

Appendix F Highway Information System Summary of Parkway Data

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Geometric Characteristics

Purchase Parkway and I-24
Fulton to Eddyville

COUNTY	BEGIN MP	END MP	LENGTH (MILES)	NUMBER OF LANES	LANE WIDTH (FT)	INSIDE SHOULDER WIDTH (FT)	OUTSIDE PAVED SHOULDER WIDTH (FT)	INSIDE/OUTSIDE SHOULDER TYPE	SPEED LIMIT	ROADWAY TYPE	PAVEMENT TYPE
Purchase Parkway, MP 0.000 to MP 51.398											
Fulton	0.000	0.625	0.6	4	12	3	10	Paved w/ Bituminous Material	55	Divided Highway	High Flexible
	0.625	3.434	2.8	4	12	3	10	Paved w/ Bituminous Material	70	Divided Highway	High Flexible
Hickman	3.434	8.352	4.9	4	12	3	10	Paved w/ Bituminous Material	70	Divided Highway	High Flexible
Graves	8.352	21.887	13.5	4	12	3	10	Paved w/ Bituminous Material	70	Divided Highway	High Flexible
	21.887	24.901	3.0	4	12	0	10	Paved w/ Bituminous Material	70	Divided Highway	High Flexible
	24.901	34.487	9.6	4	12	3	10	Paved w/ Bituminous Material	70	Divided Highway	High Flexible
Marshall	34.487	51.398	16.9	4	12	3	10	Paved w/ Bituminous Material	70	Divided Highway	Composite;Flexible over Rigid
Interstate 24, MP 24.941 to MP 41.250											
Marshall	24.941	29.352	4.4	4	12	-	10	Paved w/ Bituminous Material	70	Divided Highway	High Flexible
Livingston	29.352	33.880	4.5	4	12	-	10	Paved w/ Bituminous Material	70	Divided Highway	Composite;Flexible over Rigid
Lyon	33.880	41.250	7.4	4	12	-	10	Paved w/ Bituminous Material	70	Divided Highway	High Flexible

Highway Systems

Julian M. Carroll (Purchase) Parkway and I-24
Fulton to Eddyville

COUNTY	BEGIN MP	END MP	STATE SYSTEM	NATIONAL TRUCK NETWORK	NATIONAL HIGHWAY SYSTEM	FUNCTIONAL CLASSIFICATION	TRUCK WEIGHT CLASS
Julian M. Carroll (Purchase) Parkway, MP 0.000 to MP 51.398							
Fulton	0.000	3.430	State Primary (Parkway)	Yes	Yes	Rural Principal Arterial	AAA
Hickman	3.430	8.352	State Primary (Parkway)	Yes	Yes	Rural Principal Arterial	AAA
Graves	8.350	21.305	State Primary (Parkway)	Yes	Yes	Rural Principal Arterial	AAA
	21.305	24.747	State Primary (Parkway)	Yes	Yes	Urban Freeways & Expressways	AAA
	24.747	34.487	State Primary (Parkway)	Yes	Yes	Rural Principal Arterial	AAA
Marshall	34.487	51.398	State Primary (Parkway)	Yes	Yes	Rural Principal Arterial	AAA
Interstate 24, MP 24.941 to MP 41.250							
Marshall	24.941	29.352	State Primary (Interstate)	Yes	Yes	Rural Interstate	AAA
Livingston	29.352	33.880	State Primary (Interstate)	Yes	Yes	Rural Interstate	AAA
Lyon	33.880	41.25	State Primary (Interstate)	Yes	Yes	Rural Interstate	AAA

Bridge Characteristics
Julian M. Carroll (Purchase) Parkway and I-24
Fulton to Eddyville

Mainline Bridges - Julian M. (Purchase) Parkway															
COUNTY	MP	BRIDGE NO.	DIRECTION	FEATURES INTERSECTED	Length (FT)	WIDTH (GUTTER TO GUTTER)(FT)	SUFFICIENCY RATING	Structural Function	DESIGN LOAD	INVENTORY RATING	OPERATING RATING	Load I (lbs)	Load II (lbs)	Load III (lbs)	Load IV (lbs)
Fulton	0.004	038B00053L	SB	Pkwy Over KY 116 (W. State Line St.)	153	38'-0"	96.6		HS 20-44 or Alt.	HS 33.3	-	128,000	134,000	150,000	204,000
Fulton	0.004	038B00053R	NB	Pkwy Over KY 116 (W. State Line St.)	152.9	38'-0"	99.6		HS 20-44 or Alt.	HS 33.3	-	128,000	134,000	150,000	204,000
Fulton	0.924	038B00054L	SB	Pkwy Over KY 166 (Middle Rd)	142.25	38'-0"	99.7		HS 20-44 or Alt.	HS 31.7	-	122,000	130,000	142,000	200,000
Fulton	0.924	038B00054R	NB	Pkwy Over KY 166 (Middle Rd)	142.25	38'-0"	99.7		HS 20-44 or Alt.	HS 31.7	-	122,000	130,000	142,000	200,000
Fulton	1.781	038B00055L	SB	Pkwy Over I.C.R.R. (ILL. Central railroad)	539.00	30'-0"	81.6		HS 20-44 or Alt.	HS 31.1	-	120,000	126,000	142,000	202,000
Fulton	1.781	038B00055R	NB	Pkwy Over I.C.R.R. (ILL. Central railroad)	485.42	30'-0"	81.6		HS 20-44 or Alt.	HS 31.1	-	120,000	126,000	142,000	202,000
Graves	9.082	042B00170L	SB	Pkwy over Bayou Du Chien Creek	310.25	30'-0"	82.6		HS 20-44 or Alt.	HS 36.1	-	134,000	140,000	154,000	208,000
Graves	9.082	042B00170R	NB	Pkwy over Bayou Du Chien Creek	310.25	30'-0"	82.6		HS 20-44 or Alt.	HS 36.1	-	134,000	140,000	154,000	208,000
Graves	12.788	042B00173L	SB	Pkwy over Bush Creek	127.17	38'-0"	98.7		HS 20-44 or Alt.	HS 32.2	-	122,000	130,000	144,000	212,000
Graves	12.788	042B00173R	NB	Pkwy over Bush Creek	127.17	38'-0"	98.7		HS 20-44 or Alt.	HS 32.2	-	122,000	130,000	144,000	212,000
Graves	16.751	042B00176L	SB	Pkwy over Obion Creek	208.25	38'-0"	98.6		HS 20-44 or Alt.	HS 34.4	-	138,000	144,000	156,000	208,000
Graves	16.751	042B00176R	NB	Pkwy over Obion Creek	208.25	38'-0"	99.6		HS 20-44 or Alt.	HS 34.4	-	138,000	144,000	156,000	208,000
Graves	17.777	042B00177L	SB	Pkwy over Opossum Creek	211.06	38'-0"	99.6		HS 20-44 or Alt.	HS 34.4	-	152,000	162,000	174,000	232,000
Graves	17.777	042B00177R	NB	Pkwy over Opossum Creek	211.06	38'-0"	99.6		HS 20-44 or Alt.	HS 34.4	-	152,000	162,000	174,000	232,000
Graves	21.285	042B00154L	SB	Pkwy over US 45 (Mayfield Bypass)	208.31	24'-0"	92.6		HS 20-44 or Alt.	HS 28.4	-	94,000	100,000	112,000	162,000
Graves	21.285	042B00154R	NB	Pkwy over US 45 (Mayfield Bypass)	201.17	24'-0"	78.2	Functionally Obsolete	HS 20-44 or Alt.	HS 28.4	-	94,000	100,000	112,000	162,000
Graves	24.726	042B00155L	SB	Pkwy over US 45 (Paducah Rd)	238.00	38'-0"	97.4		HS 20-44 or Alt.	HS 33.3	-	134,000	140,000	150,000	192,000
Graves	24.726	042B00155R	NB	Pkwy over US 45 (Paducah Rd)	238.00	38'-0"	97.6		HS 20-44 or Alt.	HS 33.3	-	134,000	140,000	150,000	192,000
Graves	25.068	042B00156L	SB	Pkwy Over I.C.R.R. (ILL. Central railroad)	172.17	38'-0"	99.6		HS 20-44 or Alt.	HS 35.6	-	144,000	150,000	162,000	208,000
Graves	25.068	042B00156R	NB	Pkwy Over I.C.R.R. (ILL. Central railroad)	172.17	38'-0"	99.6		HS 20-44 or Alt.	HS 35.6	-	144,000	150,000	162,000	208,000
Graves	25.405	042B00157L	SB	Pkwy over Mayfield Creek	208.42	38'-0"	98.6		HS 20-44 or Alt.	HS 30.0	-	116,000	124,000	134,000	182,000
Graves	25.405	042B00157R	NB	Pkwy over Mayfield Creek	208.42	38'-0"	99.6		HS 20-44 or Alt.	HS 30.0	-	116,000	124,000	134,000	182,000
Graves	25.637	042B00158L	SB	Pkwy over Mayfield Creek Overflow 1	97.17	38'-0"	96.6		HS 20-44 or Alt.	HS 29.5	-	102,000	112,000	128,000	214,000
Graves	25.637	042B00158R	NB	Pkwy over Mayfield Creek Overflow 1	97.17	38'-0"	96.6		HS 20-44 or Alt.	HS 29.5	-	102,000	112,000	128,000	214,000
Graves	25.863	042B00159L	SB	Pkwy over Mayfield Creek Overflow 2	97.17	38'-0"	99.6		HS 20-44 or Alt.	HS 32.2	-	110,000	120,000	140,000	234,000
Graves	25.863	042B00159R	NB	Pkwy over Mayfield Creek Overflow 2	97.17	38'-0"	99.6		HS 20-44 or Alt.	HS 32.2	-	110,000	120,000	140,000	234,000
Graves	31.402	042B00162L	SB	Pkwy over Panther Creek	188.65	38'-0"	99.7		HS 20-44 or Alt.	HS 30.0	-	128,000	136,000	148,000	208,000
Graves	31.402	042B00162R	NB	Pkwy over Panther Creek	188.65	38'-0"	99.7		HS 20-44 or Alt.	HS 30.0	-	128,000	136,000	148,000	208,000
Graves	31.573	042B00163L	SB	Pkwy over Panther Creek Overflow	97.17	38'-0"	99.7		HS 20-44 or Alt.	HS 29.5	-	102,000	112,000	128,000	156,000
Graves	31.573	042B00163R	NB	Pkwy over Panther Creek Overflow	97.17	38'-0"	99.7		HS 20-44 or Alt.	HS 29.5	-	102,000	112,000	128,000	156,000
Graves	33.524	042B00165L	SB	Pkwy over West Fork Clarks River Overflow 1	97.17	38'-0"	99.7		HS 20-44 or Alt.	HS 30.0	-	102,000	114,000	130,000	216,000
Graves	33.524	042B00165R	NB	Pkwy over West Fork Clarks River Overflow 1	97.17	38'-0"	99.7		HS 20-44 or Alt.	HS 30.0	-	102,000	114,000	130,000	216,000
Graves	33.686	042B00166L	SB	Pkwy over West Fork Clarks River	208.42	38'-0"	99.7		HS 20-44 or Alt.	HS 30.0	-	132,000	138,000	150,000	204,000
Graves	33.686	042B00166R	NB	Pkwy over West Fork Clarks River	208.42	38'-0"	99.7		HS 20-44 or Alt.	HS 30.0	-	132,000	138,000	150,000	204,000
Graves	34.012	042B00167L	SB	Pkwy over West Fork Clarks River Overflow 2	107.68	38'-0"	96.7		HS 20-44 or Alt.	HS 29.5	-	102,000	112,000	128,000	214,000
Graves	34.012	042B00167R	NB	Pkwy over West Fork Clarks River Overflow 2	107.68	38'-0"	96.7		HS 20-44 or Alt.	HS 29.5	-	102,000	112,000	128,000	214,000
Graves	34.330	042B00168L	SB	Pkwy over KY 564 (Wayne Freeman Rd / Wadesboro	132.29	38'-0"	96.7		HS 20-44 or Alt.	HS 31.7	-	120,000	130,000	142,000	210,000
Graves	34.330	042B00168R	NB	Pkwy over KY 564 (Wayne Freeman Rd / Wadesboro	132.29	38'-0"	97.7		HS 20-44 or Alt.	HS 31.7	-	120,000	130,000	142,000	210,000
Marshall	42.748	079B00074L	SB	Pkwy over NC & St. Louis Railroads	157.70	38'-0"	98.2		HS 20-44 (1961)	HS 40.5	-	134,000	142,000	154,000	204,000
Marshall	42.748	079B00074R	NB	Pkwy over NC & St. Louis Railroads	157.70	38'-0"	98.2		HS 20-44 (1961)	HS 40.5	-	134,000	142,000	154,000	204,000
Marshall	43.277	079B00075L	SB	Pkwy over Clarks River Relief No. 1	291.08	30'-0"	81		HS 20-44 (1961)	HS 26.6	-	122,000	130,000	142,000	158,000
Marshall	43.277	079B00075R	NB	Pkwy over Clarks River Relief No. 1	291.08	30'-0"	81		HS 20-44 (1961)	HS 26.6	-	122,000	130,000	142,000	158,000
Marshall	43.614	079B00076L	SB	Pkwy over East Fork Clarks River	518.92	30'-0"	79.7		HS 20-44 (1961)	HS 18.3	HS 30.6	84,000	86,000	92,000	110,000
Marshall	43.614	079B00076R	NB	Pkwy over East Fork Clarks River	518.92	30'-0"	77.1		HS 20-44 (1961)	HS 16.7	HS 30.0	90,000	96,000	102,000	132,000
Marshall	43.872	079B00064L	SB	Pkwy over Clarks River Relief No. 2	387.17	30'-0"	81		HS 20-44 (1961)	HS 33.9	-	124,000	130,000	142,000	196,000
Marshall	43.872	079B00064R	NB	Pkwy over Clarks River Relief No. 2	387.17	30'-0"	81		HS 20-44 (1961)	HS 33.9	-	124,000	130,000	142,000	196,000

Bridge Characteristics (continued)
Julian M. Carroll (Purchase) Parkway and I-24
Fulton to Eddyville

Overpass Bridges - Julian M. Carroll (Purchase) Parkway

COUNTY	MP	BRIDGE NO.	FEATURES INTERSECTED	NB MINIMUM VERTICAL CLEARANCE (FT)	SB MINIMUM VERTICAL CLEARANCE (FT)	SUFFICIENCY RATING	STRUCTURAL FUNCTION	MINIMUM HORZ CLEAR TO ABUT.		DESIGN LOAD	INVENTORY RATING
								CLEARANCE (FT)	MEASURED FROM OUTSIDE EDGE OF LANES (OEL) TO ABUTMENT FACE		
Fulton	1.424	038B00012N	US 51 over Pkwy	16.45 (CL)	16.96 (CL)	89.1		36.0	both abuts	HS 20-44 or Alt.	HS 27.3
Fulton	2.442	038B00015N	KY 307 (Fulgham Rd) over Pkwy	16.38 (CL)	16.05 (CL)	96.6		36.0	SB abut	HS 20-44 or Alt.	HS 17.2
Hickman	4.146	053B00068N	KY 2569 (Holland Rd) over Pkwy	16.07 (IEL)	16.71 (CL)	98		35.0	SB abut	H20-44	HS 26.6
Hickman	5.122	053B00050N	KY 94 over Pkwy	16.38 (CL)	16.75 (CL)	95.8		36.0	both abuts	H20-44	HS 23.9
Hickman	6.533	053B00056N	KY 1529 over Pkwy	16.25 (OEL)	16.89 (IEL)	95.2		34.5	both abuts	H20-44	HS 18.9
Hickman	8.352	053B00102N	KY 1283 over Pkwy	16.16 (CL)	16.86 (CL)	97		35.0	both abuts	H20-44	HS 27.8
Graves	10.186	042B00171N	KY 1763 over Pkwy	17.04 (CL)	16.61 (CL)	79.3		36.0	both abuts	H 20 (inspect rpt)	HS 11.1
Graves	11.428	042B00172N	Grissom Rd over Pkwy	16.80 (CL)	16.37 (OEL)	78.4		35.5	NB abut	H20-44	HS 11.1
Graves	12.607	042B00180N	KY 944 over Pkwy	16.96 (CL)	16.38 (CL)	69.4		33.5	SB abut	H20-44	HS 8.3
Graves	13.653	042B00143N	KY 339/Relocated KY 58 over Pkwy	16.84 (CL)	16.33 (CL)	94.5		34.0	both abuts	H20-44	HS 18.9
Graves	15.302	042B00175N	Tater Rd over Pkwy	15.88 (OEL) 15.98 (OES)	16.74 (CL)	82.2		35.0	both abuts	H20-44	HS 11.7
Graves	16.526	042B00096N	KY 58 over Pkwy	16.68 (IEL)	15.94 (MOS) 16.13 (OEL)	91.3		36.0	both abuts	H20-44	HS 27.8
Graves	17.334	042B00128N	KY 1748 over Pkwy	16.34 (CL)	16.46 (CL)	62.6		35.0	SB abut	H20-44	HS 8.3
Graves	20.229	042B00153N	Cardinal Rd (Pryorsburg-Macedonia Rd) over Pkwy	16.66 (CL)	16.06 (OEL)	78.4		36.0	both abuts	H20-44	HS 11.1
Graves	22.267	042B00106N	KY 80 (Fancy Farm Rd) over Pkwy	15.30 (CL)	15.12 (IEL)	82.2		n/a	n/a	H20-S16	HS 33.9
Graves	23.701	042B00274N	KY 121 over Pkwy	17.34 (IEL)	16.77 (IEL)	98.5		30.1	both abuts	HS 25 or Alt.	HS 25.0
Graves	26.576	042B00160N	Hopewell Rd over Pkwy	16.61 (OEL)	17.68 (IEL)	76.3		35.5	both abuts	H20-44	HS 11.1
Graves	27.461	042B00009N	KY 131 over Pkwy	16.80 (IEL)	16.35 (OEL)	79.8		35.0	both abuts	H20-S16 or Alt.	HS 17.8
Graves	28.235	042B00161N	Twin Hill Rd (Spence Chapel Rd) over Pkwy	16.35 (CL)	16.29 (CL)	80.3		36.0	both abuts	H20-44	HS 11.1
Graves	31.129	042B00028N	KY 301 over Pkwy	16.22 (CL)	16.53 (CL)	94.2		33.0	both abuts	H20-44	HS 19.5
Graves	32.734	042B00164N	Panther Creek (School) Rd over Pkwy	16.24 (CL)	16.38 (CL)	79.4		35.0	NB abut	H20-44	HS 11.1
Marshall	36.197	079B00068N	KY 2603 / Vanzora Church Rd (Hale Springs Rd) over Pkwy	16.26 (CL)	16.54 (CL)	80.9		37.0	NB abut	H20-44	HS 13.3
Marshall	37.868	079B00071N	Bondurant Ln / KY 2604 (Marvin Jones Rd) over Pkwy	16.33 (CL)	16.40 (CL)	85.7		37.0	both abuts	H20-44	HS 13.3
Marshall	40.054	079B00073N	Jackson School Rd / KY 2606 (KY 299) over Pkwy	16.77 (CL)	16.42 (CL)	86		37.0	both abuts	H20-44	HS 20.6
Marshall	40.809	079B00126L	US 641 SB / Benton Bypass over Pkwy	16.98 (OEL)	17.45 (IEL)	94.5		> 30.0	NB abut	HS 20-44 or Alt.	HS 22.2
Marshall	40.809	079B00144R	US 641 NB / Benton Bypass over Pkwy	16.45 (OEL)	17.05 (IEL)	91.4		> 30.0	NB abut	HS 25 or Alt. Mil.	HS 38.6
Marshall	42.017	079B00103N	KY 408 / Oak Level Rd over Pkwy	16.89 (CL)	16.20 (CL)	71.4		36.0	both abuts	H20-44 (1961)	HS 11.1
Marshall	42.555	079B00102N	KY 348 / Symsonia Rd over Pkwy	16.88 (CL)	16.43 (CL)	72		33.0	both abuts	Inspect rpt has H20.	HS 11.1
Marshall	45.024	079B00012N	KY 795 / Scale Rd (Scale-Briensburg Rd) over Pkwy	16.38 (OEL)	16.88 (IEL)	97.8		35.0	SB abut	H20-44 (1961)	HS 26.6
Marshall	46.942	079B00001R	US 68 EB over Pkwy	16.29 (CL)	16.07 (CL)	66.2		36.0	both abuts	HS 20-44 (1961)	HS 27.8
Marshall	46.942	079B000001L	US 68 WB over Pkwy	16.84 (CL)	16.61 (CL)	66.2		36.0	both abuts	HS 20-44 (1961)	HS 27.8
Marshall	48.979	079B00050N	Palma Rd (Palma-Birmingham Rd Relocation) over Pkwy	16.14 (OEL)	16.58 (CL)	86.4		36.0	NB abut	H20-44 (1961)	HS 26.1
Marshall	49.84	079B00066N	KY 2595 / Lakeview Church Rd over Pkwy	16.67 (CL)	16.32 (CL)	93.2		36.0	NB abut	H20-44 (1961)	HS 20.6
Marshall	51.398 / 24.941	079B00114R	I-24 EB over Pkwy	18.26 (IEL)	17.25 (CL)	97		25.0	both abuts	HS 20-44A or Alt.	HS 22.2
Marshall	51.398 / 24.941	079B00114L	I-24 WB over Pkwy	17.27 (CL)	16.27 (CL)	97		25.0	both abuts	HS 20-44A or Alt.	HS 22.2
Overpass Bridges - I-24											
Livingston	30.696	n/a	KY 453 over I 24	EB - 19.48 (EOS)	WB - 16.51 (OEL)	-	-	-	-	-	-
Lyon	35.293	n/a	KY 6008 (Hopewell Church Rd) over I 24	EB - 16.27 (OEL)	WB - 17.46 (OEL)	-	-	-	-	-	-
Lyon	36.413	n/a	KY 810 (Martins Chapel Rd) over I 24	EB - 16.46 (CL)	WB - 16.00 (CL)	-	-	-	-	-	-
Lyon	37.305	n/a	KY 6010 (Poplar Creek Rd) over I 24	EB - 16.30 (EOS)	WB - 16.59 (OES)	-	-	-	-	-	-
Lyon	40.744	n/a	KY 295 over I 24	EB - 16.66 (CL)	WB - 16.24 (CL)	-	-	-	-	-	-

Bridge Characteristics (continued)
Julian M. Carroll (Purchase) Parkway and I-24
Fulton to Eddyville

Culverts - Julian M. Carroll (Purchase) Parkway

COUNTY	CULVERT NO.	MP	SUFFICIENCY RATING	Structural Function	DESIGN LOAD	INVENTORY RATING	OPERATING RATING	LOCATION
Graves	042B00174N	14.151	83.1		HS 20-44 or Alt.	HS 20.0	-	Double 16' x 10' x 151' RCBC located at Cane Creek
Marshall	unknown	37.119	unknown		HS 20-44 or Alt.	unknown	-	Single 20' x 14' x 122' RCBC with KY 1949 / Wadesboro Rd N. running through it.
Marshall	079B00070N	37.135	68.9		HS20 or Alt. live load & 84 pcf earth dead load	HS 20.0	-	Double 14' x 10' x 163' RCBC located at Middle Fork Creek
Marshall	079B00072N	38.687	49.3		HS20-44 or Alt. live load & 84 pcf earth dead load	HS 11.1	HS 33.3	Double 12' x 10' x 238' located at Gibson Creek
Marshall	079B00065N	44.587	66.9		84 pcf earth DL (Inspect rpt has HS 20 for LL)	HS 61.1	-	Single 20' x 15' x 215' RCBC with Foust Sledd Rd (Old Benton Briensburg Rd) running through it. Should be 46' north of Clark River Relief Bridge 2 abutment.
Marshall	079B00067N	51.141	70		84 pcf earth DL (Inspect rpt has HS 20 for LL)	HS 20.0	-	Double 20' x 8' x 217' located at Little John Creek. Should be where Pkwy N. to I-24 E. ramp begins (exit 52A from Pkwy N.).

Horizontal and Vertical Curve Data
Julian M. Carroll (Purchase) Parkway
Fulton to Calvert City

URBAN/RURAL	STATION	MP	GRADE		VERTICAL LENGTH OF CURVE		HORIZONTAL CURVE		STOPPING SIGHT DISTANCE	
			IN %	OUT %	MINIMUM CRITERIA (FT)	ACTUAL (FT)	e	RADIUS ¹ ACTUAL (FT)	MINIMUM CRITERIA (FT)	ACTUAL (FT)
Fulton County - MP 0.00										
RURAL	32+00	0.606	-0.50	2.46	536	800	-	-	730	1141
RURAL	48+00	0.909	2.46	-1.87	1071	1800	-	-	730	947
RURAL	53+98	1.022	-	-	-	-	0.088	1910	-	-
RURAL	68+00	1.288	-1.87	0.53	435	1000	-	-	730	2149
RURAL	83+00	1.572	0.53	1.21	124	800	-	-	730	4211
RURAL	97+00	1.837	1.21	-1.43	654	1100	-	-	730	947
RURAL	119+50	2.257	-1.43	-0.55	159	600	-	-	730	2493
RURAL	127+00	2.399	-0.55	-1.00	111	600	-	-	730	2708
RURAL	145+00	2.740	-1.00	0.70	307	1000	-	-	730	2171
RURAL	168+18	3.179	-	-	-	-	0.024	6611	-	-
RURAL	180+00	3.403	0.70	0.50	49	700	-	-	730	5827
Hickman County - MP 3.434										
RURAL	215+00	4.084	0.50	2.00	272	800	-	-	730	1975
RURAL	238+00	4.520	2.00	-1.00	741	1500	-	-	730	1039
RURAL	262+00	4.974	-1.00	1.10	379	1000	-	-	730	3616
RURAL	296+00	5.618	1.10	-1.75	703	1200	-	-	730	954
RURAL	324+00	6.149	-1.75	-0.50	226	800	-	-	730	2349
RURAL	337+09	6.397	-	-	-	-	RC	22918	-	-
RURAL	370+00	6.980	-0.50	0.77	229	1000	-	-	730	2872
RURAL	401+00	7.567	0.77	-2.50	807	2000	-	-	730	1149
RURAL	417+00	7.870	-2.50	-0.50	362	800	-	-	730	4000
RURAL	424+58	8.014	-	-	-	-	0.028	5730	-	-
RURAL	434+00	8.192	-0.50	-1.81	325	1200	-	-	730	1421
Graves County - MP 8.352										
RURAL	451+50	8.524	1.81	-0.50	572	800	-	-	730	866
RURAL	473+00	8.250	-0.50	0.50	181	500	-	-	730	1858
RURAL	483+50	9.130	0.50	-0.55	259	500	-	-	730	1281
RURAL	493+00	9.310	-0.55	0.52	192	500	-	-	730	1754
RURAL	507+00	9.575	0.52	3.00	449	1000	-	-	730	1971
RURAL	520+19	9.825	-	-	-	-	0.015	11459	-	-
RURAL	545+00	10.295	3.00	-1.00	987	2000	-	-	730	1039
RURAL	566+00	10.693	-1.00	3.00	724	1000	-	-	730	977
RURAL	581+00	10.977	3.00	-1.00	988	1800	-	-	730	985
RURAL	611+50	11.554	-1.00	1.68	486	800	-	-	730	1364
RURAL	633+00	11.962	1.68	-2.42	1015	1800	-	-	730	972
RURAL	672+50	12.710	-2.42	0.54	536	800	-	-	730	1141
RURAL	688+50	13.013	0.54	3.00	445	800	-	-	730	1668
RURAL	690+00	13.041	-	-	-	-	RC	11459	-	-
RURAL	695+00	13.136	3.00	-1.35	1075	1800	-	-	730	945
RURAL	713+00	13.696	-1.35	0.50	336	400	-	-	730	5488
RURAL	723+00	13.885	0.50	-2.61	767	1300	-	-	730	950
RURAL	734+00	14.094	-2.61	1.84	805	900	-	-	730	808
RURAL	743+19	14.268	-	-	-	-	RC	11459	-	-
RURAL	764+00	14.662	1.84	-1.30	776	1300	-	-	730	945
RURAL	780+00	14.965	-1.30	2.55	696	500	-	-	730	554
RURAL	794+00	15.230	2.55	-1.75	1062	1800	-	-	730	950
RURAL	810+00	15.533	-1.75	-0.50	227	400	-	-	730	1222
RURAL	821+00	15.742	-0.50	-1.06	138	400	-	-	730	2127
RURAL	843+00	16.158	-1.06	-2.40	332	400	-	-	730	1003
RURAL	862+00	16.518	-2.40	0.45	517	750	-	-	730	1151
RURAL	867+62	16.598	-	-	-	-	RC	11459	-	-
RURAL	875+75	16.752	0.45	-0.69	282	400	-	-	730	1146
RURAL	883+00	16.889	-0.69	0.00	125	400	-	-	730	2137
RURAL	897+50	17.164	0.00	0.74	134	400	-	-	730	2005
RURAL	910+50	17.410	0.74	0.00	182	400	-	-	730	1662

Horizontal and Vertical Curve Data (continued)

Julian M. Carroll (Purchase) Parkway

Fulton to Calvert City

URBAN/RURAL	STATION	MP	GRADE		VERTICAL LENGTH OF CURVE		HORIZONTAL CURVE		STOPPING SIGHT DISTANCE	
			IN %	OUT %	MINIMUM CRITERIA (FT)	ACTUAL (FT)	e	RADIUS ¹ ACTUAL (FT)	MINIMUM CRITERIA (FT)	ACTUAL (FT)
RURAL	922+00	17.628	0.00	0.70	127	400	-	-	730	2108
RURAL	929+25	17.765	0.70	-0.70	346	600	-	-	730	1071
RURAL	936+50	17.903	-0.70	0.92	293	400	-	-	730	967
RURAL	949+50	18.149	0.92	3.00	377	400	-	-	730	1862
RURAL	966+50	18.471	3.00	-1.97	1227	2100	-	-	730	955
RURAL	980+00	18.727	-1.97	1.48	624	600	-	-	730	727
RURAL	1000+00	19.105	1.48	2.20	131	400	-	-	730	2050
RURAL	1018+00	19.446	2.20	-2.32	1115	1800	-	-	730	927
RURAL	1030+75	19.688	-2.32	1.74	733	750	-	-	730	747
RURAL	1053+00	20.109	1.74	-0.50	553	900	-	-	730	932
RURAL	1062+00	20.280	-0.50	0.74	224	400	-	-	730	1237
RURAL	1075+00	20.526	0.74	-2.14	711	1200	-	-	730	949
URBAN	1081+25	20.606	-	-	-	-	0.037	4297.19	-	-
URBAN	1088+00	20.734	-2.14	-0.53	155	400	-	-	425	969
URBAN	1106+00	21.075	-0.53	3.84	419	500	-	-	425	494
URBAN	1115+00	21.245	3.84	-3.87	648	1300	-	-	425	603
URBAN	1126+50	21.463	-3.87	1.07	475	1000	-	-	425	808
URBAN	1132+93	21.585	-	-	-	-	0.06	1145.92	-	-
URBAN	1143+00	21.775	1.07	-0.17	104	300	-	-	425	1021
URBAN	1143+93	21.793	-	-	-	-	0.06	1145.92	-	-
URBAN	86+00	22.245	0.80	-0.85	139	600	-	-	425	954
URBAN	96+00	22.434	-0.85	0.76	155	400	-	-	425	972
URBAN	97+00	22.453	-	-	-	-	-	-	-	-
URBAN	97+00	22.453	-	-	-	-	-	-	-	-
URBAN	105+50	22.645	0.76	-1.89	223	800	-	-	425	806
URBAN	117+97	22.881	-	-	-	-	0.083	1909.86	-	-
URBAN	118+50	22.891	-1.89	-1.25	62	400	-	-	425	2279
URBAN	136+00	23.223	-1.25	2.02	313	500	-	-	425	671
URBAN	144+00	23.374	2.02	0.50	127	600	-	-	425	1011
URBAN	151+52	23.517	0.50	-1.50	168	900	-	-	425	989
URBAN	164+00	23.753	-1.50	0.87	227	400	-	-	425	1089
URBAN	183+50	24.122	0.87	-0.51	115	400	-	-	425	985
URBAN	200+50	24.444	-0.51	-2.47	165	800	-	-	425	951
URBAN	207+00	24.567	-2.47	0.50	285	500	-	-	425	774
URBAN	216+00	24.738	0.50	-1.99	209	1200	-	-	425	1019
URBAN	224+50	24.890	-1.99	1.12	299	450	-	-	425	661
URBAN	225+47	24.917	-	-	-	-	0.083	1909.86	-	-
URBAN	235+00	25.089	1.12	-2.93	340	1650	-	-	425	938
RURAL	1231+48	25.320	-2.93	0.30	584	536	-	-	730	721
RURAL	1236+16	25.409	0.30	-0.30	148	400	-	-	730	1998
RURAL	1243+00	25.538	-0.30	0.00	54	400	-	-	730	4778
RURAL	1268+50	26.021	0.00	2.20	398	400	-	-	730	1422
RURAL	1282+00	26.277	2.20	0.80	346	600	-	-	730	1071
RURAL	1295+63	26.535	-	-	-	-	0.0156	11459	-	-
RURAL	1297+50	26.570	0.80	2.20	253	500	-	-	730	1355
RURAL	1313+50	26.873	2.20	-0.50	667	1300	-	-	730	1019
RURAL	1338+00	27.337	-0.50	-2.00	371	600	-	-	730	1019
RURAL	1347+50	27.517	-2.00	1.00	543	500	-	-	730	760
RURAL	1354+52	27.650	-	-	-	-	0.0156	11459	-	-
RURAL	1367+00	27.887	1.00	0.70	74	400	-	-	730	3797
RURAL	1386+00	28.247	0.70	-0.92	400	800	-	-	730	1066
RURAL	1406+00	28.625	-0.92	1.50	438	400	-	-	730	1021
RURAL	1416+50	28.824	1.50	-1.00	618	1100	-	-	730	974
RURAL	1432+50	29.127	-1.00	1.00	362	400	-	-	730	2400
RURAL	1442+00	29.307	1.00	-0.50	371	800	-	-	730	1119

Horizontal and Vertical Curve Data (continued)

Julian M. Carroll (Purchase) Parkway
Fulton to Calvert City

URBAN/RURAL	STATION	MP	GRADE		VERTICAL LENGTH OF CURVE		HORIZONTAL CURVE		STOPPING SIGHT DISTANCE	
			IN %	OUT %	MINIMUM CRITERIA (FT)	ACTUAL (FT)	e	RADIUS ¹ ACTUAL (FT)	MINIMUM CRITERIA (FT)	ACTUAL (FT)
RURAL	1450+48	29.468	-	-	-	-	0.0156	11459	-	-
RURAL	1466+00	29.762	-0.50	-1.70	296	600	-	-	730	1199
RURAL	1477+00	29.970	-1.70	0.60	416	400	-	-	730	1200
RURAL	1489+00	30.197	0.60	-2.20	692	1200	-	-	730	962
RURAL	1507+79	30.553	-	-	-	-	0.0156	11459	-	-
RURAL	1508+00	30.557	-2.20	-0.75	262	400	-	-	730	1071
RURAL	1522+00	30.822	-0.75	-2.36	397	800	-	-	730	1072
RURAL	1539+00	31.144	-2.36	0.22	467	400	-	-	730	863
RURAL	1555+00	31.447	0.22	-0.36	143	400	-	-	730	2070
RURAL	1565+50	31.646	-0.36	3.00	608	600	-	-	730	751
RURAL	1572+57	31.780	-	-	-	-	0.02	7639	-	-
RURAL	1580+00	31.921	3.00	0.52	613	1000	-	-	730	933
RURAL	1597+00	32.243	0.52	1.34	148	400	-	-	730	1819
RURAL	1606+00	32.413	1.34	-1.32	657	1100	-	-	730	945
RURAL	1644+00	33.132	-1.32	-2.67	334	600	-	-	730	1098
RURAL	1650+35	33.252	-	-	-	-	0.02	7639	-	-
RURAL	1654+67	33.391	-2.67	0.29	536	800	-	-	730	1142
RURAL	1664+50	33.520	0.29	-0.30	146	400	-	-	730	2024
RURAL	1670+00	33.624	-0.30	0.30	109	400	-	-	730	2443
RURAL	1675+90	33.736	0.30	-0.30	148	400	-	-	730	1998
RURAL	1683+50	33.880	-0.30	0.30	109	400	-	-	730	2443
RURAL	1690+50	34.013	0.30	-0.30	148	400	-	-	730	1998
RURAL	1699+89	34.190	-0.30	3.00	597	600	-	-	730	768
Marshall County - MP 34.487										
RURAL	1724+50	34.614	3.00	0.70	568	1000	-	-	730	969
RURAL	1727+02	34.661	-	-	-	-	0.028	5730	-	-
RURAL	1745+00	35.002	0.70	1.05	64	400	-	-	730	4086
RURAL	1768+00	35.438	1.05	-0.50	383	800	-	-	730	1095
RURAL	1815+00	36.328	-0.50	-0.80	73	400	-	-	730	3833
RURAL	1855+00	37.085	-0.80	-1.36	139	400	-	-	730	2123
RURAL	1866+00	37.294	-1.36	0.50	336	400	-	-	730	5293
RURAL	1897+00	37.881	0.50	2.29	324	400	-	-	730	14674
RURAL	1912+50	38.174	2.29	-1.52	940	1700	-	-	730	982
RURAL	1929+05	38.488	-	-	-	-	0.0156	11459	-	-
RURAL	1942+00	38.733	-1.52	2.42	712	800	-	-	730	812
RURAL	1971+50	39.292	2.42	-0.52	726	2100	-	-	730	1242
RURAL	1977+39	39.403	-	-	-	-	0.028	5730	-	-
RURAL	1997+02	39.982	-0.52	0.50	185	1000	-	-	730	3542
RURAL	2011+00	40.247	0.50	1.50	181	600	-	-	730	2209
RURAL	2023+00	40.474	1.50	-0.50	494	1600	-	-	730	1314
RURAL	2035+00	40.701	-0.50	0.50	181	600	-	-	730	2209
RURAL	2053+00	41.042	0.50	-0.50	247	2200	-	-	730	2179
RURAL	2071+79	41.398	-	-	-	-	0.035	4584	-	-
RURAL	2094+00	41.819	-0.50	-3.00	618	1000	-	-	730	929
RURAL	2113+00	42.179	-3.00	-1.86	206	400	-	-	730	1333
RURAL	2126+32	42.431	-	-	-	-	0.028	5730	-	-
RURAL	2135+00	42.595	-1.86	1.50	608	800	-	-	730	959
RURAL	2148+00	42.841	1.50	-3.00	1112	ILLEGIBLE	-	-	730	ILLEGIBLE
RURAL	2161+75	43.102	-3.00	0.00	543	600	-	-	730	880
RURAL	2208+25	43.983	0.00	3.00	543	600	-	-	730	880
RURAL	2232+00	44.432	3.00	1.10	469	800	-	-	730	968
RURAL	2256+50	44.896	-	-	-	-	0.028	5730	-	-
RURAL	2257+00	44.906	1.10	-0.68	440	1000	-	-	730	1106
RURAL	2269+00	45.133	-0.68	0.80	268	800	-	-	730	2000
RURAL	2293+00	45.587	0.80	-2.40	790	2000	-	-	730	1161

Horizontal and Vertical Curve Data (continued)

Julian M. Carroll (Purchase) Parkway
Fulton to Calvert City

URBAN/RURAL	STATION	MP	GRADE		VERTICAL LENGTH OF CURVE		HORIZONTAL CURVE		STOPPING SIGHT DISTANCE	
			IN %	OUT %	MINIMUM CRITERIA (FT)	ACTUAL (FT)	e	RADIUS ¹ ACTUAL (FT)	MINIMUM CRITERIA (FT)	ACTUAL (FT)
RURAL	2322+00	46.137	-2.40	2.20	833	1000	-	-	730	862
RURAL	2337+34	46.427	-	-	-	-	0.055	2865	-	-
RURAL	2340+00	46.478	2.20	0.90	321	800	-	-	730	1230
RURAL	2355+00	46.762	0.90	-0.80	420	800	-	-	730	1035
RURAL	2389+61	47.417	-	-	-	-	0.083	1910	-	-
RURAL	2415+00	47.898	-0.80	2.18	539	600	-	-	730	889
RURAL	2433+00	48.239	2.18	0.50	415	800	-	-	730	1042
RURAL	2447+00	48.504	0.50	-1.60	519	900	-	-	730	964
RURAL	2450+72	48.575	-	-	-	-	0.028	5730	-	-
RURAL	2470+00	48.940	-1.60	2.82	800	800	-	-	730	732
RURAL	2485+00	49.224	2.82	-1.60	1092	1800	-	-	730	937
RURAL	2501+00	49.527	-1.60	1.60	579	800	-	-	730	1021
RURAL	2515+00	49.792	1.60	-1.00	642	1200	-	-	730	998
RURAL	2544+00	50.309	-1.00	-3.00	494	800	-	-	730	940
RURAL	2558+51	50.584	-	-	-	-	ILLEGIBLE	11459	-	-
RURAL	2568+53	50.774	-3.00	0.00	543	800	-	-	730	1120
RURAL	2597+00	51.313	0.00	0.70	127	600	-	-	730	3110

Notes: 1) The minimum horizontal radius of the curve is 1810 feet for rural areas and 758 feet for urban areas.

Interchange Ramp Data Julian M. Carroll (Purchase) Parkway and I-24 Fulton to Eddyville																			
COUNTY	MP	PLAN YEAR	INTERSECTING ROUTE	EXIT NUMBER	ENTRANCE	EXIT	TYPE	LANE WIDTH	SHOULDER		ROLLED CURB	DIVERGENCE ANGLE ¹	ENTRANCE/ EXIT RADIUS (FEET)	ENTRANCE/ EXIT RADIUS DESIGN SPEED (MPH) ²	RAMP/ LOOP RADIUS (FEET)	PARALLEL LENGTH MEASURED (FEET)	TAPER LENGTH MEASURED (FEET)	TAPER LENGTH (FEET)	SUPER-ELEVATION
									LT	RT									
Interchanges - Julian M. Carroll (Purchase) Parkway																			
FULTON	0.300	1966	FRONTAGE ROADS A & B	0		A (RAMP "A")	Taper	18	6'-11"	8'-11"	Y	4° 19' 19"	881	50			354	459	0.95
						B (RAMP "B")	Taper	18	6'-11"	8'-11"	Y	-	716	50			409	900	0.1
						C (Ramp "C")	Taper	18	6'-11"	8'-11"	Y	2° 56' 5"	955	50			367	561	0.093
						D (Ramp "D")	Parallel	18	6'-11"	8'-11"	Y	-	881	50		228	366	900	0.095
FULTON	1.424	1966	US 51	1		A (Ramp "SW")	Taper	18	6'-11"	8'-11"	Y	3° 13' 36"	1206	50			246	400	0.08
						B (Ramp "SE")	Parallel	18	6'-11"	8'-11"	Y	-	764	49		277	287	900	0.098
						C (Ramp "NE")	Taper	18	6'-11"	8'-11"	Y	4° 10' 52"	1432	49			370	459	0.07
						D (Ramp "NW")	Taper	18	6'-11"	8'-11"	Y	-	2122	51	1907		370	900	0.054
FULTON	2.478	1966	KY 307	2		A (Ramp "B")	Taper	18	6'-11"	8'-11"	Y	6° 26' 53"	1138				165	459	Unknown
						B (RAMP "D")	Parallel	18	6'-11"	8'-11"	Y	-	9291	63	3626	202	610	900	0.027
						C (Ramp "C")	Taper	18	6'-11"	8'-11"	Y	5° 50' 59"	2190	61	1432		184	480	0.07
						D (RAMP "A")	Parallel	18	6'-11"	8'-11"	Y	-	1637	49		358	584	900	0.063
Graves	13.653	?	KY339	14		A (Ramp "D")	Loop	18	6'-11"	8'-11"	Y	6° 38' 12"	150		2083/251		N/A		Variable
						B (Ramp "C")	Loop	18	6'-11"	8'-11"	Y	-	150		1557/130		N/A		Variable
						C (Ramp "A")	Loop	18	6'-11"	8'-11"	Y	9° 54' 42"	150		1432/237		N/A		Variable
						D (RAMP "B")	Loop	18	6'-11"	8'-11"	Y	-	150		477/235		N/A		Variable
Graves	21.285	1966	US 45	21		A (RAMP "D")	Taper	18	6'-11"	8'-11"	Y	4° 0' 44"			500		845	459	0.097
						C (RAMP "C")	Taper	18	6'-11"	8'-11"	Y	-			1146		190	459	0.083
						D (RAMP "B")	Loop	18	6'-11"	8'-11"	Y	-			294		250	459	0.1
Graves	22.267	1961	KY 80	22		A (RAMP 1)	N/A	16	6'	6'	N	-	N/A				N/A		Unknown
						B (RAMP 4)	Taper	16	6'	6'	N	-	716				330	400 ³	Unknown
						C (RAMP 3)	Taper	16	6'	6'	N	3° 7' 40"	716				315	480 ³	Unknown
						D (RAMP 2)	Taper	16	6'	6'	N	-	716				330	480 ³	Unknown
Graves	23.701	2000	KY 121	24		A (RAMP "A")	Taper	18	6'	6'	N	4° 12' 27"	984	50 ⁴			215	520 ³	0.076
						B (RAMP "C")	Parallel	18	6'	6'	N	-	984	50 ⁴	984	925	415	1050 ³	0.076
						C (RAMP "D")	Taper	18	6'	6'	N	3° 39' 21"	984	50 ⁴			275	520 ³	0.076
						D (RAMP "B")	Taper	18	6'	6'	N	-	984	50 ⁴	984		1250	1050 ³	0.076
Graves	24.726	1966	US 45	25		A (RAMP "C")	Taper	18	6'-11"	8'-11"	Y	4° 35' 6"	TAPER		716		200	459	Variable
						B (RAMP "D")	Parallel	18	6'-11"	8'-11"	Y	-	714	51		400	400	940 ³	0.1
						C (RAMP "B")	Taper	18	6'-11"	8'-11"	Y	-	Tangent				245	450 ³	-
						D (RAMP "A")	Taper	18	6'-11"	8'-11"	Y	-	725	51			585	900 ³	0.1
Graves	27.461	1966/ 1978(?)	KY 131	27		A (Ramp "SW")	Taper	15	6'	8'	N	3° 51' 39"	764	32			206	450 ³	0.06
						B (Ramp "SE")	Parallel	18	6'-11"	8'-11"	Y		716	51		375	656	900	0.1
						C (Ramp "NE")	Taper	18	6'-11"	8'-11"	Y	-	2865	47			294	458	0.036
						D (Ramp "NW")	Parallel	15	6'	8'	N	-	758	32		393	478	900	0.06

Interchange Ramp Data (continued) Julian M. Carroll (Purchase) Parkway and I-24 Fulton to Eddyville	
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COUNTY	MP	PLAN YEAR	INTERSECTING ROUTE	EXIT NUMBER	ENTRANCE	EXIT	TYPE	LANE WIDTH	SHOULDER		ROLLED CURB	DIVERGENCE ANGLE ¹	ENTRANCE/ EXIT RADIUS (FEET)	ENTRANCE/ EXIT RADIUS DESIGN SPEED (MPH)	RAMP/ LOOP RADIUS (FEET)	PARALLEL LENGTH MEASURED (FEET)	TAPER LENGTH MEASURED (FEET)	TAPER LENGTH (FEET)	SUPER-ELEVATION
									LT	RT									
Marshall	40.809	1998	US 641	41		A (Ramp "B")	Taper	15	6'	10'	N	3° 11' 42"	759	52			233	530 ³	0.1
					B (Ramp "A")	Parallel	18			N	-	819	50		243	811	675/300	0.098	
					C (Ramp "D")	Taper	18			N	6° 27' 11"	764	50		637	230	440	0.099/0.1	
					D (Loop "D")		Loop	15	6'	10'	N	-	4530		549/549/4523	360	940	900/295	??/0.1/?
Marshall	42.555	1966	KY 348	43		A (Ramp "D")	Loop	18	6'-11"	8'-11"	Y	3° 57' 15"	135		230		0		Unknown
					B (RAMP "B")		Loop	18	6'-11"	8'-11"	Y	-	135		230		0		Unknown
					C (Ramp "A")	Loop	18	6'-11"	8'-11"	Y	3° 49' 12"	135		230		0		Unknown	
					D (Ramp "C")		Loop	18	6'-11"	8'-11"	Y	-	135		230		0		Unknown
Marshall	46.942	1966	US 68	47		A (Ramp "B")	Taper	18	6'-11"	8'-11"	Y	4° 49' 19"	1910	74			246	459	0.1
					B (RAMP "D")		Parallel	18			N				322	502		no dwg	
					C (Ramp "C")	Taper	18			N	4° 54' 15"		no drawing found		236				
					D (RAMP "A")		Parallel	18	6'-11"	8'-11"	Y		955	57		200	960	900	0.1
Marshall	51.398	1966	I-24	52		A1 (Ramp "C")	Taper	18	6'-11"	8'-11"	Y		716	51	716		244	459	0.1
						A2 (Ramp "H")	Loop	18	6'-11"	8'-11"	Y		716	51	358/230/358/716/1432		0		0.1
					B1 (Ramp "G")		Parallel	18	6'-11"	8'-11"	Y		716	51	716	400	570		0.1
					B2 (Ramp "F")		Loop	18	6'-11"	8'-11"	Y		716	51	1432/358/230/358		0		0.1
						C1 (Ramp "E")	Taper	18	6'-11"	8'-11"	Y		716	51	716		343	645	0.1
						C2 (Ramp "B")	Loop	18	6'-11"	8'-11"	Y		716	51	356/422/358/716		0		0.1
					D1 (Ramp "A")		Parallel	18	6'-11"	8'-11"	Y		716	51	716	355	695	900	0.1
					D2 (Ramp "D")		Loop	18	6'-11"	8'-11"	Y		716	51	358/230/358/716		0		0.1
					Interchanges - I-24														
Marshall	-	-		25		A1	Taper	-	-	-		-			-		240	-	
						A2	Loop										0		
					B1	Parallel										390	420		
					B2	Loop										0			
						C1	Taper										240		
						C2	Loop										0		
					D1	Parallel										325	590		
D2	Loop			0															
Marshall	-	-		27		A	Taper	-	-	-		-			-		240	-	
					B	Parallel										270	520		
					C	Taper										200			
					D	Parallel										365	505		
Livingston	-	-		31		A	Taper	-	-	-		-			-		260	-	
					B	Parallel										220	510		
					C	Taper										290			
					D	Parallel										245	775		
Lyon	-	-		40		A	Taper	-	-	-		-			-		245	-	
					B	Parallel										285	490		
					C	Taper										215			
					D	Parallel										450	415		
Lyon	-	-		42		A	Taper	-	-	-		-			-		240	-	
					B	Parallel										260	550		
					C	Taper										240			
					D	Parallel										310	330		

¹ Divergence angle not provided in as built plans. Measurement from aerial drawing.

² Design Speed calculated from current AASHTO 10% max superlevation table.

³ Measured from as built plans.

⁴ Design Speed calculated from current AASHTO 8% max superlevation table.

Interchange Ramp Data Julian M. Carroll (Purchase) Parkway Fulton to Calvert City											
INTERCHANGE	EXIT NUMBER	MP	DWG RAMP	TYPE	SPEED ¹	GRADE		VERTICAL LENGTH OF CURVE		STOPPING SIGHT DISTANCE	
						IN %	OUT %	MINIMUM CRITERIA (FT) ¹	ACTUAL (FT)	MINIMUM CRITERIA (FT) ¹	ACTUAL (FT)
Fulton County											
Frontage Road A; Frontage Road B	0	0.300	RAMP A	RAMP	35	-0.80	-0.09	35	200	250	1092
			RAMP B	RAMP	35	-0.09	0.38	23	200	250	1590
			RAMP C	RAMP	35	-2.88	-1.46	70	300	250	840
					35	-1.46	0.69	105	900	250	2931
			RAMP D	RAMP	35	-1.40	0.53	94	200	250	2243
					35	0.53	-0.50	30	200	250	1153
					35	-0.50	0.50	49	200	250	800
					35	0.70	-3.30	116	200	250	370
US 51 (Profile information almost entirely illegible. Values represent best guesses.)	1	1.424	RAMP NW	RAMP	35	-3.30	2.36	277	300	250	265
			RAMP NE	RAMP	35	-1.01	2.08	151	150	250	323
					35	2.08	-2.43	131	200	250	339
			RAMP SW	RAMP	35	-0.29	2.28	126	150	250	481
					35	2.28	-1.54	111	200	250	382
			RAMP SE	RAMP	35	2.00	-3.61	163	300	250	342
					35	-3.61	1.63	257	250	250	245
			KY 307	2	2.478	RAMP A	RAMP	35	2.65	-1.42	118
RAMP B	RAMP	35				-1.42	1.80	158	200	250	355
		35				-1.00	2.52	172	200	250	312
RAMP C	RAMP	35				2.52	-0.75	95	200	250	430
		35				Varies	4.48	-	150	250	-
RAMP D	RAMP	35				4.48	-4.05	247	400	250	318
		35				0.55	-4.57	148	300	250	361
35	-4.57	-0.86				182	300	250	386		
Graves County											
KY 339	14	13.65	RAMP A	LOOP	25	Illegible	1.84	-	-	-	-
			RAMP B	LOOP	25	1.84	-1.00	34	200	155	480
					25	-5.35	0.60	155	300	155	255
			RAMP C	LOOP	25	0.60	2.62	53	200	155	1489
					25	1.00	-2.04	36	200	155	455
			RAMP D	LOOP	25	-2.04	-0.51	40	200	155	553
					25	-1.04	2.66	96	300	155	387
			25	2.66	1.00	20	200	155	750		
KY 80	22	22.267	RAMP 1	RAMP	35	0.50	4.00	172	200	250	314
			RAMP 2	RAMP	35	4.00	-2.30	183	150	250	246
					35	2.82	-4.00	198	200	250	258
			RAMP 3	RAMP	35	-4.00	-0.50	172	200	250	314
					35	0.50	3.60	152	200	250	378
			RAMP 4	RAMP	35	3.60	-2.56	179	200	250	275
					35	3.13	-3.40	189	200	250	265
			35	-3.40	-0.50	142	200	250	426		
KY 121	24	24.726	RAMP A	RAMP	35	-1.00	1.76	135	328	250	645
			RAMP B	RAMP	35	1.76	0.49	37	262	250	975
					35	-1.45	0.55	98	328	250	2095
			RAMP C	RAMP	35	-2.17	2.00	204	426	250	450
			RAMP D	RAMP	35	1.54	0.49	31	196	250	1118
US 45	25	25.068	RAMP A	RAMP	35	0.57	3.66	152	250	250	437
			RAMP B	RAMP	35	3.66	0.63	88	300	250	506
					35	0.22	-4.35	132	350	250	411
			RAMP C	RAMP	35	-4.35	-1.44	143	200	250	422
					35	-2.55	-3.63	31	200	250	1100
			RAMP D	RAMP	35	-3.63	0.82	218	300	250	321
					35	-1.79	2.33	202	300	250	346
			35	2.33	-0.78	90	300	250	497		

Interchange Ramp Data (continued) Julian M. Carroll (Purchase) Parkway Fulton to Calvert City											
INTERCHANGE	EXIT NUMBER	MP	DWG RAMP	TYPE	SPEED ¹	GRADE		VERTICAL LENGTH OF CURVE		STOPPING SIGHT DISTANCE	
						IN %	OUT %	MINIMUM CRITERIA (FT) ¹	ACTUAL (FT)	MINIMUM CRITERIA (FT) ¹	ACTUAL (FT)
KY 131	27	27.461	RAMP NE	RAMP	35	-1.32	3.69	245	350	250	330
					35	3.69	0.50	92	300	250	489
			RAMP SE	RAMP	35	-0.25	-3.68	99	300	250	465
					35	-3.68	1.32	245	400	250	367
			RAMP NW	RAMP	35	-0.91	0.30	59	300	250	972
					35	0.30	0.60	15	200	250	2443
			RAMP SW	RAMP	35	-1.30	2.26	174	350	250	455
					35	2.26	0.80	42	300	250	889
Marshall County											
US 641	41	40.809	RAMP A	RAMP	35	1.61	-3.37	144	650	250	531
					35	-3.37	0.50	190	400	250	459
			RAMP B	RAMP	35	0.33	3.70	165	400	250	539
					35	3.70	-2.06	167	800	250	547
					35	-2.06	-0.27	88	300	250	10428
			RAMP D	RAMP	35	0.22	-2.66	84	400	250	574
					35	-2.66	6.00	425	1000	250	497
					35	6.00	2.61	98	300	250	468
			LOOP D	LOOP	25	-2.37	-6.00	44	280	155	437
					25	-6.00	1.95	207	800	155	443
25	1.95	-0.24			26	350	155	668			
KY 348	43	42.555	RAMP A	LOOP	25	0.32	2.21	49	200	155	2779
					25	2.21	1.56	8	200	155	1760
			RAMP C	LOOP	25	-1.55	-2.99	17	200	155	849
					25	-2.99	1.18	108	200	155	255
			RAMP B	LOOP	25	-1.56	-3.66	25	200	155	614
					25	-3.66	-0.54	81	200	155	374
			RAMP D	LOOP	25	-1.18	4.93	159	200	155	185
					25	4.93	1.56	40	200	155	420
US 68	47	46.942	RAMP A	RAMP	35	-1.89	1.29	156	200	250	362
					35	-0.40	2.03	119	200	250	648
			RAMP B	RAMP	35	2.03	1.56	14	200	250	2376
					RAMP C	RAMP	35	No drawing found			
			RAMP D	RAMP	35						
I-24	52	51.398	RAMP A	RAMP	35	-0.84	0.80	80	400	250	956
					35	0.80	-0.99	52	600	250	903
					35	-0.99	0.40	68	400	250	1109
			RAMP B	LOOP	25	-2.36	1.28	95	400	250	492
					25	1.28	4.48	83	400	250	578
			RAMP C	RAMP	35	-0.86	0.74	78	200	250	532
					35	0.74	3.00	111	400	250	1278
					35	3.00	0.72	66	300	250	623
			RAMP D	LOOP	25	-1.20	-3.06	22	300	250	730
					25	-3.06	2.38	141	300	250	274
			RAMP E	RAMP	35	-1.65	-0.79	42	300	250	1326
					35	-0.79	1.33	104	300	250	1400
			RAMP F	LOOP	25	-4.08	-0.51	93	400	250	502
					25	-0.51	1.16	43	400	250	940
			RAMP H	LOOP	25	-1.70	2.42	107	400	250	432
					25	2.42	0.80	19	400	250	867
			RAMP G	RAMP	35	0.80	-3.20	116	1000	250	735
					35	-3.20	Illegible	-	400	250	-

¹ Assumed minimum design speed

FREEWAY WEAVING WORKSHEET

General Information		Site Information	
Analyst	Purchase Parkway / KY 80	Freeway/Dir of Travel	Purchase Parkway
Agency/Company	Palmer Engineering	Weaving Seg Location	KY 80 and Purchase Parkway
Date Performed	11/17/2010	Jurisdiction	
Analysis Time Period		Analysis Year	2040

Inputs			
Freeway free-flow speed, S_{FF} (mi/h)	50	Weaving type	A
Weaving number of lanes, N	3	Volume ratio, VR	0.70
Weaving seg length, L (ft)	1115	Weaving ratio, R	0.27
Terrain	Level		

Conversions to pc/h Under Base Conditions									
(pc/h)	V	PHF	Truck %	RV %	E_T	E_R	f_{HV}	f_p	v
V_{o1}	367	0.90	25	0	1.5	1.2	0.889	1.00	458
V_{o2}	0	0.90	0	0	1.5	1.2	1.000	1.00	0
V_{w1}	229	0.90	25	0	1.5	1.2	0.889	1.00	286
V_{w2}	610	0.90	25	0	1.5	1.2	0.889	1.00	762
V_w				1048	V_{nw}				458
V									1506

Weaving and Non-Weaving Speeds				
	Unconstrained		Constrained	
	Weaving (i = w)	Non-Weaving (i = nw)	Weaving (i = w)	Non-Weaving (i = nw)
a (Exhibit 24-6)			0.35	0.0020
b (Exhibit 24-6)			2.20	4.00
c (Exhibit 24-6)			0.97	1.30
d (Exhibit 24-6)			0.80	0.75
Weaving intensity factor, W_i			1.70	0.28
Weaving and non-weaving speeds, S_i (mi/h)			29.81	46.30
Number of lanes required for unconstrained operation, N_w	1.89			
Maximum number of lanes, N_w (max)	1.40			
☐ If $N_w < N_w(\text{max})$ unconstrained operation ☒ if $N_w > N_w(\text{max})$ constrained operation				

Weaving Segment Speed, Density, Level of Service, and Capacity	
Weaving segment speed, S (mi/h)	33.43
Weaving segment density, D (pc/mi/ln)	15.02
Level of service, LOS	B
Capacity of base condition, c_b (pc/h)	4249
Capacity as a 15-minute flow rate, c (veh/h)	3777
Capacity as a full-hour volume, c_h (veh/h)	3399

Notes

a. Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".

b. Capacity constrained by basic freeway capacity.

c. Capacity occurs under constrained operating conditions.

d. Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.

e. Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.

f. Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).

g. Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.

h. Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.

i. Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.