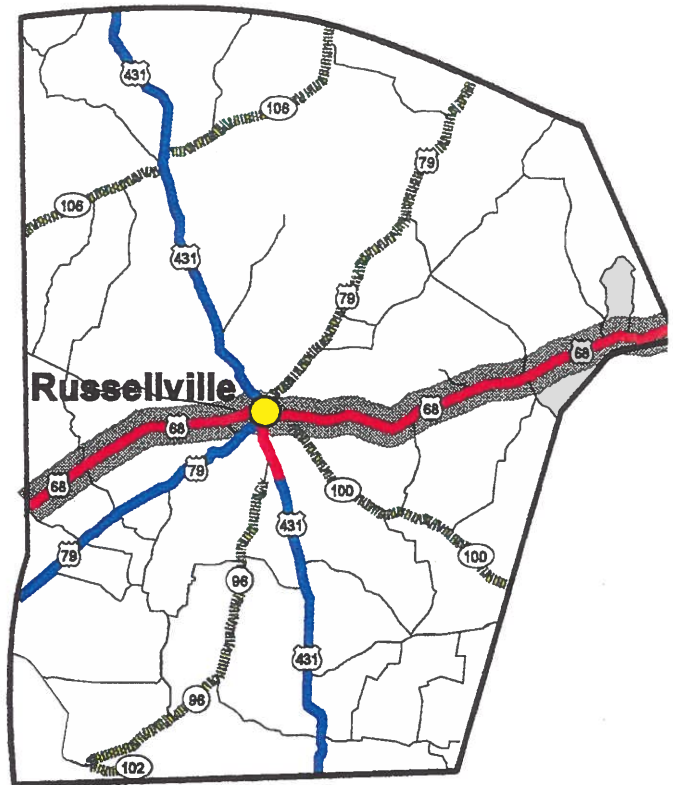
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	25,470	29,900	+17.4%
Employment	13,310	15,310	+15.0%
Per Capita Income (1987 \$'s) ²	\$12,220	\$20,750	+69.8%
Unemployment (1995)			4.2% Rate
Four Highest Employers by Sector:			
Manufacturing	4,910	6,330	
Colleges/Recreation	2,060	2,160	
Farm	1,810	1,400	
Retail Trade	1,610	2,060	



HIGHWAY

A total of 821 miles of public roads that carried 653,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are five combination truck terminals in Russellville, two with fleet sizes greater than 50 and three with fleet sizes 20 to 49.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west route within the corridor is US 68. ♦ Statistics follow:

ROUTE →

	US 68
Lanes:	One (1) 11-12 ft. lane in each direction
Traffic Volume (AADT):	1994 = 3,300-7,200 (rural) 2014 ³ = 4,725-10,400
Truck Percent (of AADT):	Single unit = 3-5%, Combination = 3-5%
Critical Accident Rate Factor:	0.6786-0.8234
Functional System:	Principal Arterial
National Highway System:	Yes
Volume to Capacity Ratio:	0.2136-0.5546
Level of Traffic Operating Service:	B-D
Terrain Type:	Rolling
Access control:	By Permit

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Limestone

- Principal Development Concerns:**
1. Presence of endangered species in this area (flora and fauna).
 2. General maintenance and improvements to locally maintained roads/bridges.
 3. SKC would provide good access to Logan Aluminum, which has about 150 trucks traveling daily to and from the plant.
 4. The Logan County State Nature Preserve on the eastern edge of Russellville and Raymond Athey Barrels State Nature Preserve in east central Logan County.
 5. Fairly uniform growth within the county is expected

Principal SKC (I-66) Concerns: Prefers US 68 alignment.

- Footnotes:**
1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
 2. Most recent projected information available from Woods & Poole, Inc.
 3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

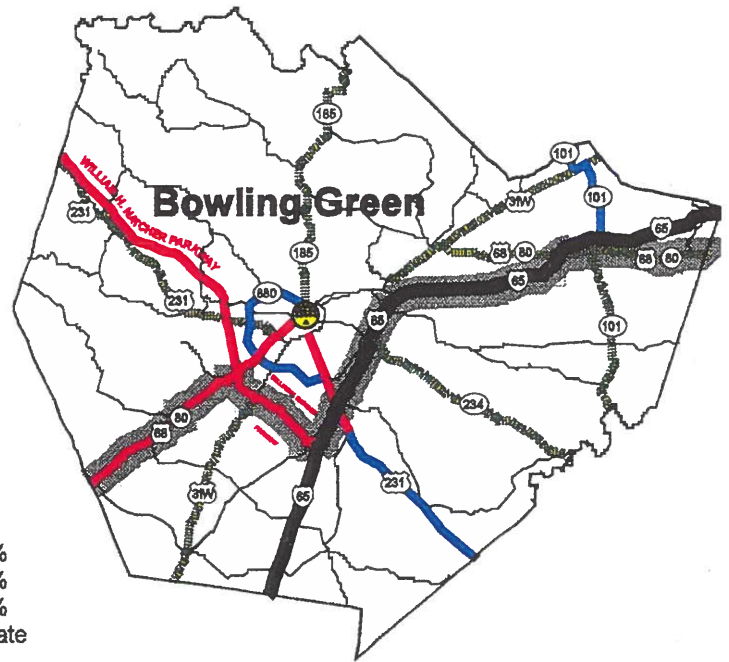
WARREN COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	85,150	143,880	+69.0%
Employment	53,870	76,810	+42.6%
Per Capita Income (1987 \$'s) ²	\$14,002	\$20,112	+43.6%
Unemployment (1995)			4.4% Rate
Four Highest Employers by Sector:			
Services	15,270	25,220	
Retail Trade	10,950	18,520	
Manufacturing	7,920	9,230	
State & Local Government	6,480	7,340	

HIGHWAY

A total of 1,237 miles of public roads that carried 2,645,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are 15 combination truck terminals in Bowling Green; one with fleet size greater than 50 and 14 with fleet sizes 20 to 49.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are I-65, US 68, and William Natcher Parkway. ♦ Statistics follow:

ROUTES →

	I-65	US 68	William Natcher Pkwy.
Lanes:	Two (2) 12 ft. lanes/direction	One (1) 11 ft. lane/direction	Two (2) 12 ft. lanes/direction
Traffic Volume (AADT):	1994 = 35,500-37,000 2014 ³ = 53,600-67,600	1994 = 5,540-7,400 (rural) 2014 ³ = 7,900-10,600 (rural)	1994 = 9,300 2014 ³ = 13,660
Truck Percent (of AADT):	Single = 3%, Comb. = 16-18%	Single = 5-6%, Comb. = 5%	Single = 4%, Comb. = 10%
Critical Accident Rate Factor:	0.8206-0.8729	0.5913-0.6569	0.7399
Functional System:	Interstate	Principal Arterial	Principal Arterial
National Highway System:	Yes	Yes	Yes
Volume to Capacity Ratio:	0.6092-0.9182	0.3993-0.5915	0.2035
Level of Traffic Operating Service:	C-D	C-D	A
Terrain Type:	Rolling	Rolling	Rolling
Access control:	Full	By Permit	Full

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Limestone

- Principal Development Concerns:**
1. Complete realignment of Cave Mill Road to Dishman Lane.
 2. Widening of Dishman Lane.
 3. Construction of bridge at Tremmel Creek.
 4. Presence of endangered species (flora and fauna) in this area.
 5. It is within the Mammoth Cave Biosphere Reserve.
 6. Most of Warren County is on Pennyroyal Sinkhole Plain and vulnerable to ground water contamination due to rapid ground water flow from caves.

Principal SKC (I-66) Concerns: Prefers along existing highway alignment.

- Footnotes:**
1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
 2. Most recent projected information available from Woods & Poole, Inc.
 3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

BARREN COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

-  Interstate
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  I-66 Corridor



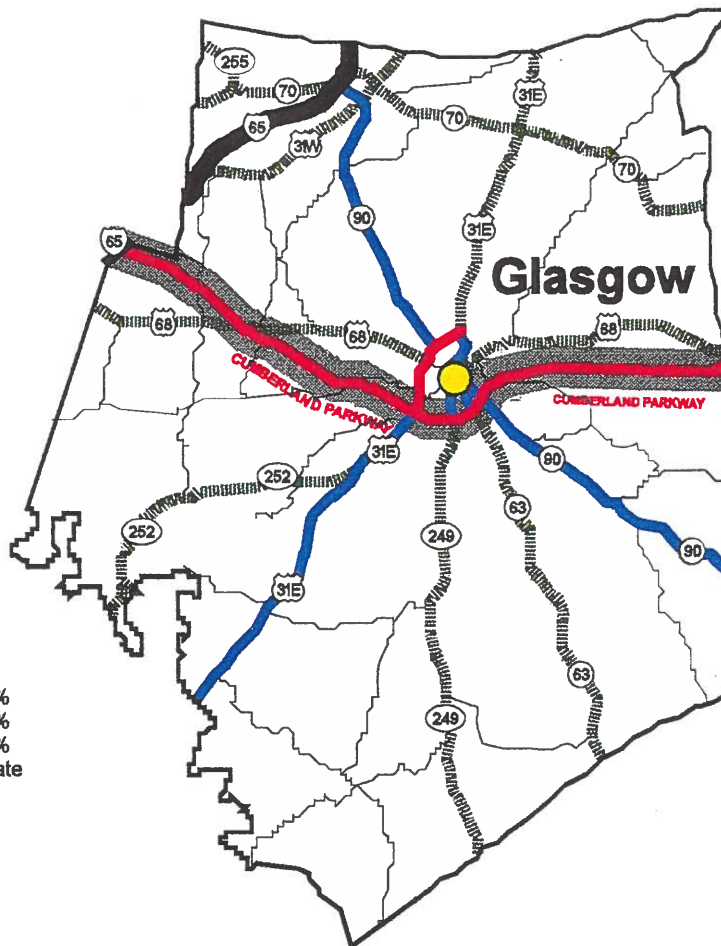
COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	35,111	40,890	+16.5%
Employment	22,490	25,800	+14.7%
Per Capita Income (1987 \$'s) ²	\$13,069	\$21,295	+62.9%
Unemployment (1995)			5.1% Rate
Four Highest Employers by Sector:			
Manufacturing	4,990	6,070	
Colleges/Recreation	4,440	4,550	
Retail Trade	3,470	5,090	
Farm	2,810	2,290	

HIGHWAY

A total of 938 miles of public roads that carried 1,108,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are three combination truck terminals in or near Glasgow with fleet sizes 20-49.



SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west route within the corridor is the Cumberland Parkway. ♦ Statistics follow:

ROUTE →

	Cumberland Parkway
Lanes:	Two (2) 12 ft. lanes in each direction
Traffic Volume (AADT):	1994 = 4,000-5,150 2014 ³ = 5,650-7,350
Truck Percent (of AADT):	Single unit = 3-5%, Combination = 5-9%
Critical Accident Rate Factor:	0.7611-0.7982
Functional System:	Principal Arterial
National Highway System:	Yes
Volume to Capacity Ratio:	0.0913-0.1045
Level of Traffic Operating Service:	A
Terrain Type:	Rolling
Access control:	Full

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber, limestone

- Principal Development Concerns:**
1. Presence of endangered species in the area (flora and fauna).
 2. Construction of northern bypass from KY 130 to KY 1297
 3. Extend Aberdeen Drive easterly parallel to the Cumberland Parkway to it's intersection with KY 63, KY 90, US 31E, and KY 429.
 4. Widen KY 249 to three lanes.
 5. Construct exit ramp on Cumberland Parkway at KY 249
 6. Reconstruction of Skaggs Creek Bridge on Oil Well Road.
 7. This county is partially within the Mammoth Cave Biosphere Reserve.
 8. Major growth in and around Glasgow
 9. The SKC (I-66) would help in increased tourism to the state and national parks.

Principal SKC (I-66) Concerns: Along existing highways.

- Footnotes:**
1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
 2. Most recent projected information available from Woods & Poole, Inc.
 3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

METCALFE COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	9,090	9,880	+8.7%
Employment	5,090	6,710	+31.8%
Per Capita Income (1987 \$'s) ²	\$10,026	\$19,932	+98.8%
Unemployment (1995)			5.5% Rate
Four Highest Employers by Sector:			
Manufacturing	1,690	2,760	
Farm	1,360	1,170	
Retail Trade	510	890	
State & Local Government	460	460	



HIGHWAY

A total of 520 miles of public roads that carried 313,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are three combination truck terminals in or near Glasgow with fleet sizes 20-49.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west route within the corridor is the Cumberland Parkway. ♦ Statistics follow:

ROUTE →

Lanes:

Traffic Volume (AADT):

Truck Percent (of AADT):

Critical Accident Rate Factor:

Functional System:

National Highway System:

Volume to Capacity Ratio:

Level of Traffic Operating Service:

Terrain Type:

Access control:

Cumberland Parkway

Two (2) 12 ft. lanes in each direction

1994 = 4,000-5,150

2014³ = 5,650-7,350

Single unit = 3-5%, Combination = 5-9%

0.7611-0.7982

Principal Arterial

Yes

0.0913-0.1045

A

Rolling

Full

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber, limestone

- Principal Development Concerns:**
1. Presence of endangered species in the area (flora and fauna).
 2. Construction of northern bypass from KY 130 to KY 1297
 3. Extend Aberdeen Drive easterly parallel to the Cumberland Parkway to it's intersection with KY 63, KY 90, US 31E, and KY 429.
 4. Widen KY 249 to three lanes.
 5. Construct exit ramp on Cumberland Parkway at KY 249
 6. Reconstruction of Skaggs Creek Bridge on Oil Well Road.
 7. This county is partially within the Mammoth Cave Biosphere Reserve.
 8. Major growth in and around Glasgow
 9. The SKC (I-66) would help in increased tourism to the state and national parks.

Principal SKC (I-66) Concerns: Along existing highways.

- Footnotes:**
1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
 2. Most recent projected information available from Woods & Poole, Inc.
 3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

LAKE CUMBERLAND ADD

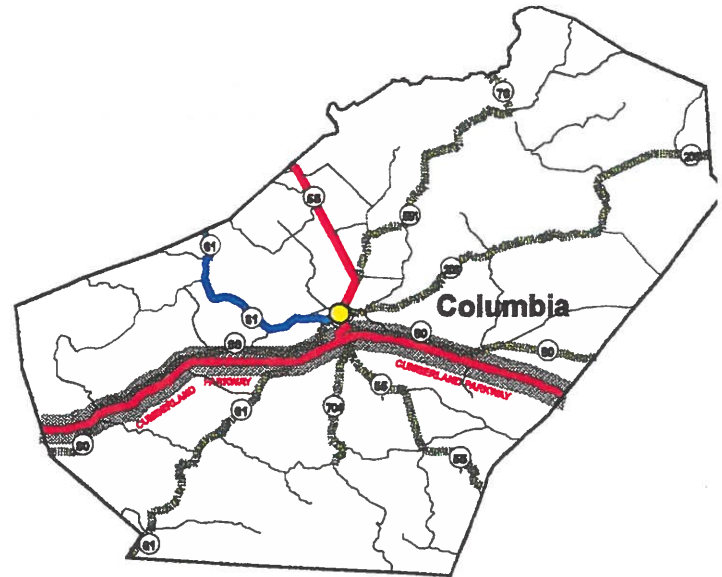
ADAIR COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

-  Interstate
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	16,140	20,920	+29.6%
Employment	8,020	9,770	+21.8%
Per Capita Income (1987 \$'s) ²	\$10,977	\$18,692	+70.3%
Unemployment (1995)			6.9% Rate
Four Highest Employers by Sector:			
Services	1,980	2,700	
Farm	1,900	1,670	
Manufacturing	1,340	2,260	
Retail Trade	840	840	

HIGHWAY

A total of 743 miles of public roads that carried 259,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west route within the corridor is the Cumberland Parkway. ♦ Statistics follow:

ROUTE →

	Cumberland Parkway
Lanes:	Two (2) 12 ft. lanes in each direction
Traffic Volume (AADT):	1994 = 3,558 2014 ³ = 5,087
Truck Percent (of AADT):	Single unit = 6%, Combination = 10%
Critical Accident Rate Factor:	0.8089
Functional System:	Principal Arterial
National Highway System:	Yes
Volume to Capacity Ratio:	0.0857
Level of Traffic Operating Service:	A
Terrain Type:	Rolling
Access control:	Full

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber, oil, and natural gas

Principal Development Concerns:

1. The SKC will provide improved east/west accessibility on a regional scale which should improve the attractiveness of industrial parks.
2. Improved accessibility around Columbia.
3. Growth should primarily occur around Columbia; census tracts 400 and 200.

Principal SKC (I-66) Concerns: Prefers alignment along the Cumberland Parkway

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.

2. Most recent projected information available from Woods & Poole, Inc.

3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

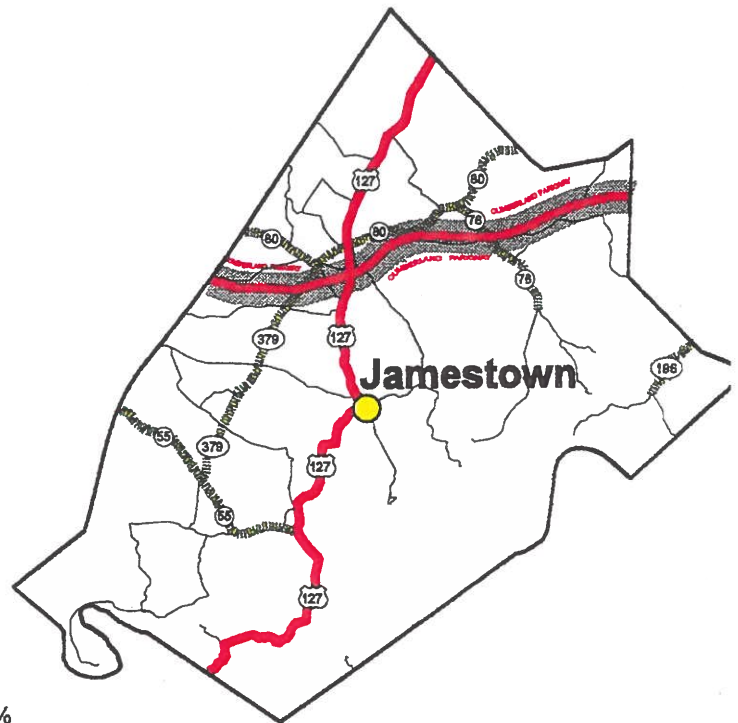
RUSSELL COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

-  Interstate
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	16,320	26,710	+63.7%
Employment	9,780	13,810	+41.2%
Per Capita Income (1987 \$'s) ²	\$10,776	\$18,000	+67.0%
Unemployment (1995)			9.5% Rate
Four Highest Employers by Sector:			
Manufacturing	3,560	6,020	
Retail Trade	1,320	1,770	
Farm	1,290	1,100	
Services	1,150	1,500	

HIGHWAY

A total of 550 miles of public roads that carried 397,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west route within the corridor is the Cumberland Parkway. ♦ Statistics follow:

ROUTE →

	Cumberland Parkway
Lanes:	Two (2) 12 ft. lanes in each direction
Traffic Volume (AADT):	1994 = 4,040 2014 ³ = 5,777
Truck Percent (of AADT):	Single unit = 3%, Combination = 5%
Critical Accident Rate Factor:	0.7876
Functional System:	Principal Arterial
National Highway System:	Yes
Volume to Capacity Ratio:	0.0821
Level of Traffic Operating Service:	A
Terrain Type:	Rolling
Access control:	Full

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Tourism opportunities

- Principal Development Concerns:**
1. Increased accessibility of region should stimulate industrial development and increase the diversification of industry.
 2. Crossroads and additional access is needed.
 3. Upgrade US 127 to Clinton County line.
 4. Growth is expected to occur two-thirds in Russell Springs and one-third in Jamestown.

Principal SKC (I-66) Concerns: This is an economical depressed area so SKC is needed as soon as possible.

- Footnotes:**
1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
 2. Most recent projected information available from Woods & Poole, Inc.
 3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

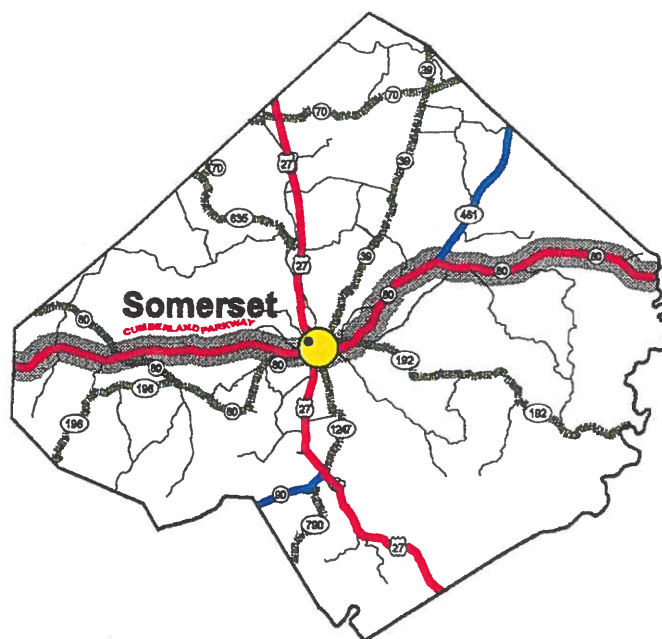
PULASKI COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	54,550	83,190	+52.5%
Employment	30,160	40,980	+35.9%
Per Capita Income (1987 \$'s) ²	\$11,734	\$18,704	+48.8%
Unemployment (1995)			5.4% Rate
Four Highest Employers by Sector:			
Services	7,040	10,990	
Retail Trade	5,620	8,110	
Manufacturing	4,660	5,790	
State & Local Government	3,360	3,390	

HIGHWAY

A total of 1,494 miles of public roads that carried 1,389,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are three combination truck terminals near Somerset with fleet sizes 20 - 49.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are KY 80 and Cumberland Parkway. ♦ Statistics follow:

ROUTES →

	<u>Cumberland Parkway</u>	<u>KY 80</u>	<u>KY 80</u>
Lanes:	Two (2) 12 ft. lanes/direction	Two (2) 12 ft. lanes/direction	One (1) 12 ft lane/direction
Traffic Volume (AADT):	1994 = 4,050 2014 ³ = 5,780	1994 = 9,900 2014 ³ = 14,100	1994 = 6,000 2014 ³ = 8,000
Truck Percent (of AADT):	Single unit = 3%, Comb. = 5%	Single unit = 4%, Comb. = 5%	Single unit = 2%, Comb. = 5%
Critical Accident Rate Factor:	0.7925	0.8130	0.8600
Functional System:	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System:	Yes	Yes	Yes
Volume to Capacity Ratio:	0.0765	0.2048	0.3873
Level of Traffic Operating Service:	A	A	C
Terrain Type:	Rolling	Rolling	Rolling
Access control:	Full	Partial	By Permit

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Tourism / recreation and industrial attractiveness.

Principal Development Concerns:

1. Need numerous highway improved, i.e, US 27 north to south, improved accessibility through and around Somerset and KY 90.
2. Concern about environmental quality versus growth.
3. Principle growth areas are census tracts surrounding Somerset and along US 27 corridor (65% of future growth).

Principal SKC (I-66) Concerns: Regional east / west accessibility provided by SKC should stimulate Somerset economy

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.

2. Most recent projected information available from Woods & Poole, Inc.

3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

CUMBERLAND VALLEY ADD

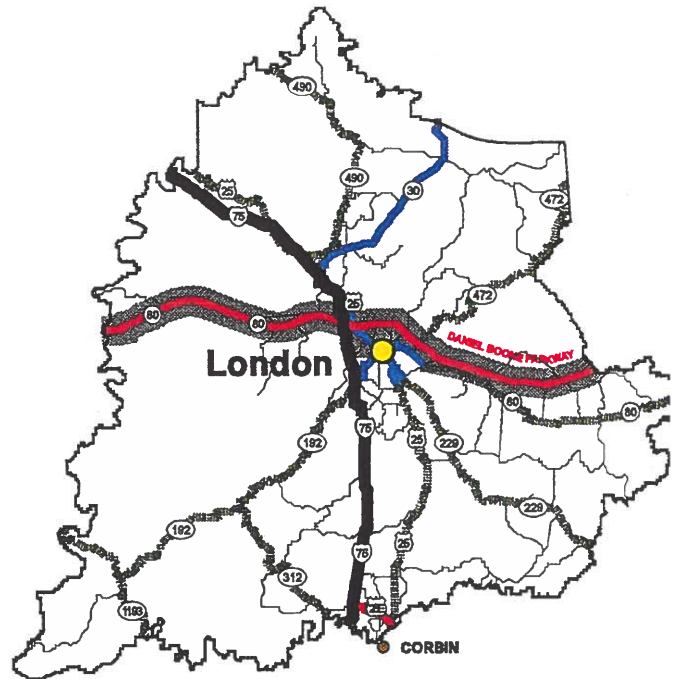
LAUREL COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	49,240	87,135	+77.0%
Employment	24,090	36,170	+50.1%
Per Capita Income (1987 \$'s) ²	\$11,370	\$16,921	+48.8%
Unemployment (1995)			6.3% Rate
Four Highest Employers by Sector:			
Services	5,440	9,710	
Retail Trade	4,900	8,850	
Manufacturing	4,060	5,630	
Construction	1,930	2,330	

HIGHWAY

A total of 1,097 miles of public roads that carried 1,669,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are KY 80 and Daniel Boone Parkway. ♦ Statistics follow:

ROUTES →	KY 80	KY 80	Daniel Boone Parkway
Lanes:	One (1) 12 ft. lane/direction	Two (2) 12 ft. lanes/direction	One (1) 12 ft. lane/direction
Traffic Volume (AADT):	1994 = 6,300 2014 ³ = 9,000	1994 = 12,500 2014 ³ = 16,900	1994 = 7,300 2014 ³ = 10,200
Truck Percent (of AADT):	Single unit = 9%, Comb. = 9%	Single unit = 4%, Comb. = 4%	Single unit = 5%, Comb. = 6%
Critical Accident Rate Factor:	0.7843	0.7843	0.8032
Functional System:	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System:	Yes	Yes	Yes
Volume to Capacity Ratio:	0.6909	0.2541	0.5663
Level of Traffic Operating Service:	D	A	C
Terrain Type:	Rolling	Rolling	Rolling
Access control:	By Permit	By Permit	Full

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber, limestone, recreation, and land for development

- Principal Development Concerns:**
1. SKC (I-66) will provide improved east-west regional access and market place opportunities.
 2. Needed highway improvements for KY 30, KY 192 and US 25.
 3. The areas around London and Corbin are expected to double in population and the employment centers should be more than double.
 4. Rockcastle River Preservation Foundation

Principal SKC (I-66) Concerns: SKC should parallel the Daniel Boone Parkway and be located north of the London city limits.

- Footnotes:**
1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
 2. Most recent projected information available from Woods & Poole, Inc.
 3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

CLAY COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

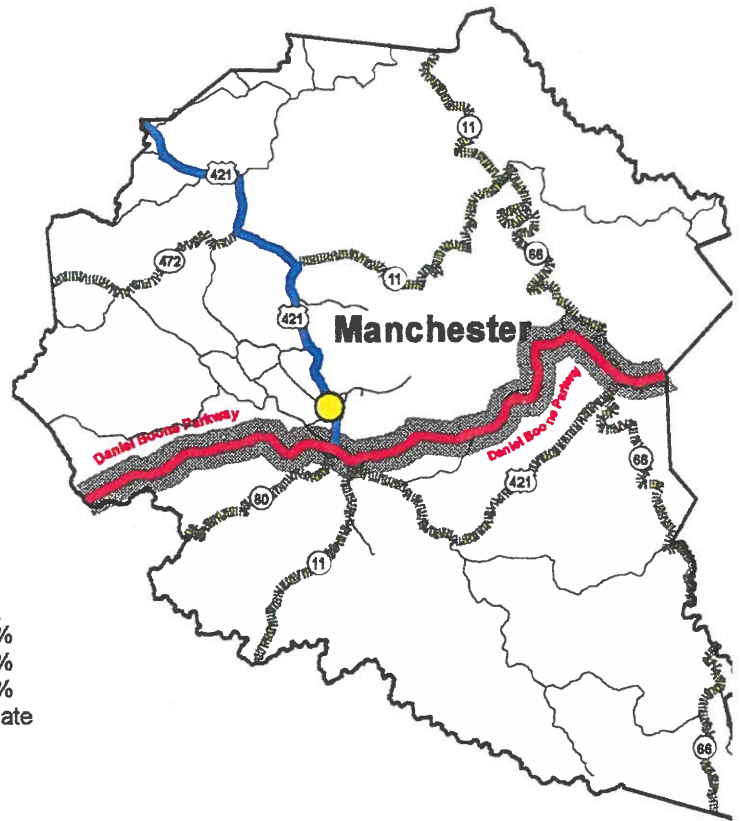
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	22,680	27,970	+23.3%
Employment	7,030	11,900	+69.3%
Per Capita Income (1987 \$'s) ²	\$9,038	\$18,000	+99.2%
Unemployment (1995)			7.7% Rate
Four Highest Employers by Sector:			
Retail Trade	1,450	3,020	
Services	1,420	2,900	
State & Local Government	1,340	2,023	
Manufacturing	760	1,290	



HIGHWAY

A total of 747 miles of public roads that carried 575,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west route within the corridor is Daniel Boone Parkway. ♦ Statistics follow:

ROUTE →

Lanes:	ft. lane in each direction
Traffic Volume (AADT):	1994 = 6,300 2014 ³ = 9,000
Truck Percent (of AADT):	Single unit = 6%, Combination = 7%
Critical Accident Rate Factor:	0.8545
Functional System:	Principal Arterial
National Highway System:	Yes
Volume to Capacity Ratio:	0.6964
Level of Traffic Operating Service:	D
Terrain Type:	Mountainous
Access control:	Full

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Raw wood, value added wood products and agriculture. Products become more accessible with SKC (I-66)

- Principal Development Concerns:**
1. Additional access is needed from the Daniel Boone Parkway at M.P. 24 (accesses large industrial park) and M.P. 16 (accesses Federal Correctional Institute).
 2. Improve US 421 through county
 3. Some environmental concerns
 4. Census tracts 200 and 300 should show the most growth

Principal SKC (I-66) Concerns: Proposed corridor should follow Daniel Boone Parkway

- Footnotes:**
1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
 2. Most recent projected information available from Woods & Poole, Inc.
 3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

KENTUCKY RIVER ADD

LESLIE COUNTY

(Scale varies)



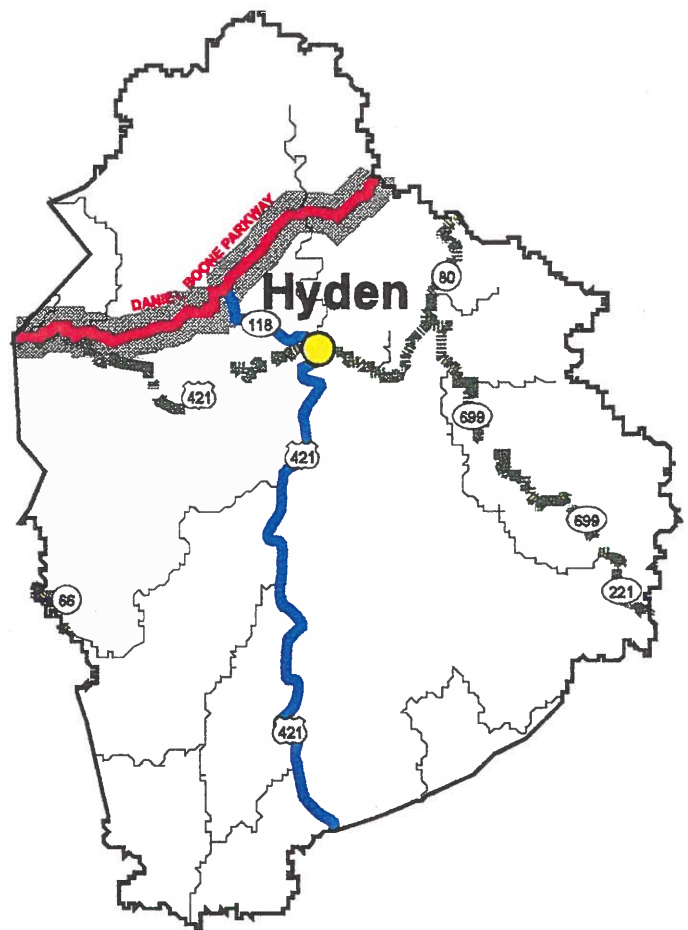
FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor

COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	14,220	18,700	+31.5%
Employment	4,020	5,330	+32.6%
Per Capita Income (1987 \$'s) ²	\$9,435	\$15,312	+62.3%
Unemployment (1995)			8.7% Rate
Four Highest Employers by Sector:			
Mining	1,310	1,920	
Services	780	870	
State & Local Government	770	790	
Retail Trade	530	586	



HIGHWAY

A total of 411 miles of public roads that carried 351,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west route within the corridor is The Daniel Boone Parkway. ♦ Statistics follow:

ROUTE ➡

Lanes:	One (1) 12 ft. lane in each direction
Traffic Volume (AADT):	1994 = 6,000 2014 ³ = 8,500
Truck Percent (of AADT):	Single unit = 6%, Combination = 9%
Critical Accident Rate Factor:	0.7918
Functional System:	Principal Arterial
National Highway System:	Yes
Volume to Capacity Ratio:	0.7746
Level of Traffic Operating Service:	D
Terrain Type:	Mountainous
Access control:	Full

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Crude oil, coal and timber (finished and unfinished wood products)

Principal Development Concerns:

1. Improvement projects identified are either in the Six Year Highway Plan or Long Range Highway Plan
2. It helps in enhancement of regional economy through tourism development, reviving of mountain crafts and heritage and attraction of new industry.

Principal SKC (I-66) Concerns: Prefers SKC (I-66) Corridor on new alignment north of Daniel Boone Parkway.

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.

2. Most recent projected information available from Woods & Poole, Inc.

3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

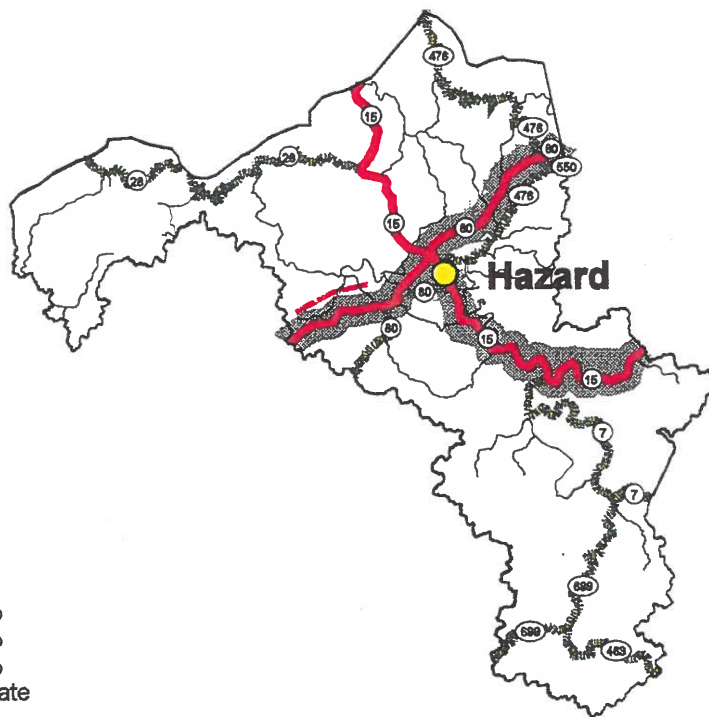
PERRY COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	31,720	37,150	+17.1%
Employment	14,110	19,670	+39.4%
Per Capita Income (1987 \$'s) ²	\$9,854	\$19,174	+94.5%
Unemployment (1995)			10.4% Rate
Four Highest Employers by Sector:			
Retail Trade	3,150	5,390	
College/Recreation	3,100	3,510	
State & Local Government	2,410	3,570	
Mining	2,250	2,620	

HIGHWAY

A total of 614 miles of public roads that carried 820,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are KY 15, KY 80, and Daniel Boone Parkway. ♦ Statistics follow:

ROUTES →

	<u>KY 15</u>	<u>KY 80</u>	<u>Daniel Boone Pkwy.</u>
Lanes:	Two (2) 12 ft. lanes/direction	Two (2) 12 ft. lanes/direction	One (1) 12 ft lane/direction
Traffic Volume (AADT):	1994 = 7,200-14,800 (rural) 2014 ³ = 10,300-20,100 (rural)	1994 = 8,600 2014 ³ = 12,300	1994 = 7,000 2014 ³ = 10,000
Truck Percent (of AADT):	Single unit = 3-5%, Comb. = 2%	Single unit = 4%, Comb. = 3%	Single unit = 4%, Comb. = 7%
Critical Accident Rate Factor:	0.6811-0.8718	0.8853	0.7606
Functional System:	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System:	Yes	Yes	Yes
Volume to Capacity Ratio:	0.1952-0.7286	0.2134	0.8429
Level of Traffic Operating Service:	A-D	A	E
Terrain Type:	Rolling-Mountainous	Mountainous	Mountainous
Access control:	Permit	Partial	Full

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Coal, timber

- Principal Development Concerns:**
1. Improvements needed to Daniel Boone Parkway.
 2. Reconstruction of KY 476 near Bulan to eliminate flooding problem and relocation of KY 28 from KY 15 to Buckhorn Lake State Park.
 3. Upgrading of KY 15.
 4. Other improvements identified are already in the Six-Year Highway Plan.
 5. Economic benefits due to increased tourism, accessibility, logging and timber industry.

Principal SKC (I-66) Concerns: Prefers SKC (I-66) Corridor on new alignment either south or north of Hazard.

Footnotes: 1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.

2. Most recent projected information available from Woods & Poole, Inc.

3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

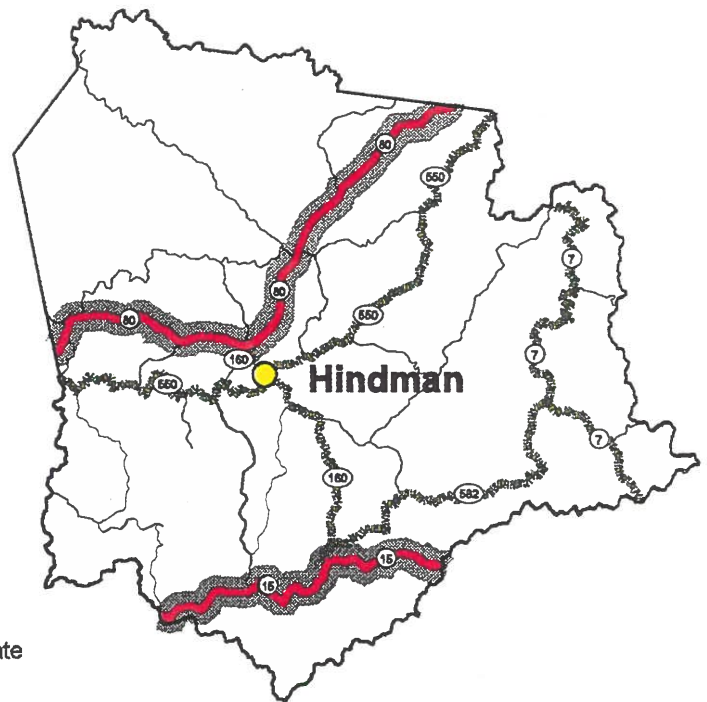
KNOTT COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	19,210	28,340	+47.5%
Employment	4,380	5,930	+35.4%
Per Capita Income (1987 \$'s) ²	\$9,091	\$14,176	+55.9%
Unemployment (1995)			10.4% Rate
Four Highest Employers by Sector:			
Mining	1,000	1,490	
Services	940	1,240	
State & Local Government	850	1,020	
Retail Trade	650	920	

HIGHWAY

A total of 420 miles of public roads that carried 480,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are Ky 15 and KY 80. ♦ Statistics follow:

ROUTES →

	<u>KY 15</u>	<u>KY 80</u>
Lanes:	One (1) 12 ft. lane in each direction	One (1) 12 ft. lane in each direction
Traffic Volume (AADT):	1994 = 6,700 2014 ³ = 9,670	1994 = 2,600 - 6,200 2014 ³ = 3,300 - 8,830
Truck Percent (of AADT):	Single unit = 5%, Combination = 3%	Single unit = 2% - 3%, Combination = 2% - 4%
Critical Accident Rate Factor:	0.8477	0.5155 - 0.7972
Functional System:	Principal Arterial	Principal Arterial
National Highway System:	Yes	Yes
Volume to Capacity Ratio:	0.7065	0.1892 - 0.3207
Level of Traffic Operating Service:	E	A - C
Terrain Type:	Mountainous	Rolling
Access control:	Partial	Access by permit

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Coal and timber harvesting

- Principal Development Concerns:**
1. Needed improvement to KY 15 and KY 80.
 2. Reconstruction of KY 160.
 3. Other suggested routes for reconstruction are already in the Six Year Highway Plan and Long Range Highway Plan.
 4. The SKC will help increase tourism.

Principal SKC (I-66) Concerns: Prefers SKC (I-66) Corridor on new alignment south of Hindman.

- Footnotes:**
1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
 2. Most recent projected information available from Woods & Poole, Inc.
 3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

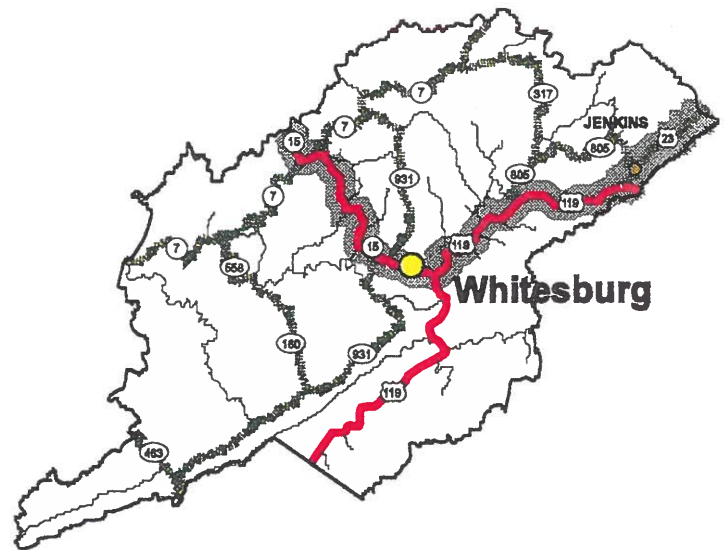
LETCHER COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	27,940	35,820	+28.2%
Employment	7,820	10,850	+38.7%
Per Capita Income (1987 \$'s) ²	\$9,637	\$16,057	+66.6%
Unemployment (1995)			12.0% Rate
Four Highest Employers by Sector:			
Services	2,030	3,191	
Retail Trade	1,550	2,480	
State & Local Government	1,260	1,176	
Mining	1,200	1,120	

HIGHWAY

A total of 543 miles of public roads that carried 588,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are KY 15, US 23, and US 119. ♦ Statistics follow:

ROUTES →

	KY 15	US 23	US 119
Lanes:	One (1) 12 ft. lane/direction	One (1) 12 ft. lane/direction	One (1) 12 ft. lane/direction
Traffic Volume (AADT):	1994 = 10,300 2014 ³ = 14,800	1994 = 7,000 2014 ³ = 10,400	1994 = 7,200-12,300 2014 ³ = 10,300-18,000
Truck Percent (of AADT):	Single unit = 10%, Comb. = 10%	Single unit = 7%, Comb. = 7%	Single unit = 7%, Comb. = 7%
Critical Accident Rate Factor:	0.8185	0.7958	0.6506-0.8809
Functional System:	Principal Arterial	Principal Arterial	Principal Arterial
National Highway System:	Yes	Yes	Yes
Volume to Capacity Ratio:	0.7803	0.9447	0.7521-0.8809
Level of Traffic Operating Service:	E	E	E
Terrain Type:	Mountainous	Mountainous	Mountainous
Access control:	Partial	By Permit	By Permit

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Coal, timber, oil/gas, limestone

- Principal Development Concerns:**
1. Improvement projects identified are either in the Six Year Highway Plan or Long Range Highway Plan
 2. The SKC (I-66) will help in economic development by promoting tourism, crafts, lumber / logging industries.
 3. Plans to develop an industrial site (800 acres), country club resort, a mall, and retirement homes near Jenkins.
 4. SKC would provide improved accessibility for raw timber.

Principal SKC (I-66) Concerns: Prefers SKC (I-66) Corridor as new alignment.

- Footnotes:**
1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
 2. Most recent projected information available from Woods & Poole, Inc.
 3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

BIG SANDY ADD

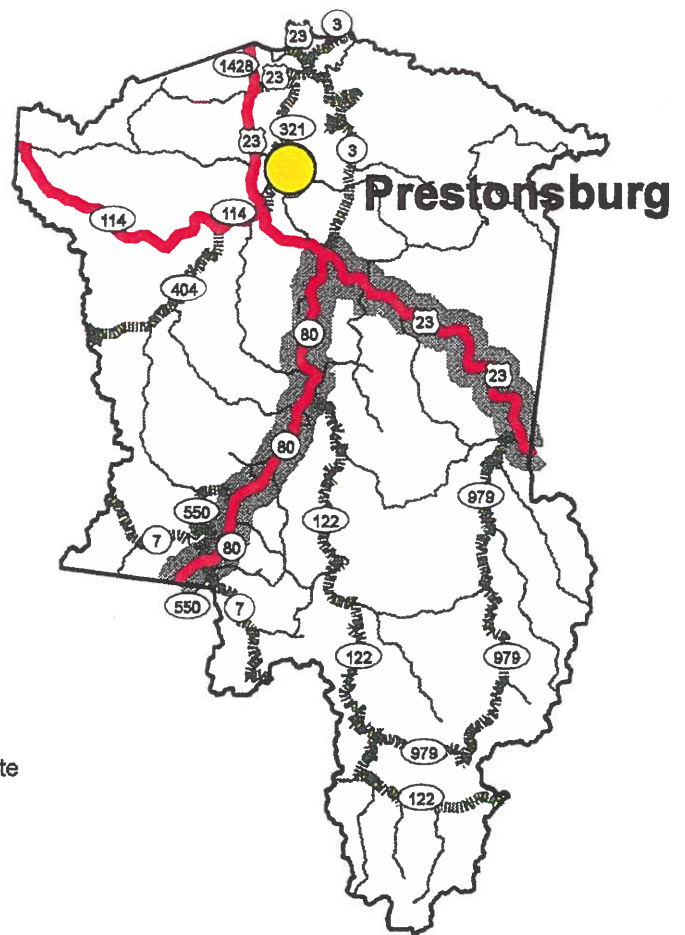
FLOYD COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	45,080	54,070	+19.9%
Employment	15,120	20,050	+32.6%
Per Capita Income (1987 \$'s) ²	\$14,084	\$18,200	+29.2%
Unemployment (1995)			10.5% Rate
Four Highest Employers by Sector:			
Services	4,200	5,790	
Retail Trade	2,720	4,510	
State & Local Government	2,190	2,680	
Mining	1,510	1,420	

HIGHWAY

A total of 721 miles of public roads that carried 1,267,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are US 23 and KY 80. ♦ Statistics follow:

ROUTES →

	US 23	KY 80
Lanes:	Two (2) 12 ft. lanes in each direction	Two (2) 12 ft. lanes in each direction
Traffic Volume (AADT):	1994 = 17,000-19,000 2014 ³ = 24,000-27,000	1994 = 11,850 2014 ³ = 16,940
Truck Percent (of AADT):	Single unit = 4%, Combination = 3-6%	Single unit = 3%, Combination = 3%
Critical Accident Rate Factor:	0.7521-0.8658	0.8031
Functional System:	Principal Arterial	Principal Arterial
National Highway System:	Yes	Yes
Volume to Capacity Ratio:	0.4218-0.5269	0.3063
Level of Traffic Operating Service:	B	B
Terrain Type:	Rolling to Mountainous	Mountainous
Access control:	Partial	Partial

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber, coal, oil and natural gas.

Principal Development Concerns:

1. A \$7.2 million "Mountain Arts Center" is under construction in Prestonsburg.
2. Big boost to recreation and tourism.
3. All rural roads in southern Floyd County are substandard and need upgrading.
4. Needed improvements to US 23, US 460, KY 80, and KY 680.
5. Entire southern Floyd County would receive positive growth from this project.

Principal SKC (I-66) Concerns: Prefers alignment on new location.

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.

2. Most recent projected information available from Woods & Poole, Inc.

3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

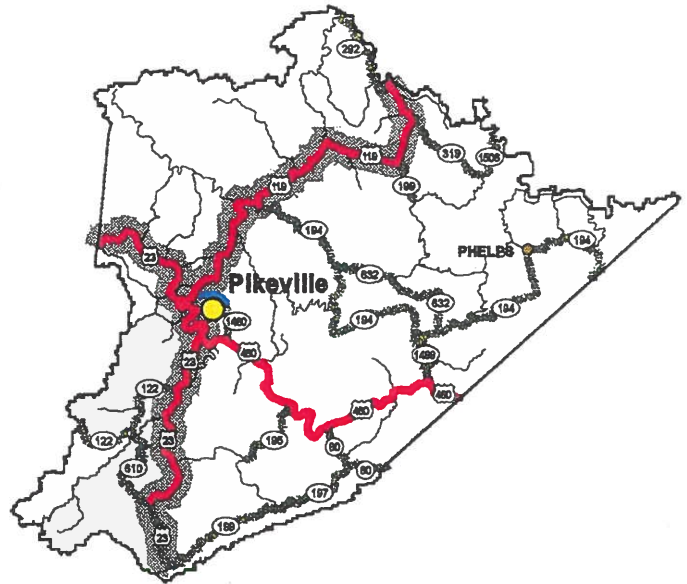
PIKE COUNTY

(Scale varies)



FUNCTIONAL CLASSIFICATION

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- I-66 Corridor



COUNTY STATISTICS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	76,380	104,340	+36.6%
Employment	29,290	45,060	+53.8%
Per Capita Income (1987 \$'s) ²	\$15,325	\$19,373	+26.4%
Unemployment (1995)			9.4% Rate
Four Highest Employers by Sector:			
Services	7,420	11,740	
Retail Trade	6,120	11,810	
Mining	4,990	5,640	
State & Local Government	3,270	4,140	

HIGHWAY

A total of 1,069 miles of public roads that carried 1,867,000 daily vehicle miles in 1994. The functional system of highways (arterials to major collectors) in this county are shown on the map. There are no combination truck terminals in this county.

SOUTHERN KENTUCKY CORRIDOR (I-66)

The major east-west routes within the corridor are US 23 and US 119. ♦ Statistics follow:

ROUTES →

Lanes:
Traffic Volume (AADT):

Truck Percent (of AADT):
Critical Accident Rate Factor:
Functional System:
National Highway System:
Volume to Capacity Ratio:
Level of Traffic Operating Service:
Terrain Type:
Access control:

US 23

One (1) 11 ft. lane in each direction
1994 = 4,500
2014³ = 6,660
Single unit = 3%, Comb. = 2%
0.7715
Principal Arterial
Yes
0.7039
E
Mountainous
By Permit

US 23

Two (2) 12 ft. lanes in each direction
1994 = 7,400-22,000 (rural)
2014³ = 10,600-29,000 (rural)
Single unit = 3%, Comb. = 2-4%
0.7663-0.9136
Principal Arterial
Yes
0.1837-0.5297
A-C
Mountainous
Partial

ROUTES →

Lanes:
Traffic Volume (AADT):

Truck Percent (of AADT):
Critical Accident Rate Factor:
Functional System:
National Highway System:
Volume to Capacity Ratio:
Level of Traffic Operating Service:
Terrain Type:
Access control:

US 119

Two (2) 12 ft. lanes in each direction
1994 = 9,800-12,300
2014³ = 14,000-16,350
Single unit = 3-4%, Comb. = 1-4%
0.7262-0.7658
Principal Arterial
Yes
0.1994-0.2535
A
Mountainous
By Permit

US 119

One (1) 10 ft. lane in each direction
1994 = 5,360-11,000
2014³ = 7,660-15,680
Single unit = 3%, Comb. = 3-5%
0.7837-0.8484
Principal Arterial
Yes
0.7534-0.8695
E
Mountainous
By Permit

(Continued)

AREA DEVELOPMENT DISTRICT COMMENTS

PAGE 2

Principal Resources: Timber, coal, oil and natural gas

Principal Development Concerns:

1. Tourism and economic development.
2. Needs new access road from US 23 to Pike County Regional Airport.
3. Improvements to US 23, US 119, US 460, KY 80, and KY 1469.
4. Potential progress cannot be achieved without SKC (I-66) corridor.
5. Pikeville and Southern Pike County would receive most positive growth from this corridor.

Principal SKC (I-66) Concerns: Prefers alignment on new location south of Pikeville serving Phelps and Poter Creek communities.

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.
3. Forecast data from existing HPMS file; new 2025 forecasts will be developed later

APPENDIX B

Indirect Impact Counties with Limited Highway/Socio-Economic Statistics

PURCHASE ADD

FULTON

DEMOGRAPHICS¹

	<u>1995</u>	<u>2025</u>	<u>% Δ</u>
Population	7,980	7,040	-11.8%
Employment	4,760	5,770	+21.2%
Per Capita Income (1987 \$'s) ²	\$13,609	\$28,024	+106.0%
Unemployment (1995)			5.0% Rate
Four Highest Employers by Sector:			
Manufacturing	1,360	2,130	
Retail Trade	840	870	
Colleges/Recreation	790	790	
State & Local Government	550	610	



HIGHWAY

A total of 351 miles of public roads that carried 186,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: None.

- Principal Development Concerns:
1. Reconstruction of KY 94 and KY 307.
 2. SKC (I-66) would provide improved access to Hickman-Fulton County Riverport.
 3. Some Indian burial grounds in Western Fulton County near Mississippi River.
 4. No change in Fulton's population. The decline should be uniform across the rest of the county.
 5. Nolin Lake Reservoir should be considered as conservation area.

Principal SKC (I-66) Concerns: Build on new alignment south of Hickman from the Purchase Parkway.

Footnotes:

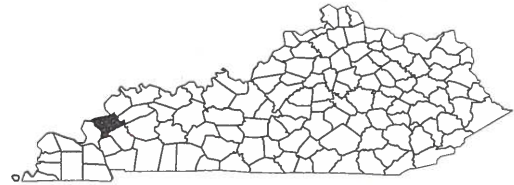
1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.

PENNYRILE ADD

CRITTENDEN

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	9,480	11,610	+22.5%
Employment	3,540	3,950	+11.6%
Per Capita Income (1987 \$'s) ²	\$11,002	\$17,559	+59.6%
Unemployment (1995)			7.5% Rate
Four Highest Employers by Sector:			
Services	920	1,320	
Manufacturing	610	660	
Farm	560	420	
Retail Trade	510	520	



HIGHWAY

A total of 553 miles of public roads that carried 250,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber harvesting, sand and gravel, agricultural products, and water and lakes.

- Principal Development Concerns:**
1. Needs major improvements to US 60 and US 641
 2. Better access to major transportation facilities.
 3. The SKC (I-66) would probably not benefit this county.
 4. Principal concerns include hiring an industrial recruiter and ultimate placement of new plants.
 5. Primary growth area is in and around Marion.

Principal SKC (I-66) Concerns: None identified.

HOPKINS

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	47,020	52,430	+11.5%
Employment	23,150	26,585	+14.8%
Per Capita Income (1987 \$'s) ²	\$14,867	\$23,131	+55.6%
Unemployment (1995)			7.3% Rate
Four Highest Employers by Sector:			
Colleges/Recreation	6,510	7,145	
Retail Trade	4,180	5,730	
Manufacturing	2,950	3,280	
State & Local Government	2,660	2,670	



HIGHWAY

A total of 1,064 miles of public roads that carried 1,464,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber harvesting, coal, agricultural products, and water and lakes.

- Principal Development Concerns:**
1. Needs major widening of US 41A and KY 281.
 2. Pennyrite Parkway would provide direct access to the SKC (I-66) Corridor.
 3. Hopkins County probably would not benefit from this corridor due to Western Kentucky Parkway in the county, which is the major east-west artery.
 4. Primary growth is in and around Madisonville.
 5. All incorporated cities in this county will experience positive growth.

Principal SKC (I-66) Concerns: None identified.

MUHLENBERG

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	32,170	42,550	+32.3%
Employment	12,140	16,410	+35.2%
Per Capita Income (1987 \$'s) ²	\$11,206	\$19,160	+71.0%
Unemployment (1995)			8.5% Rate
Four Highest Employers by Sector:			
Services	2,730	4,0250	
Retail Trade	2,110	3,345	
State & Local Government	1,270	1,640	
Manufacturing	1,220	1,710	



HIGHWAY

A total of 817 miles of public roads that carried 848,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber harvesting, coal, agricultural products, water/lakes.

- Principal Development Concerns:**
1. SKC (I-66) south of Muhlenberg County would not have too much impact in moving people and goods east to west due to the presence of Western Kentucky Parkway which is a major east-west artery.
 2. Primary growth areas are in and around Central City, Powderly, and Greenville.
 3. Need better road access to the Muhlenberg Industrial Park.
 4. Improvement of road from park to KY 189 bypass.
 5. Nolin Lake Reservoir should be considered as conservation area.

Principal SKC (I-66) Concerns: None identified.

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.

BARREN RIVER ADD

ALLEN

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	15,160	17,600	+16.1%
Employment	7,000	7,950	+13.6%
Per Capita Income (1987 \$'s) ²	\$10,499	\$17,178	+63.6%
Unemployment (1995)			3.3% Rate
Four Highest Employers by Sector:			
Retail Trade	1,660	2,370	
Farm	1,430	1,250	
Manufacturing	1,410	1,560	
Colleges/Recreation	850	889	



HIGHWAY

A total of 581 miles of public roads that carried 351,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Cattle, tobacco, and limestone.

Principal Development Concerns:

1. Presence of endangered species (flora and fauna)
2. Reconstruction of Brown Ford Bridge and resurfacing of US 31E.
3. Increased population growth due to reconstruction/major widening of US 231 and expansion of rural water lines in the north west.
4. The SKC (I-66) would provide better access to the Dollar General Corporation, which has more that 100 trucks traveling daily to and from the facility.

Principal SKC (I-66) Concerns: Prefers along existing highways.

BUTLER

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	11,610	13,690	+17.9%
Employment	5,620	8,040	+43.1%
Per Capita Income (1987 \$'s) ²	\$9,447	\$18,790	+98.9%
Unemployment (1995)			7.8% Rate
Four Highest Employers by Sector:			
Manufacturing	2,130	3,150	
Farm	710	600	
Colleges/Recreation	710	890	
State & Local Government	610	730	



HIGHWAY

A total of 645 miles of public roads that carried 401,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Natural gas, timber, limestone.

Principal Development Concerns:

1. A portion of the county is located within the Mammoth Cave Biosphere Reserve.
2. Central part of the county (CCD #9903) containing Morgantown shows high growth.
3. The Green River Valley in this county is the primary habitat of many of the endangered species in this area.

Principal SKC (I-66) Concerns: Prefers along existing highways.

EDMONSON

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	10,040	11,540	+14.9%
Employment	2,900	3,240	+11.7%
Per Capita Income (1987 \$'s) ²	\$8,880	\$14,450	+62.8%
Unemployment (1995)			7.2% Rate
Four Highest Employers by Sector:			
Farm	870	780	
Colleges/Recreation	550	730	
State & Local Government	390	460	
Retail Trade	290	350	



HIGHWAY

A total of 413 miles of public roads that carried 296,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Limestone.

Principal Development Concerns:

1. This county is in the Mammoth Cave Biosphere Reserve.
2. Development of Nolin Lake as a State Park.
3. SKC (I-66) would support potential industrial park development on US 31W.
4. CCD #9804 should show the most growth.
5. The Green River Valley in this county is the primary habitat of many of the endangered species in this area.

Principal SKC (I-66) Concerns: Prefers along existing highways.

Footnotes: 1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.

HART

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	15,580	15,930	+2.2%
Employment	6,640	7,600	+14.5%
Per Capita Income (1987 \$'s) ²	\$10,560	\$19,343	+83.2%
Unemployment (1995)			6.4% Rate
Four Highest Employers by Sector:			
Farm	1,860	1,550	
Manufacturing	1,220	1,750	
Colleges/Recreation	920	1,100	
Retail Trade	860	1,070	



HIGHWAY

A total of 726 miles of public roads that carried 848,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Limestone.

- Principal Development Concerns:
1. Majority of the county is within the Mammoth Cave Biosphere Reserve.
 2. Needs major widening of KY 88 to three lanes.
 3. Uniform growth should occur in this county.
 4. Green River Valley is the primary habitat of many of the endangered species in this area.
 5. Nolin Lake Reservoir should be considered as conservation area.

Principal SKC (I-66) Concerns: Prefers along existing highways.

MONROE

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	11,570	12,300	+6.3%
Employment	6,550	7,440	+13.6%
Per Capita Income (1987 \$'s) ²	\$11,857	\$21,050	+77.5%
Unemployment (1995)			4.2% Rate
Four Highest Employers by Sector:			
Manufacturing	2,040	2,730	
Farm	1,400	1,200	
Retail Trade	780	980	
Colleges/Recreation	760	770	



HIGHWAY

A total of 557 miles of public roads that carried 269,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber, hardwood, limestone.

- Principal Development Concerns:
1. Maintenance and improvement to locally maintained roads and bridges.
 2. Presence of endangered species (flora and fauna) in this area.
 3. Uniform growth should occur in this county.

Principal SKC (I-66) Concerns: Prefers along existing highway.

SIMPSON

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	15,960	19,860	+24.4%
Employment	9,750	11,960	+22.7%
Per Capita Income (1987 \$'s) ²	\$11,177	\$20,856	+86.6%
Unemployment (1995)			4.7% Rate
Four Highest Employers by Sector:			
Manufacturing	3,620	4,550	
Retail Trade	1,770	2,370	
Colleges/Recreation	1,580	2,210	
Farm	790	560	



HIGHWAY

A total of 478 miles of public roads that carried 747,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Limestone.

- Principal Development Concerns:
1. Improvement and extending of Barret Lane from North Main to KY 1008.
 2. Widening of Railroad Street and extension to KY 1008.
 3. Presence of endangered species (flora and fauna) in this area.
 4. SKC (I-66) would support the Flying J (truck stop/restaurant with 100 bed motel).
 5. South-western county (CCD #9704) should show fastest growth.
 6. Commercial development along KY 1008 loop.

Principal SKC (I-66) Concerns: Prefers along existing highway.

Footnotes: 1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.

GREEN RIVER ADD

OHIO

DEMOGRAPHICS¹

	<u>1995</u>	<u>2025</u>	<u>% Δ</u>
Population	21,940	28,980	+32.1%
Employment	8,540	10,960	+28.3%
Per Capita Income (1987 \$'s) ²	\$10,581	\$17,953	+69.7%
Unemployment (1995)			10.9% Rate
Four Highest Employers by Sector:			
Manufacturing	1,490	1,9700	
Services	1,420	2,050	
Retail Trade	1,260	1,880	
State & Local Government	1,240	1,800	



HIGHWAY

A total of 944 miles of public roads that carried 814,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Coal, timber, oil.

Principal Development Concerns:

1. SKC would provide access to larger markets.
2. Need improvements to KY 60 and US 231.
3. Recently established "Perdue Farms" chicken processing operation will be impacted by good accessibility via William Natcher Parkway.

Principal SKC (I-66) Concerns: Prefers alignment on Western Kentucky Parkway if the SKC (I-66) is moved north towards Ohio County.

Footnotes: 1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.

LINCOLN TRAIL ADD

GRAYSON

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	22,010	23,900	+8.6%
Employment	10,270	12,940	+26.0%
Per Capita Income (1987 \$'s) ²	\$10,350	\$18,883	+82.4%
Unemployment (1995)			6.9% Rate
Four Highest Employers by Sector:			
Manufacturing	2,370	3,410	
Farm	1,640	1,440	
Retail Trade	1,540	2,150	
Services	1,420	1,910	



HIGHWAY

A total of 899 miles of public roads that carried 679,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: No new resources are expected to become economic stimulates to the area or region as a result of the new SKC (I-66) highway.

Principal Development Concerns: 1. KY 259 needs to be improved from Leitchfield to a connection with I-65 near Smiths Grove in Warren County.

2. KY 259 needs to be improved from Leitchfield north to the Rough River Lake recreational area.

Principal SKC (I-66) Concerns: Cross road access will be needed, e.g. KY 259.

LARUE

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	12,040	12,840	+6.6%
Employment	4,360	4,570	+4.8%
Per Capita Income (1987 \$'s) ²	\$13,514	\$21,450	+58.7%
Unemployment (1995)			4.6% Rate
Four Highest Employers by Sector:			
Farm	1,090	870	
Services	880	870	
State & Local Government	500	600	
Manufacturing	490	530	



HIGHWAY

A total of 468 miles of public roads that carried 448,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: No new resources are expected to become economic stimulates to the area or region as a result of the new SKC (I-66) highway.

Principal Development Concerns: 1. Need to improve KY 210 from Elizabethtown and I-65 to the Cumberland Parkway (SKC (I-66)).

Principal SKC (I-66) Concerns: Cross road access needs improving, e.g. KY 210.

MARION

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	16,670	16,770	+0.6%
Employment	7,670	9,430	+22.9%
Per Capita Income (1987 \$'s) ²	\$11,598	\$22,480	+93.8%
Unemployment (1995)			7.3% Rate
Four Highest Employers by Sector:			
Farm	1,490	1,260	
Manufacturing	1,490	2,120	
Services	1,490	1,890	
Retail Trade	1,140	1,500	



HIGHWAY

A total of 490 miles of public roads that carried 367,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: No new resources are expected to become economic stimulates to the area or region as a result of the new SKC (I-66) highway.

Principal Development Concerns: 1. Need to improve US 68 north to Boyle County.

2. Need to improve KY 49 from Lebanon to Liberty in Casey County.

Principal SKC (I-66) Concerns: Cross road access needs improving, e.g. KY 55 from SKC (I-66) to Columbia to Lebanon..

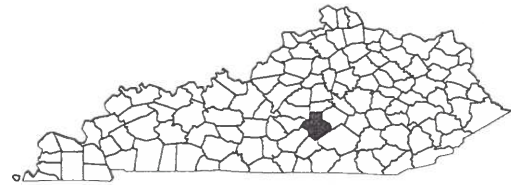
Footnotes: 1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.

LAKE CUMBERLAND ADD

CASEY

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	14,780	17,620	+19.2%
Employment	6,660	8,400	+26.1%
Per Capita Income (1987 \$'s) ²	\$9,470	\$17,152	+81.1%
Unemployment (1995)			5.1% Rate
Four Highest Employers by Sector:			
Manufacturing	1,960	3,330	
Farm	1,800	1,600	
Services	780	1,000	
Retail Trade	710	700	



HIGHWAY

A total of 721 miles of public roads that carried 355,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber industries should improve with SKC (I-66).

- Principal Development Concerns:
1. Loss of farm land
 2. Improve manufacturing opportunities.
 3. Growth areas are around Liberty in census tract #300 and #500.
 4. Need highway improvements for KY 70 and KY 910.

Principal SKC (I-66) Concerns: Need more access to corridor.

CLINTON

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	9,350	13,000	+39.0%
Employment	4,160	5,620	+35.1%
Per Capita Income (1987 \$'s) ²	\$8,959	\$15,790	+76.2%
Unemployment (1995)			8.1% Rate
Four Highest Employers by Sector:			
Farm	940	850	
Manufacturing	770	1,000	
Services (recreation)	730	1,200	
Retail Trade	570	950	



HIGHWAY

A total of 347 miles of public roads that carried 226,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Tourism and natural resources, e.g. coal, oil and natural gas.

- Principal Development Concerns:
1. Improve US 127.
 2. Improved accessibility to industrial park north of Albany.
 3. SKC (I-66) should stimulate the recreational industry.
 4. Growth is expected along US 127 and census tracts #100 and #200.

Principal SKC (I-66) Concerns: Need improved accessibility as quickly as possible.

CUMBERLAND

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	6,670	7,010	+3.7%
Employment	3,210	5,680	+76.9%
Per Capita Income (1987 \$'s) ²	\$9,323	\$17,158	+84.0%
Unemployment (1995)			10.4% Rate
Four Highest Employers by Sector:			
Farm	820	710	
Services	670	700	
Manufacturing	660	820	
Retail Trade	400	550	



HIGHWAY

A total of 418 miles of public roads that carried 186,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber, oil industry, and recreational industry should be improved by SKC (I-66).

- Principal Development Concerns:
1. Need improved access to SKC (I-66) corridor - KY 61 to Columbia.
 2. Need to expand utility base to support growth.
 3. Need improved accessibility to market place.

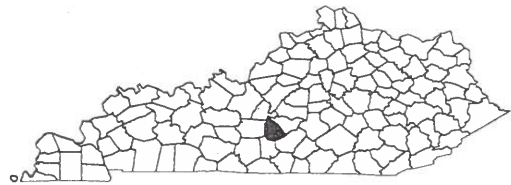
Principal SKC (I-66) Concerns: The sooner it is constructed the better.

Footnotes: 1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.

GREEN

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	10,430	12,000	+15.1%
Employment	4,610	6,000	+30.2%
Per Capita Income (1987 \$'s) ²	\$10,992	\$19,811	+80.2%
Unemployment (1995)			7.4% Rate
Four Highest Employers by Sector:			
Farm	1,470	1,190	
Manufacturing	970	1,500	
Services	670	750	
State & Local Government	570	670	



HIGHWAY

A total of 527 miles of public roads that carried 256,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: SKC (I-66) could bring modest increase in wood and oil related industries.

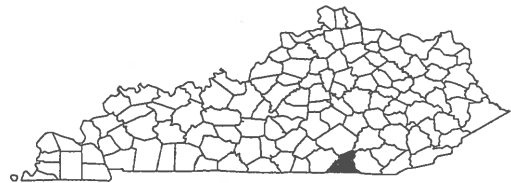
- Principal Development Concerns:**
1. Increase the current downward trend in agriculture.
 2. Improve the areas attractiveness for manufacturing sites.
 3. Improve KY 61 toward Hodgenville and access to the SKC (I-66).
 4. Growth is expected to occur around Greensburg and radiate toward Hodgenville on KY 61 and Campbellsville on KY 70.

Principal SKC (I-66) Concerns: Need more access to corridor.

McCREARY

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	17,070	26,000	+52.3%
Employment	4,000	5,230	+30.8%
Per Capita Income (1987 \$'s) ²	\$7,592	\$12,469	+64.2%
Unemployment (1995)			8.2% Rate
Four Highest Employers by Sector:			
Manufacturing	960	1,300	
Services	830	1,200	
State & Local Government	740	850	
Retail Trade	610	830	



HIGHWAY

A total of 649 miles of public roads that carried 366,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: SKC (I-66) should improve the market for wood products and for tourism at Big South Fork.

- Principal Development Concerns:**
1. Improved service to regional market is desperately needed.
 2. Growth is expected to continue around Whitley City and up US 27 north.
 3. Improvements are needed to US 27, KY 92, and KY 90.

Principal SKC (I-66) Concerns: The area needs improved accessibility to regional and national markets.

TAYLOR

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	22,320	28,000	+25.4%
Employment	15,060	18,150	+20.5%
Per Capita Income (1987 \$'s) ²	\$12,388	\$20,309	+63.9%
Unemployment (1995)			4.5% Rate
Four Highest Employers by Sector:			
Manufacturing	5,640	7,310	
Retail Trade	2,210	2,720	
Services (Colleges/Recreation)	2,100	2,500	
State & Local Government	1,400	1,900	



HIGHWAY

A total of 529 miles of public roads that carried 483,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Educated people and access to utilities and transportation.

- Principal Development Concerns:**
1. Upgrade KY 210 toward Elizabethtown.
 2. Need to upgrade the water and sewer facilities.
 3. Lodge at Green River State Park.
 4. Growth is expected to occur: population-80% around Campbellsville, employment-50% census tract #300.

Principal SKC (I-66) Concerns: Needed now to bring people closer to area.

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.

WAYNE

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	18,850	27,250	+44.6%
Employment	7,640	10,170	+33.1%
Per Capita Income (1987 \$'s) ²	\$8,850	\$14,613	+70.3%
Unemployment (1995)			6.5% Rate
Four Highest Employers by Sector:			
Manufacturing	2,140	3,300	
Services (recreation)	1,250	1,760	
Retail Trade	1,210	1,750	
Farm	1,120	940	



HIGHWAY

A total of 643 miles of public roads that carried 411,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Tourism and manufacturing.

Principal Development Concerns:

1. Need to improve access to southern shores of Lake Cumberland.
2. Need an industrial park and improved utilities.
3. Growth is expected to occur around Monticello (40%) and Zula/Powersburg (60%).

Principal SKC (I-66) Concerns: Need improved accessibility.

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.

BLUEGRASS ADD

LINCOLN

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	20,900	24,200	+15.8%
Employment	6,770	7,280	+7.5%
Per Capita Income (1987 \$'s) ²	\$10,300	\$16,407	+59.3%
Unemployment (1995)			5.0% Rate
Four Highest Employers by Sector:			
Farm	1,930	1,600	
Services	1,290	1,540	
Retail Trade	960	1,180	
State & Local Government	830	970	



HIGHWAY

A total of 581 miles of public roads that carried 517,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Lumber.

- Principal Development Concerns:**
1. The SKC (I-66) would play a vital role in development of tourism in this county.
 2. Proposed Cedar Creek Lake (784 acres) will be located east of Stanford on US 150.
 3. Needs major widening of US 27 corridor from Camp Nelson to Somerset.
 4. Stanford Comprehensive Plan identifies land near US 27 and US 150 as future industrial and commercial areas..
 5. Plans for proposed location of second industrial park in the northeast corner of US 27 and US 150.

Principal SKC (I-66) Concerns: Prefers SKC (I-66) alignment north of Somerset.

Footnotes:

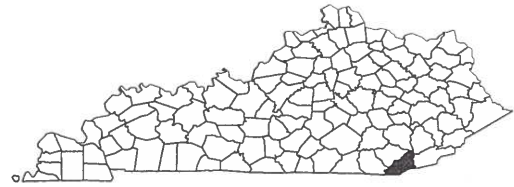
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2. Most recent projected information available from Woods & Poole, Inc.

CUMBERLAND VALLEY ADD

BELL

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	31,320	34,870	+11.3%
Employment	12,140	16,020	+32.0%
Per Capita Income (1987 \$'s) ²	\$9,969	\$17,925	+79.8%
Unemployment (1995)			7.8% Rate
Four Highest Employers by Sector:			
Services	2,910	3,550	
Retail Trade	2,770	4,380	
State & Local Government	1,770	2,390	
Manufacturing	1,020	1,100	



HIGHWAY

A total of 482 miles of public roads that carried 715,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber, limestone, and tourism enhanced by SKC (I-66).

- Principal Development Concerns:**
1. US 119 needs to be improved from Pineville to Harlan.
 2. KY 441 improvement in Middlesboro.
 3. Land conservation and environmental.
 4. Need access to I-66 improvement to stimulate industrial/commercial base.
 5. Principle growth areas are census tracts #600, #700, and #800.

Principal SKC (I-66) Concerns: Best location for Bell County is along US 25E and following US 58 in Virginia.

JACKSON

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	12,490	13,860	+11.0%
Employment	3,430	3,690	+7.6%
Per Capita Income (1987 \$'s) ²	\$10,879	\$13,130	+20.7%
Unemployment (1995)			9.3% Rate
Four Highest Employers by Sector:			
Farm	810	710	
Services	600	800	
State & Local Government	480	500	
Retail Trade	350	360	



HIGHWAY

A total of 629 miles of public roads that carried 257,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber and limestone would become more accessible and marketable.

- Principal Development Concerns:**
1. SKC (I-66) would improve access and potentials to industrial parks in county.
 2. US 421 and KY 30 need improving.
 3. Growth is expected to occur near present development.

Principal SKC (I-66) Concerns: Prefer the SKC (I-66) to be located as near to Jackson County as possible.

KNOX

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	32,850	56,780	+72.8%
Employment	10,440	15,460	+48.1%
Per Capita Income (1987 \$'s) ²	\$8,790	\$14,104	+59.2%
Unemployment (1995)			7.0% Rate
Four Highest Employers by Sector:			
Services	2,300	3,140	
Retail Trade	2,220	4,100	
State & Local Government	1,540	2,080	
Manufacturing	1,490	2,110	



HIGHWAY

A total of 634 miles of public roads that carried 647,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: SKC (I-66) would improve timber industry.

- Principal Development Concerns:**
1. Highway needs are KY 11 and KY 312.
 2. SKC (I-66) would provide east-west access to regional markets and improve the attractiveness to present industrial parks.
 3. Growth is expected to occur along US 25E from Corbin to Barbourville.

Principal SKC (I-66) Concerns: Preferred location is along US 25E in Knox County and US 119 in Harlan County.

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.

HARLAN

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	36,720	38,830	+5.7%
Employment	11,310	12,560	+11.1%
Per Capita Income (1987 \$'s) ²	\$9,702	\$16,684	+72.0%
Unemployment (1995)			16.2% Rate
Four Highest Employers by Sector:			
Mining	2,500	2,920	
Services	2,320	2,410	
Retail Trade	2,250	2,400	
State & Local Government	1,990	2,010	



HIGHWAY

A total of 520 miles of public roads that carried 704,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Accessibility to SKC (I-66) should improve hardwood market.

Principal Development Concerns:

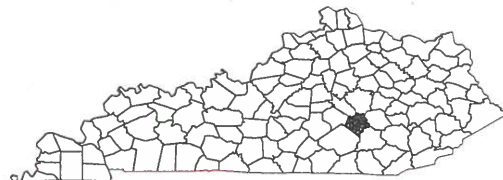
1. Accessibility to SKC (I-66) will improve the job market and industrial attractiveness.
2. US 421, US 119, and KY 38 need improvements.
3. Some land conservation and environmental concerns are expressed in 2001 Plan.
4. Future socio-economic growth is expected to be distributed throughout county.

Principal SKC (I-66) Concerns: Prefer SKC (I-66) to follow US 119 and/or US 421 from Hyden.

ROCKCASTLE

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	15,500	19,750	+27.4%
Employment	5,100	6,230	+22.1%
Per Capita Income (1987 \$'s) ²	\$9,185	\$15,639	+70.3%
Unemployment (1995)			6.8% Rate
Four Highest Employers by Sector:			
Services	1,280	1,780	
Farm	930	810	
Manufacturing	860	1,460	
Retail Trade	660	610	



HIGHWAY

A total of 663 miles of public roads that carried 952,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber, limestone, and recreation would become more accessible.

Principal Development Concerns:

1. SKC (I-66) would improve east/west access and expand the market place opportunities, including the existing industrial parks.
2. Growth is expected throughout the county but, most will be concentrated around Mr. Vernon and Renfro Valley.

Principal SKC (I-66) Concerns: SKC (I-66) should be located north of London and intersect KY 461 between Mt. Vernon and Somerset.

WHITLEY

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	34,920	42,160	+20.7%
Employment	15,200	18,460	+21.4%
Per Capita Income (1987 \$'s) ²	\$10,473	\$17,730	+69.3%
Unemployment (1995)			6.4% Rate
Four Highest Employers by Sector:			
Services (College)	4,680	5,910	
Retail Trade	2,890	3,840	
State & Local Government	1,670	1,810	
Manufacturing	1,490	1,77	



HIGHWAY

A total of 800 miles of public roads that carried 1,228,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: SKC (I-66) would improve timber industry.

Principal Development Concerns:

1. Need improved access to east/west markets.
2. Highways needing improvements are US 25W, I-75, and KY 312.
3. Principle growth areas are around the I-75 interchange areas (Williamsburg and Corbin).

Principal SKC (I-66) Concerns: Preferred location is as close to Whitley County as possible.

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.

KENTUCKY RIVER ADD

BREATHITT

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	15,310	16,390	+7.0%
Employment	5,570	6,760	+21.4%
Per Capita Income (1987 \$'s) ²	\$10,381	\$18,397	+77.2%
Unemployment (1995)			10.9% Rate
Four Highest Employers by Sector:			
Services	1,510	1,680	
Retail Trade	1,190	1,700	
State & Local Government	930	960	
Mining	710	1,040	



HIGHWAY

A total of 497 miles of public roads that carried 398,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Coal and timber.

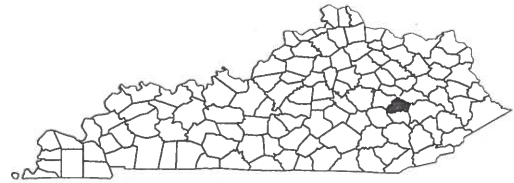
Principal Development Concerns: 1. Highway improvement projects identified are either in the Six Year Highway Plan or Long Range Highway Plan (KY 15).
2. Economic enhancement through tourism and timber industry.

Principal SKC (I-66) Concerns: None identified.

LEE

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	8,040	9,350	+16.3%
Employment	2,520	2,930	+16.3%
Per Capita Income (1987 \$'s) ²	\$8,479	\$14,157	+67.0%
Unemployment (1995)			7.9% Rate
Four Highest Employers by Sector:			
Services	660	920	
State & Local Government	440	450	
Retail Trade	380	470	
Manufacturing	230	290	



HIGHWAY

A total of 411 miles of public roads that carried 182,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Daniel Boone National Forest and timber.

Principal Development Concerns: 1. Highway improvement/reconstruction projects identified are either in the Six Year Highway Plan or Long Range Highway Plan (KY 30 / KY 11).
2. Completion of Crystal Creek Reservoir.

Principal SKC (I-66) Concerns: None identified.

OWSLEY

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	5,220	5,310	+1.7%
Employment	1,240	1,290	+4.0%
Per Capita Income (1987 \$'s) ²	\$7,544	\$13,651	+81.0%
Unemployment (1995)			6.2% Rate
Four Highest Employers by Sector:			
Farm	380	330	
State & Local Government	330	390	
Services	230	220	
Retail Trade	140	140	



HIGHWAY

A total of 301 miles of public roads that carried 120,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Coal and timber.

Principal Development Concerns: 1. Highway improvement projects identified are either in the Six Year Highway Plan or Long Range Highway Plan (KY 30).
2. SKC (I-66) would help in logging program and other economic stimulant activities.

Principal SKC (I-66) Concerns: None listed.

Footnotes: 1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.

BIG SANDY ADD

JOHNSON

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	23,740	24,160	+1.7%
Employment	8,740	8,700	-0.5%
Per Capita Income (1987 \$'s) ²	\$14,973	\$17,690	+18.1%
Unemployment (1995)			8.2% Rate
Four Highest Employers by Sector:			
Retail Trade	2,250	2,720	
Services	1,800	1,250	
State & Local Government	1,380	1,330	
Transportation, Communications, and Public Utilities	650	650	



HIGHWAY

A total of 516 miles of public roads that carried 550,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Oil and natural gas.

- Principal Development Concerns:
1. Paintsville area and Paintsville Lake State Park could receive appreciable growth and impact due to increase tourism.
 2. Plans to build a Federal Prison just off KY 3 at Johnson/Martin County Line Transportation, Communications, and.
 3. Reconstruction of US 23 has created many potential industrial/residential sites that would be more attractive due to SKC (I-66).

Principal SKC (I-66) Concerns: None identified.

MAGOFFIN

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	13,660	16,080	+17.7%
Employment	3,660	4,470	+22.1%
Per Capita Income (1987 \$'s) ²	\$11,178	\$14,447	+29.2%
Unemployment (1995)			15.1% Rate
Four Highest Employers by Sector:			
Services	810	1,280	
State & Local Government	700	980	
Retail Trade	510	570	
Transportation, Communications, and Public Utilities	450	470	



HIGHWAY

A total of 454 miles of public roads that carried 382,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber.

- Principal Development Concerns:
1. KY 114 area from Salyersville to Prestonsburg would acquire most significant growth and development.
 2. Improvement of KY 114 to four lanes from Salyersville to Prestonburg.
 3. Current plans to construct Licking River Cut-Through Project near Salyersville.
 4. Widening of Mountain Parkway to four lanes from Campton to Salyersville.

Principal SKC (I-66) Concerns: None identified.

MARTIN

DEMOGRAPHICS¹

	1995	2025	% Δ
Population	13,220	16,470	+24.6%
Employment	3,960	5,450	+37.6%
Per Capita Income (1987 \$'s) ²	\$13,978	\$17,791	+27.3%
Unemployment (1995)			11.7% Rate
Four Highest Employers by Sector:			
Mining	1,470	2,130	
Retail Trade	580	810	
Services	570	940	
State & Local Government	560	590	



HIGHWAY

A total of 237 miles of public roads that carried 359,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources: Timber.

- Principal Development Concerns:
1. The Inez area, Warfield (KY 40) and Lovely (KY 922) could receive positive impact.
 2. Plans to build a Federal Prison off KY 3 at Martin/Johnson County Line.
 3. Plans to reconstruct KY 40 from Inez to Warfield
 4. All badly maintained roads are narrow and need improvements.

Principal SKC (I-66) Concerns: None identified.

Footnotes: 1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.

FIVCO ADD

LAWRENCE

DEMOGRAPHICS¹

	<u>1995</u>	<u>2025</u>	<u>% Δ</u>
Population	14,890	15,980	+7.3%
Employment	4,020	4,210	+4.7%
Per Capita Income (1987 \$'s) ²	\$9,360	\$15,120	+61.5%
Unemployment (1995)			10.4% Rate
Four Highest Employers by Sector:			
Services	990	1,180	
Retail Trade	730	670	
State & Local Government	560	670	
Farm	420	350	



HIGHWAY

A total of 558 miles of public roads that carried 490,000 daily vehicle miles in 1994. It is an indirect impact county.

AREA DEVELOPMENT DISTRICT COMMENTS

Principal Resources:

- Principal Development Concerns:**
1. Future additional development of lake facilities at Yatesville Lake is expected.
 2. Area along US 23 near Louisa has been designated for industrial use.
 3. SKC (I-66) route would be very beneficial to economic development efforts in this county.

Principal SKC (I-66) Concerns: Prefers KY 32 alignment if SKC (I-66) were to pass through this county.

Footnotes:

1. Demographic information made available from Woods and Poole, Inc. and based on statistics from Bureau of Economic Analysis, Washington D.C. This data does not consider the economic impact of an "I-66" corridor improvement.
2. Most recent projected information available from Woods & Poole, Inc.

APPENDIX C

Other (non-impact) Counties Socio-Economic Statistics

Southern Kentucky Corridor (I-66)

Socio-economic data for counties other than Direct / Indirect impact counties:

1995					2025			
Counties	Total Population	Total Employment	Number of Households	Income per Capita	Total Population	Total Employment	Number of Households	Income per Capita
Anderson	16030	5470	6030	13861	19570	6180	7200	20833
Bath	9940	3630	3790	10096	10330	3800	3900	16949
Boone	67150	55320	23700	15955	104615	87200	36430	25222
Bourbon	19560	10190	7430	14707	20970	10490	7800	23454
Boyd	51670	33010	20200	15350	54150	36080	20040	25158
Boyle	26870	18600	9950	13393	35080	23340	12100	21157
Bracken	8100	2780	3010	10935	8320	2830	3020	18107
Breckinridge	16710	6180	6370	10672	18065	6570	6880	17707
Bullitt	54180	13250	18460	11483	82230	19230	28010	17211
Campbell	86490	31050	32480	14963	98140	40380	36830	25638
Carroll	9840	6591	3736	12854	12782	8522	4783	20704
Carter	25406	8311	9123	9691	28289	9060	9680	15284
Clark	30660	15440	11510	14037	35205	17323	12977	22028
Daviess	90800	51280	35260	14150	107590	60792	60384	22597
Elliott	6600	1530	2410	7471	6820	1570	2470	12228
Estill	15500	4140	5740	9272	17930	4510	6550	14594
Fayette	241880	193710	96900	18225	328000	246200	127630	26764
Fleming	12690	6700	4830	11027	13690	7520	5110	19382
Franklin	45598	36652	18220	15677	52976	42525	20886	24081
Gallatin	5820	2020	2110	11067	6999	2505	2554	17297
Garrard	12420	4790	5070	11741	14508	5568	5880	18574
Grant	17570	6600	6300	11721	23688	8804	8567	18606
Greenup	37990	13020	14000	12575	44679	14678	15722	21972
Hancock	8100	5460	2910	15055	10014	6455	3558	22163

Counties	Total Population	Total Employment	Number of Households	Income per Capita	Total Population	Total Employment	Number of Households	Income per Capita
Hardin	86550	58550	28780	12946	101896	97342	33801	23317
Harrison	16780	8400	6300	13143	18240	9242	6586	22041
Henderson	44510	23620	17250	14624	48415	25609	18344	23528
Henry	13810	5670	5330	12303	16312	7034	6332	20381
Jefferson	670050	474090	269310	18471	645407	594288	249433	34144
Jessamine	34960	14710	12310	13224	60536	24274	21757	20050
Kenton	145590	64360	54370	16277	160345	84835	58031	27140
Lewis	13170	4840	4840	8837	13218	6714	4714	16784
McLean	9800	3470	3760	11378	10871	3540	4110	18036
Madison	61200	31350	21550	12378	72812	38885	26033	20024
Mason	17290	12260	6860	12996	17748	15134	6848	23061
Meade	24770	5270	8360	11149	28268	6106	9593	16641
Menifee	5220	1640	1910	7865	5207	1590	1828	12736
Mercer	20240	10310	23700	13722	26862	14219	37164	23067
Montgomery	20530	9460	7670	11231	25716	12597	9391	18976
Morgan	13380	4680	4750	8528	15646	5321	5423	14536
Nelson	31860	15330	11340	13236	36547	21963	12863	23915
Nicholas	6870	3430	2700	11716	7126	4377	2731	21516
Oldham	39700	14390	12980	19453	69731	25619	23874	27218
Owen	9470	3960	3600	10628	10009	4299	3721	16814
Pendleton	12870	4480	4670	10241	14115	4863	5048	16280
Powell	12670	4480	4460	9620	19264	6773	6818	15406
Robertson	2150	820	840	10249	1988	758	769	16929
Rowan	21250	10620	6990	9592	22853	11074	6122	15044
Scott	27390	18980	9870	14371	49436	31453	18035	22420
Shelby	26200	16300	9660	16595	26796	21843	10325	30942
Spencer	7180	2710	2630	12134	8234	3053	3008	18720
Trimble	6360	2110	2370	10899	7001	2329	2624	17777

Counties	Total Population	Total Employ- ment	Number of House- holds	Income per Capita	Total Population	Total Employ- ment	Number of House- holds	Income per Capita
Union	16530	8740	5640	14022	18022	10215	6271	23158
Washington	10560	4970	3800	12831	10922	5740	3910	23094
Webster	13760	6490	5320	14372	14530	8133	5443	27477
Wolfe	7050	2430	2690	8860	7904	2671	3015	14914
Woodford	22150	14340	8090	20012	34225	19268	12366	27831

APPENDIX D

Questionnaire to the Area Development Districts for Impact Counties



COLLEGE OF ENGINEERING

November 28, 1995

KENTUCKY TRANSPORTATION CENTER

KENTUCKY TRANSPORTATION CENTER BLDG.

LEXINGTON, KENTUCKY 40506-0281

Dear Mr.

Subject: Southern Kentucky Corridor (I-66)
Highway/Socio-Economic Statistics Questionnaire

Enclosed you will find a questionnaire for each of the counties that are impacted either directly or indirectly by the Southern Kentucky Corridor (SKC)/I-66. Also enclosed is a map showing the direct and indirect impact counties.

Highway statistics data is provided only for routes in direct impact counties that are being analyzed for possible incorporation into the SKC (I-66) Corridor. Socio-economic data is provided for both direct and indirect impact counties for economic analysis.

The socio-economic part of the questionnaire contains nine questions requiring your input for each of the direct and indirect impact counties. We are requesting that you verify the data on the enclosed questionnaires and provide answers to the nine questions. Please feel free to make corrections to the data on the form and provide the source and reason for corrected data.

The completed questionnaire should be returned to the University of Kentucky Transportation Center as soon as possible or within four weeks from the date of its receipt. If there are no changes, please indicate this with a note on the questionnaire before returning it to us.

Your cooperation in this task is greatly appreciated.

Sincerely,

Thomas R. Layman, P. E.
Project Manager

Enclosures

1. Please provide a brief description of natural resources that may become available or more accessible as a result of the proposed corridor, excluding coal reserves: (Note: Feel free to attach any additional information.)

2. Please provide information from locally endorsed development plans (especially official land use, community facilities, or transportation plans) that identify land conservation and/or environmental concerns. Please include only those concerns that would be affected by the proposed corridor/routes: (This may include such things as recreational parks to small or large theme parks, etc. Feel free to attach any additional information.)

3. Please provide information from locally endorsed development plans that identify land uses planned or reserved for developmental purposes, which would be affected by the proposed corridor/routes: (These may include, for example, areas designated for industrial, residential, or commercial uses to name a few.) In addition please provide information on regional scale projects that may have a significant impact on the proposed corridor: (Feel free to attach any additional information.)

4. Please provide information from locally endorsed development plans that may influence the proposed corridor/routes and have not been identified in the three responses above: (Feel free to attach additional information.)

5. Please provide information on environmental concerns not addressed in the items above. (Indian Burial Mounds might be one example.) Please include only those that would be affected by the proposed corridor/routes: (Feel free to attach additional information.)

6. What are the *locally* maintained highway improvements both planned and committed in the portion of the county covered by the corridor that would impact the corridor/routes? (Feel free to attach additional information.)

7. What *locally* maintained highway route improvements are considered most needed in the impact area? (Feel free to attach any additional information.)

8. How does this corridor support developmental programs in the impacted county? For example, a new mall, that has already been planned along an impacted route, would be a developmental program supported by the proposed route. (Feel free to attach any additional information.)

9. What would be the best location of the proposed corridor through this county (along an existing roadway or along a new location)? If optional locations are identified please try to identify the preferred location and route. Also please state why the alternative route is preferred. (Feel free to attach any additional information and to illustrate on attached map or one identical.)

