

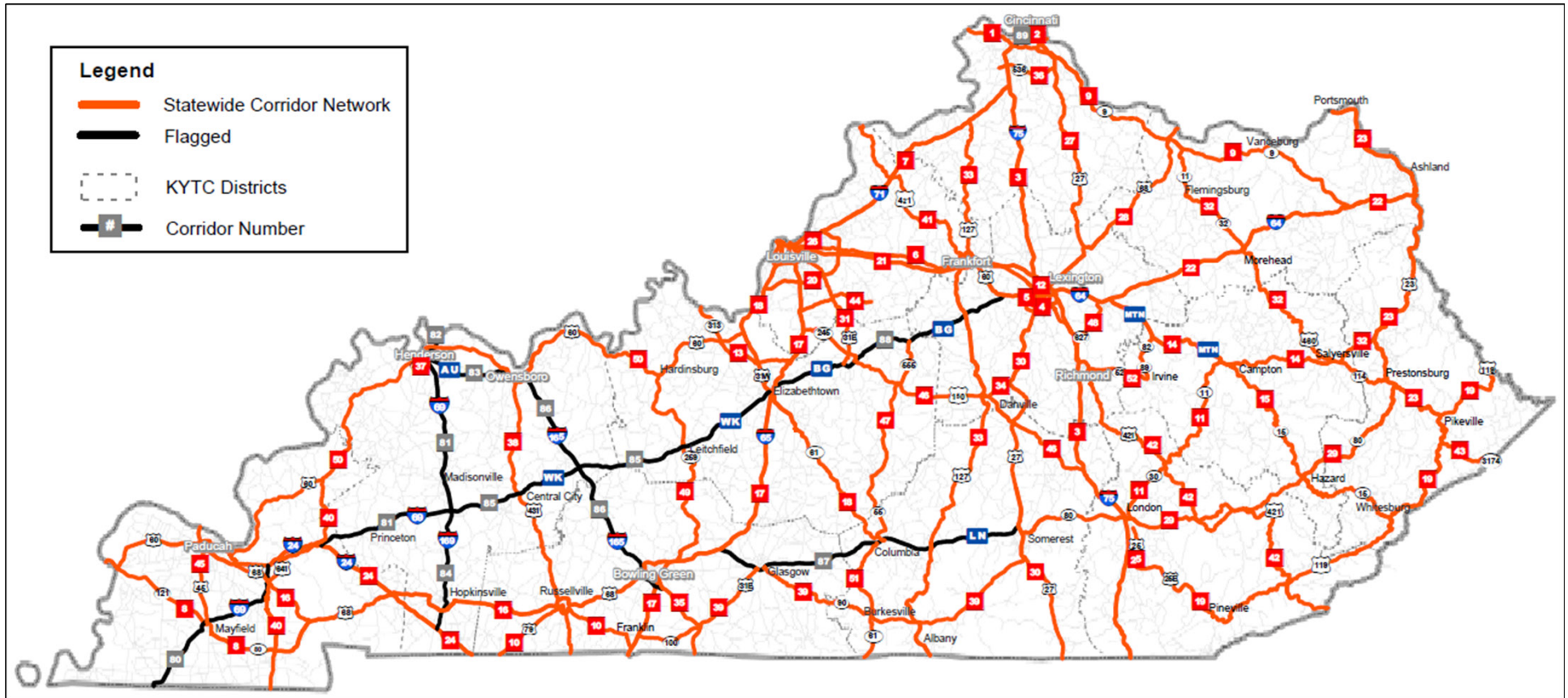
APPENDIX C: FLAGGED CORRIDORS

The Project Team identified a series of important statewide corridors for which the planning and implementation are complete, in-progress, or will begin soon. In most cases, they are major projects, and decisions regarding how and when they will be implemented is beyond the scope of the Statewide Corridor Planning Study (SWCP). Thus, they have been set aside and called “Flagged Corridors” and will not be examined further in SWCP. **Table C.1** and **Figure C.1** show all 10 Flagged Corridors. For completeness, each Flagged Corridor is briefly described in the following sections.

Table C.1 – List of Flagged Corridors

Corridor ID	Corridor Name	From	To
80	I-69 (Purchase Pkwy)	TN state line	I-24 in Marshall County
81	I-69 (Western KY Pkwy & Pennyrile Pkwy)	I-24 near Eddyville	Henderson Bypass
82	I-69 SIU 4	Henderson Bypass (KY 425)	Ohio River
83	Audubon Pkwy (future I-369)	US 41 in Henderson	US 60 in Owensboro
84	Pennyrile Pkwy (future I-169)	I-24 in Christian County	I-69 in Hopkins County
85	Western KY Pkwy (future I-569)	I-69 in Hopkins County	Elizabethtown
86	I-165 (formerly Natcher Pkwy)	US 231 in Bowling Green	US 60 in Owensboro
87	Cumberland Expwy	I-65 near Park City	US 27 near Somerset
88	Bluegrass Pkwy	I-65 near Elizabethtown	US 60 near Versailles
89	I-75/I-71	I-275	Ohio River

Figure C.1 – Locations of Flagged Corridors



C.1 CORRIDORS #80, #81, & #82 (I-69)

Corridors 80, 81, and 82 comprise the completion of I-69 through Kentucky, from the Indiana state line to the Tennessee state line. Major segments of this project are:

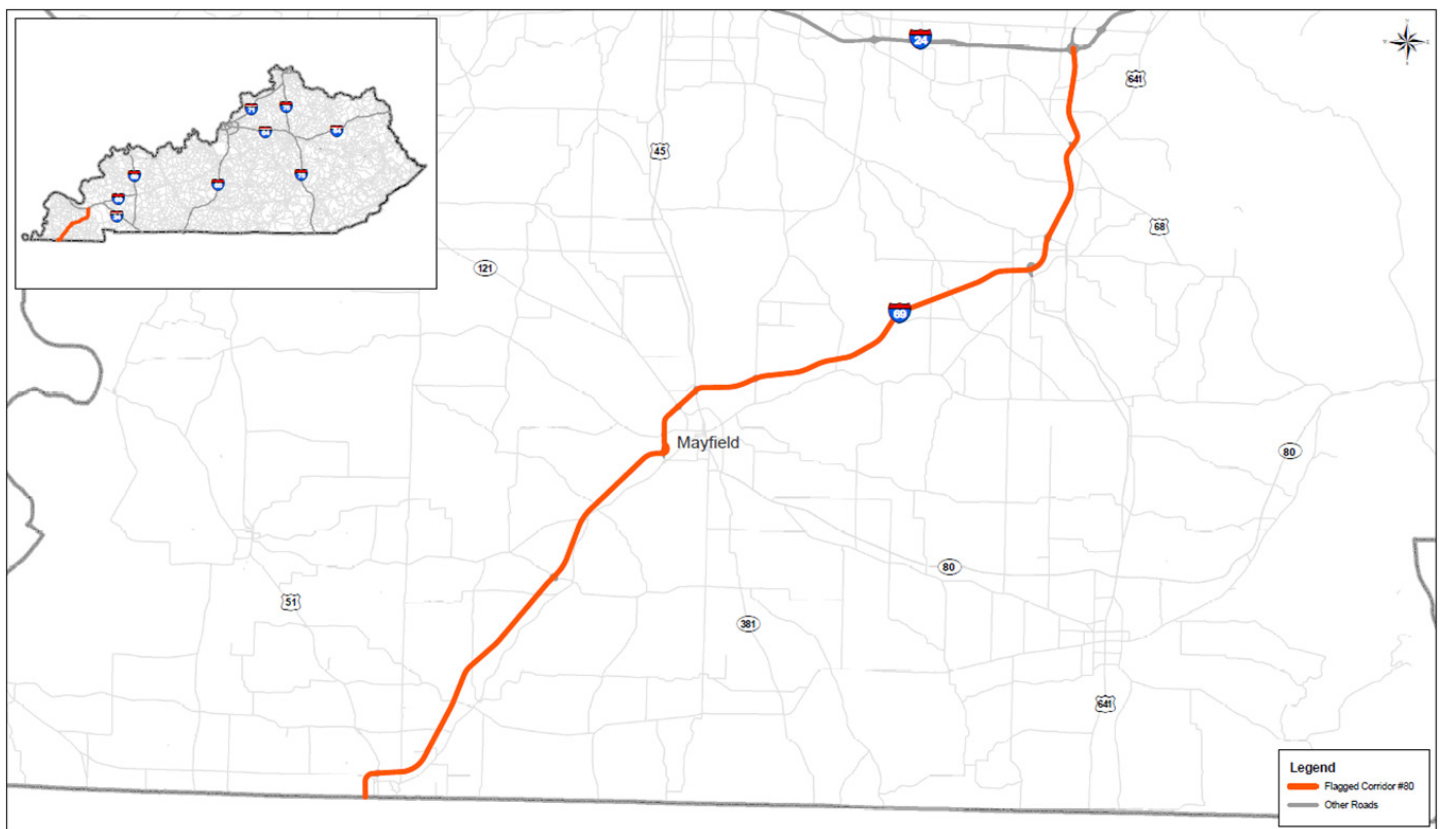
#80 – Upgrade of Purchase Parkway to I-69

This corridor upgrades the Purchase Parkway from I-24 in Marshall County to the Tennessee line (see **Figure C.2**). It does not increase capacity, but brings the Parkway up to interstate standards. Roadway improvements include:

- The US 45 interchange in Mayfield has been reconstructed
- The KY 345 interchange in Benton has been reconstructed
- The toll booth interchange with KY 339 near Wingo will be reconstructed as a diamond interchange
- Shoulders are being improved throughout

As of 2020, this corridor is signed as I-69 from Mayfield north to I-24 in Marshall County.

Figure C.2 – Flagged Corridor #80 – I-69 (Purchase Pkwy)



#81 – Upgrade of Western Kentucky Parkway and Pennyrile Parkway to I-69

This corridor upgrades portions of Western Kentucky Parkway and Pennyrile Parkway to I-69 from Henderson Bypass to I-24 near Eddyville (see **Figure C.3**). Roadway improvements needed to bring this corridor up to interstate standards are complete. No further changes are expected.

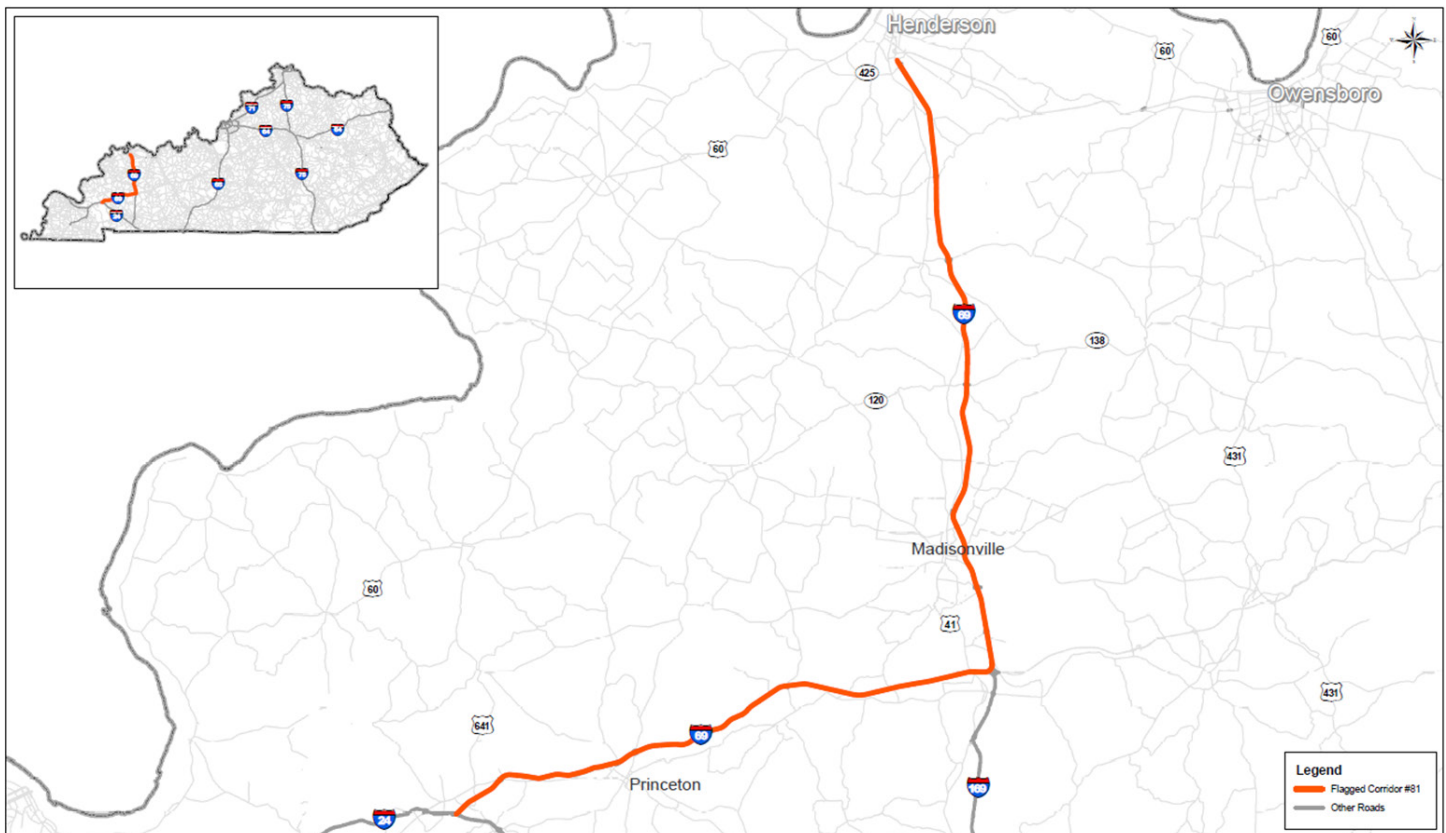
For the upgraded portion of Western Kentucky Parkway between I-24 and the Pennyrile Parkway, major improvements included:

- Pavement rehabilitation
- Reconstruction of the Western Kentucky Parkway/Pennyrile Parkway interchange
- Reconstruction of the I-69/I-24 Interchange at Calvert City

Pennyrile Parkway improvements from the Western Kentucky Parkway to Henderson included:

- Completion of the Pennyrile Parkway/KY 416 Interchange
- Reconstruction of the Pennyrile Parkway/KY 56 Interchange at Sebree
- Reconstruction of the Pennyrile Parkway/KY 813 Interchange at Morton's Gap

Figure C.3 – Flagged Corridor #81 – I-69 (Western Kentucky Pkwy & Pennyrile Pkwy)

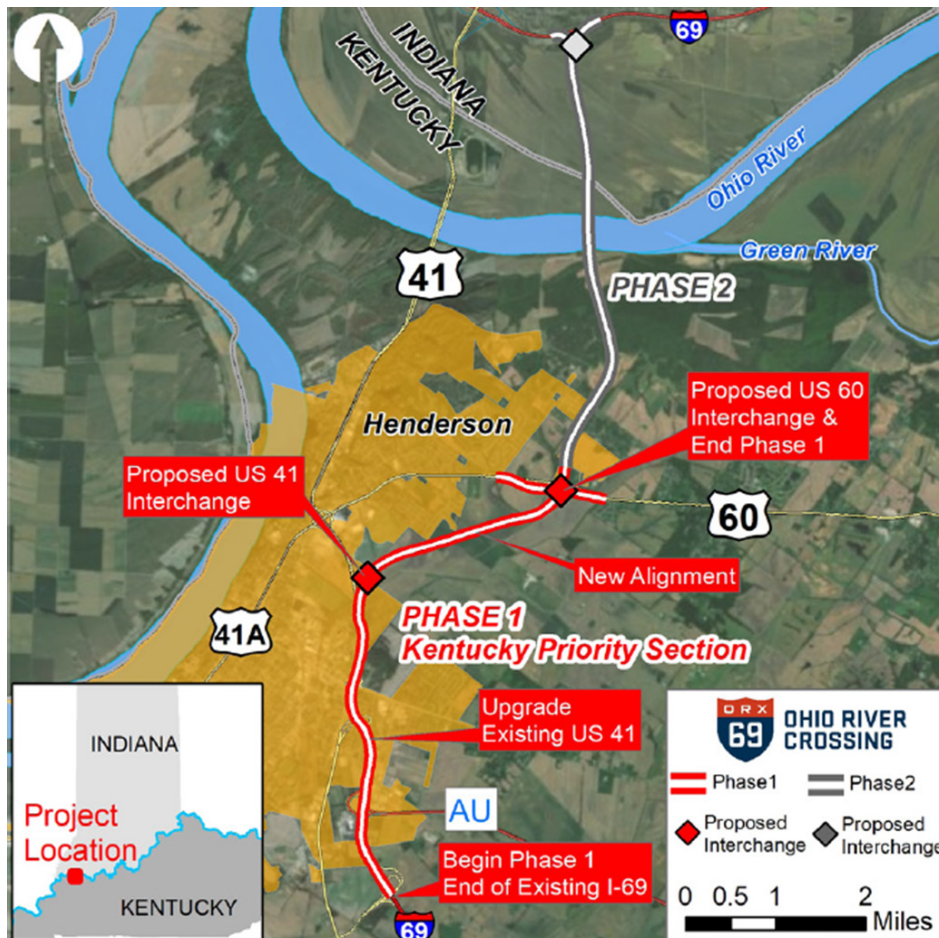


#82 – I-69 SIU 4 with the Ohio River Crossing (ORX)

This I-69 corridor consists of upgrades to existing US 41 to connect the Pennyryle/I-69 alignment, bridge approaches, and a bridge over the Ohio River (ORX) into Indiana (see **Figure C.4**). The I-69 ORX project is needed to address the lack of system linkage across the Ohio River for the National I-69 Corridor. KYTC is currently participating with INDOT in a bi-state initiative to deliver the NEPA document for this section of future I-69. A Draft Environmental Impact Statement was published in December 2018 with Record of Decision expected in 2020. Phase 1 of the project will provide 7 additional miles and potentially 3 additional miles of grade work of I-69 in Kentucky. It will set the stage for Phase 2, finally completing the I-69 National Corridor in Kentucky and Indiana. Construction on these projects has not begun, but would include:

- Improvement of US 41 from the end of I-69 to US 60
- A new interchange with US 41
- A new interchange with US 60
- Approaches to a new Ohio River Bridge
- A new Ohio River Bridge to connect to I-69 in Indiana (Kentucky/Indiana project)
- Interchange reconstruction at IN 662 (Veteran’s Memorial Parkway) in Indiana

Figure C.4 – Flagged Corridor #82 – I-69 SIU 4 with ORX

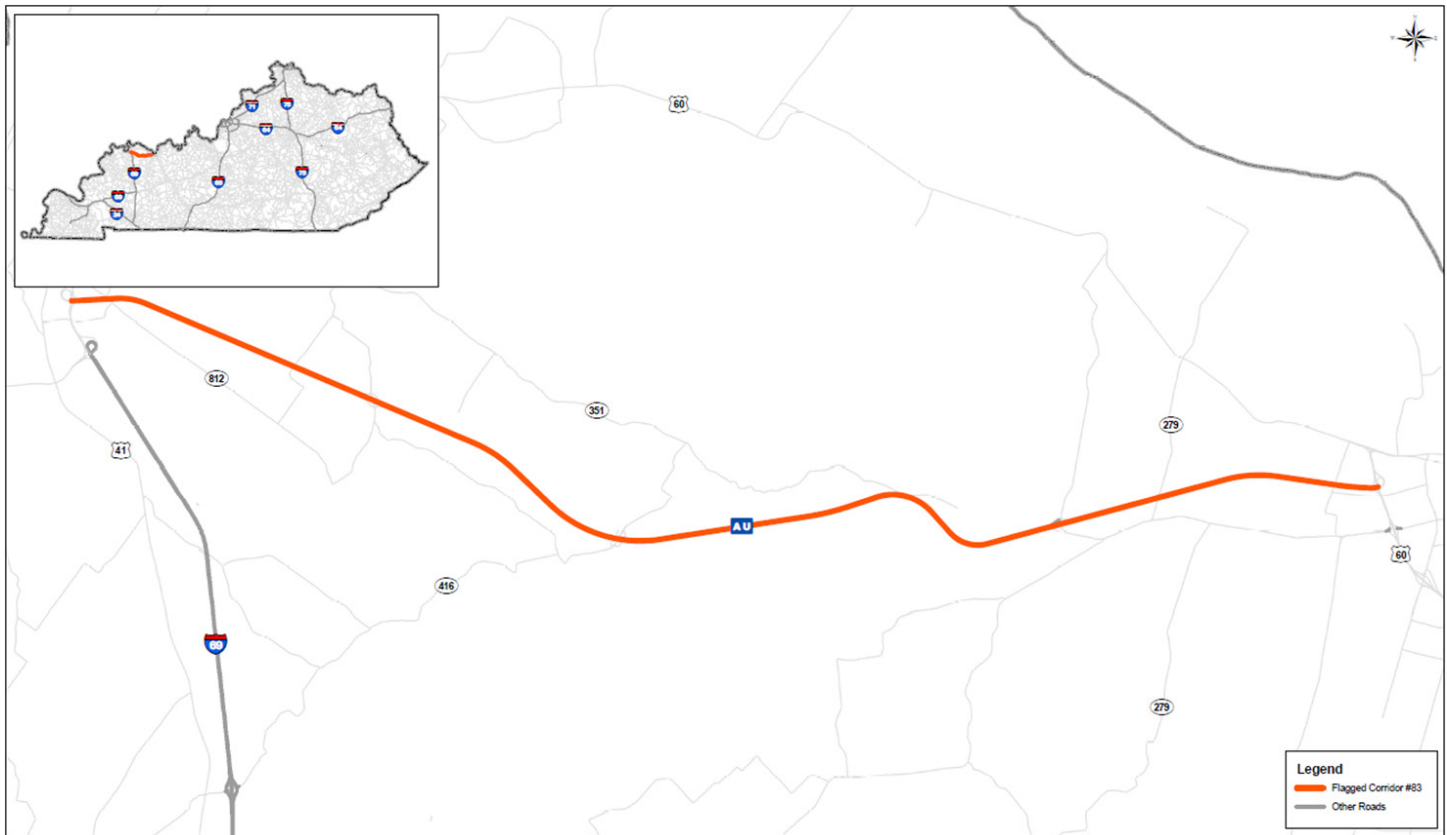


C.2 CORRIDOR #83: AUDUBON PARKWAY (FUTURE I-369)

This corridor would upgrade the Audubon Parkway to interstate standards and rename it I-369, between US 41 in Henderson and US 60 in Owensboro (see **Figure C.5**). KYTC completed an interstate deficiencies study on this corridor in 2014. It is not expected that this corridor would include capacity improvements. However, shoulder and other improvements would be needed throughout the length of the Parkway to bring it to Interstate standards. Other likely improvements include:

- Reconstruction of the tollbooth interchange at KY 416; and
- Reconstruction of the trumpet interchanges at the eastern and western termini.

Figure C.5 – Flagged Corridor #83 – Audubon Parkway

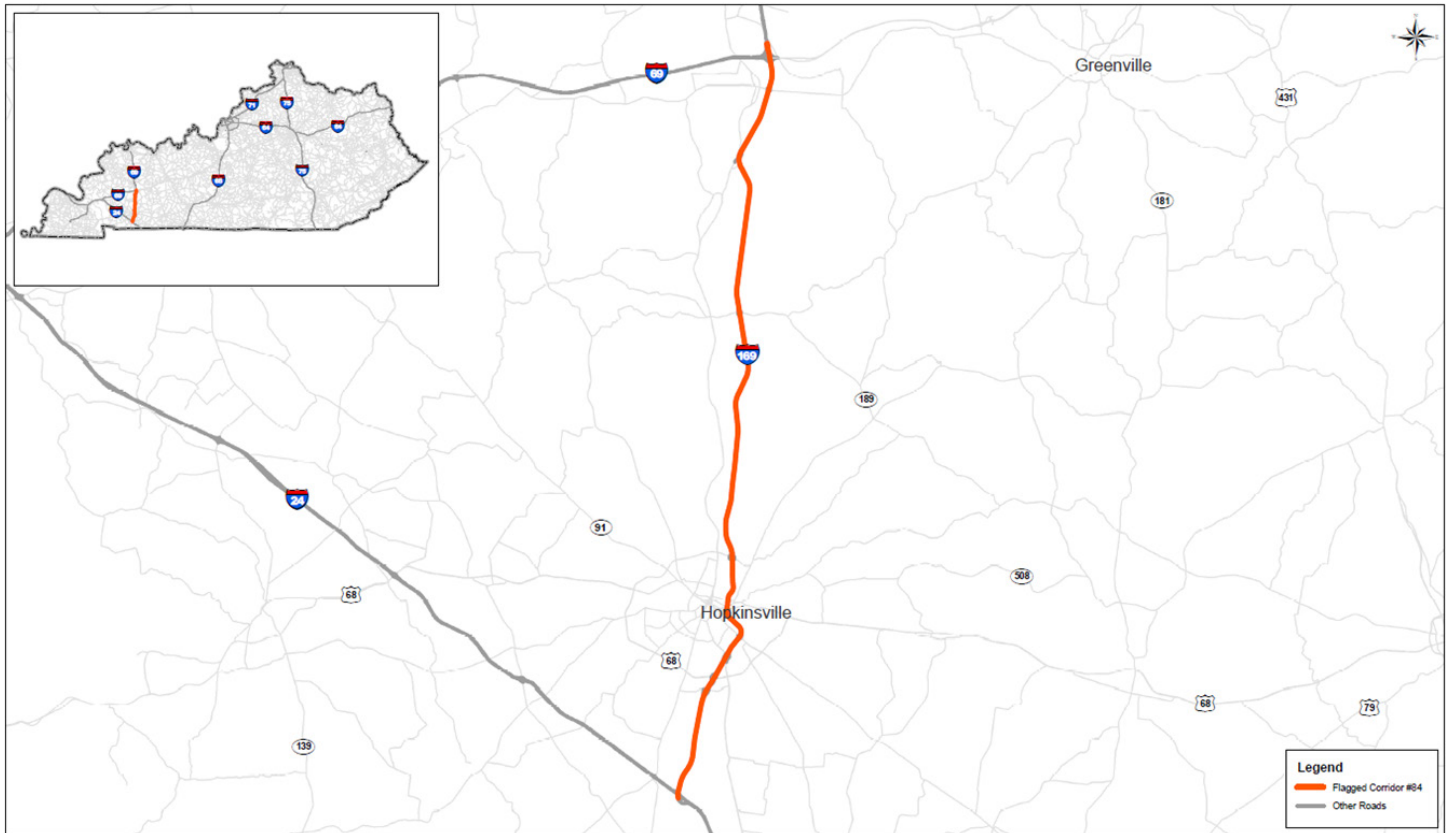


C.3 CORRIDOR #84: PENNYRILE PARKWAY (FUTURE I-169)

KYTC completed an interstate deficiencies study for this corridor in 2014. Work has yet to begin to upgrade the Pennyrile Parkway to interstate standards between I-24 in Christian County and I-69 in Hopkins County, and to rename it I-169 (see **Figure C.6**). Work does not include capacity improvements. Upgrades include:

- Shoulder Improvements.
- Minor bridge work.
- Reconstruction of the tollbooth interchange at KY 1682 to a diamond configuration.

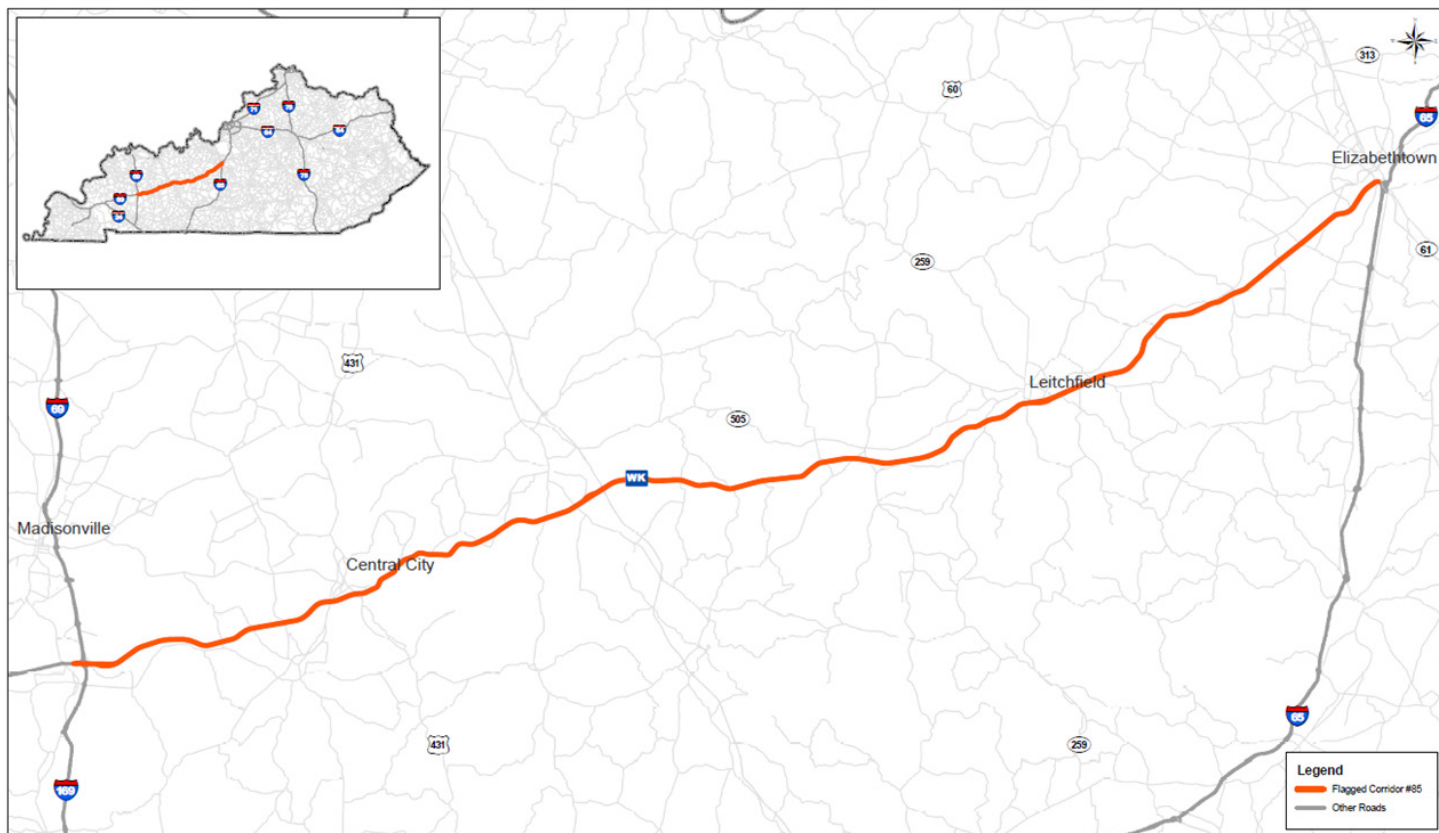
Figure C.6 – Flagged Corridor #84 – Pennyrile Parkway (Future I-169)



C.4 CORRIDOR #85: WESTERN KENTUCKY PARKWAY

There are existing and planned studies to upgrade the remainder of the Western Kentucky Parkway from I-69 in Hopkins County to Elizabethtown to Interstate standards (see **Figure C.7**). Increases in capacity are not anticipated, but reconstruction the tollbooth interchange with US 431 is likely to be required.

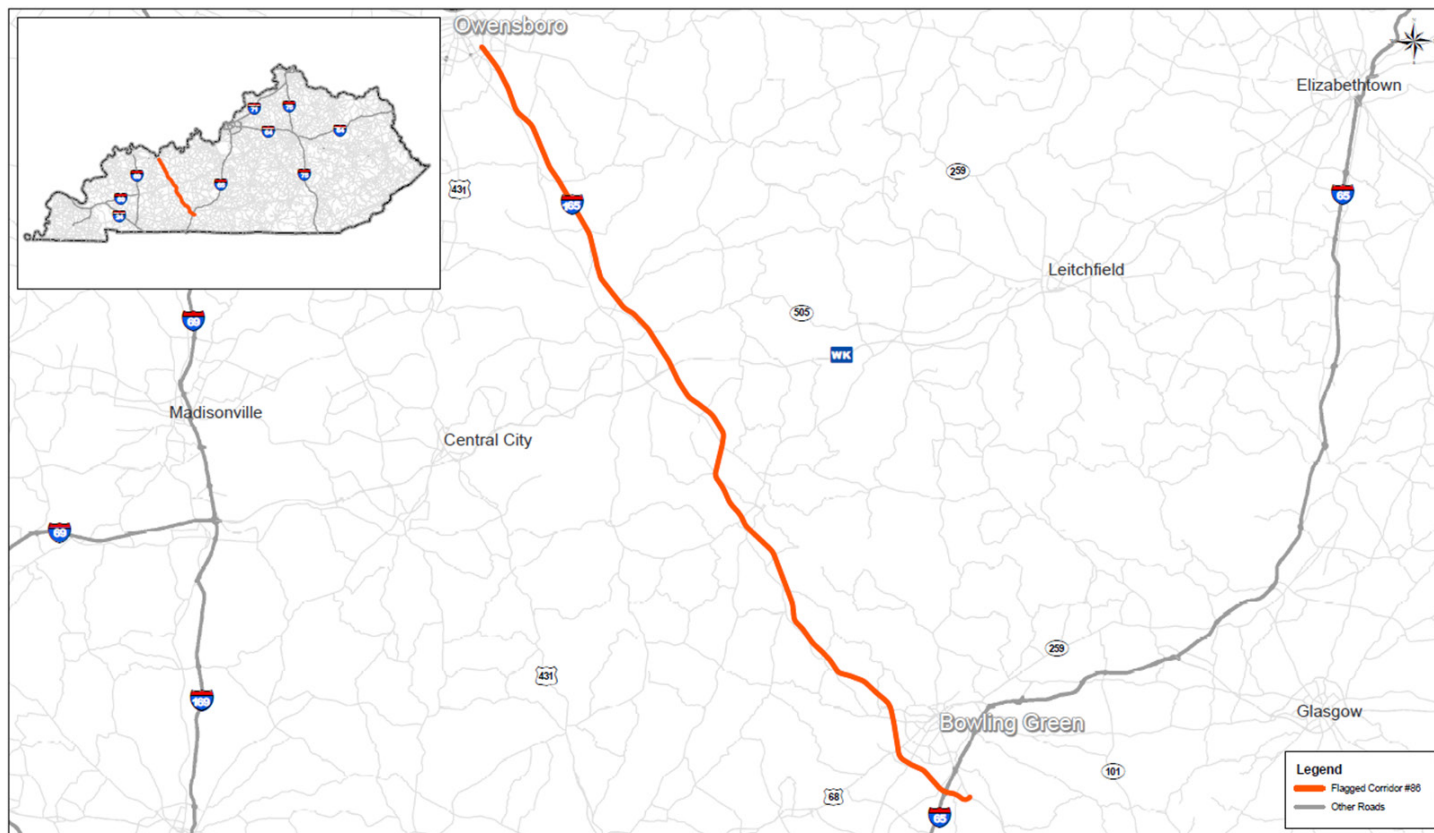
Figure C.7 – Flagged Corridor #85 – Western Kentucky Parkway



C.5 CORRIDOR #86: NATCHER PKWY (I-165)

Upgrade of the Natcher (Green River) Parkway from US 60 in Owensboro to US 231 in Bowling Green to Interstate standards are mostly complete, and the Parkway has been redesignated as I-165 (see **Figure C.8**). Reconstruction of tollbooth interchanges are still needed at KY 69 near Hartford (Exit #50) and at US 231 just north of the Green River (Exits #36 and #9).

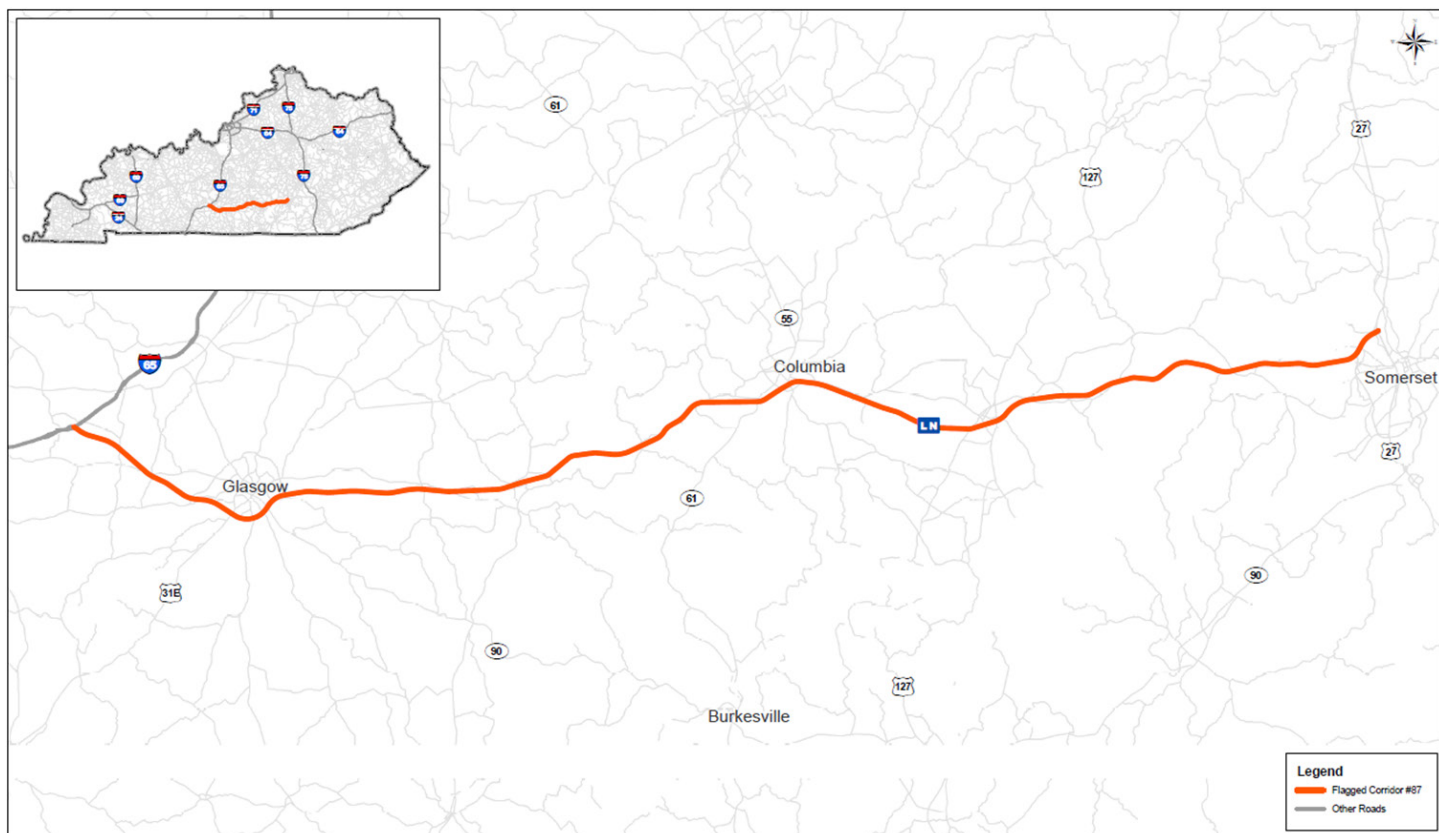
Figure C.8 – Flagged Corridor #86 – Natcher Parkway



C.6 CORRIDOR #87 – CUMBERLAND EXPRESSWAY

A study is planned to upgrade the Cumberland Expressway between I-65 near Park City and Somerset to Interstate standards (see **Figure C.9**). Capacity increases are not anticipated, but reconstruction of the tollbooth interchange at KY 68 west of Edmonton is likely needed, as well as improvements to the US 27 interchange near Somerset.

Figure C.9 – Flagged Corridor #87 – Cumberland Expressway



C.7 CORRIDOR #88: BLUEGRASS PARKWAY (KY 9002)

A future study of upgrading the Bluegrass Parkway between I-65 near Elizabethtown and US 60 near Versailles to interstate standards may be needed (see **Figure C.10**). Capacity increases are not anticipated, but reconstruction of tollbooth interchanges is likely to be needed at KY 52, KY 55, and KY 53.

Figure C.10 – Flagged Corridor #88 – Bluegrass Parkway



C.8 CORRIDOR #89: I-75/71 FROM I-275 TO OHIO (BRENT SPENCE BRIDGE CORRIDOR)

Plans and studies for this corridor are on-going. Earlier studies have found the need for additional roadway capacity between I-275 and the Brent Spence Bridge (see **Figure C.11**), and greater capacity crossing the Ohio River. Several options have been studied, including entirely new alignments and bridges extending from the I-275 interchange, crossing the Ohio River east of Cincinnati, and tying back into I-75 in Ohio, north of Cincinnati. Other options that were studied included a corridor just to the west of the existing bridge, as well as an option that uses the existing I-471 corridor. Options also include a new bridge next to the existing bridge and adding lanes in the existing corridor. It is likely that the I-75/I-275 interchange would have to be reconstructed, and most interchanges between I-275 and Ohio would have to be modified or reconstructed. An EA/FONSI (Environmental Assessment – Finding of No Significant Impact) was completed in 2012, which did not include tolling the bridge. Currently, adequate funding has not been identified for the improvements estimated at more than \$2.6 Billion.

Figure C.11 – Flagged Corridor #89 – I-75/I-71 from I-275 to Ohio

