



I-69 Strategic Planning Corridor Study: Fulton To Eddyville, KY

Fulton, Hickman, Graves, Marshall,
Livingston, Lyon Counties

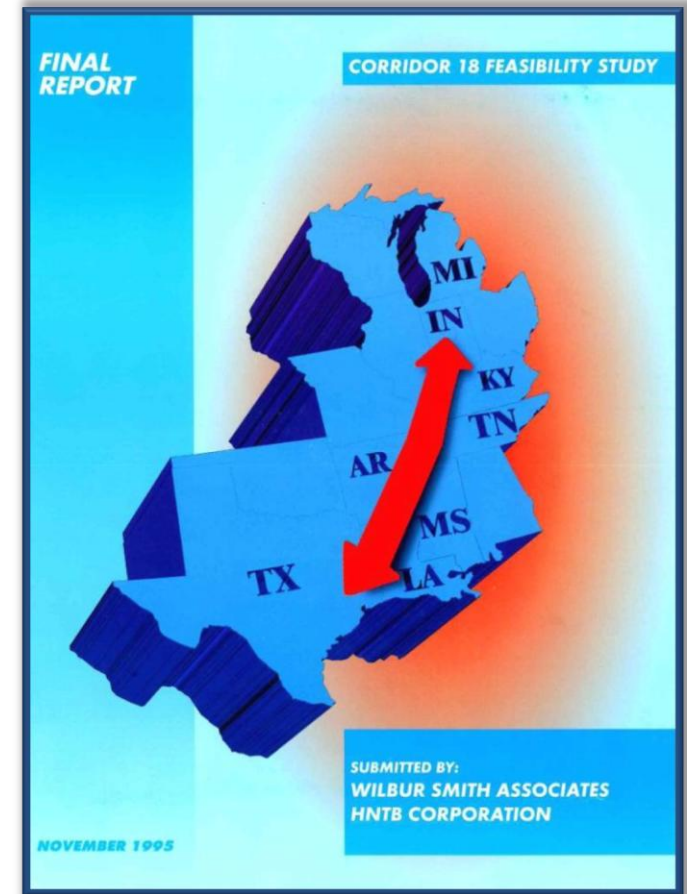
Public Meeting
November 15, 2010



Project Background:

Corridor 18 Feasibility Study

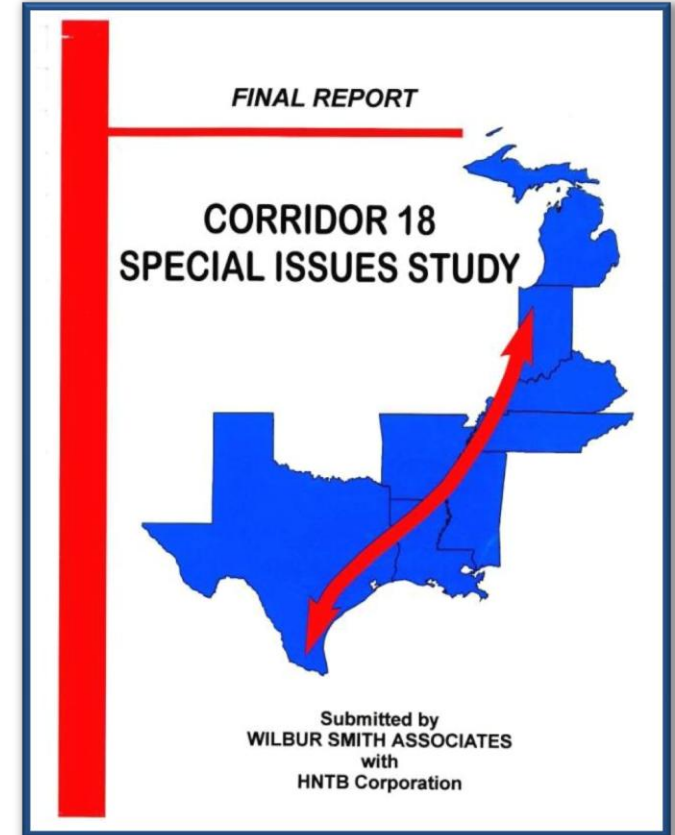
- ❑ Produced information regarding cost, economic efficiency, impacts on economic development, financial viability and other relevant features of this large scale highway project.
- **Completed November 1995**



Project Background:

Corridor 18 Special Issues Study

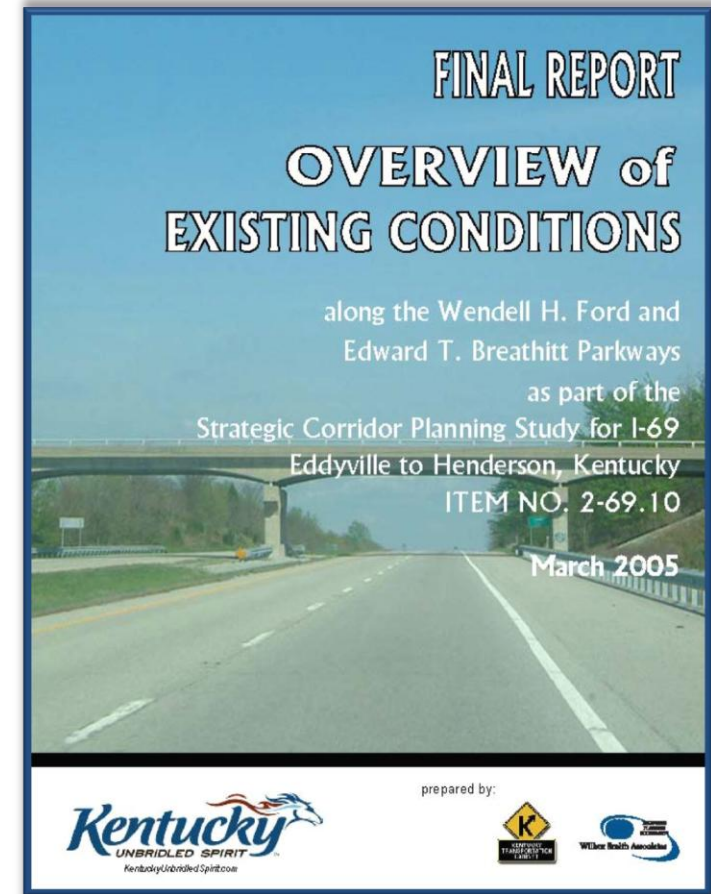
- ❑ Redefined the corridor from Indianapolis, IN to the Lower Rio Grande Valley
- ❑ **Completed July 1997**



Project Background:

Strategic Corridor Planning Study for I-69: Eddyville to Henderson, KY

- ❑ Segment of Independent Utility (SIU) 5
- ❑ Overview of Existing Conditions
- ❑ Wendell H. Ford and Edward T. Breathitt Parkways
- ❑ **Completed March 2005**

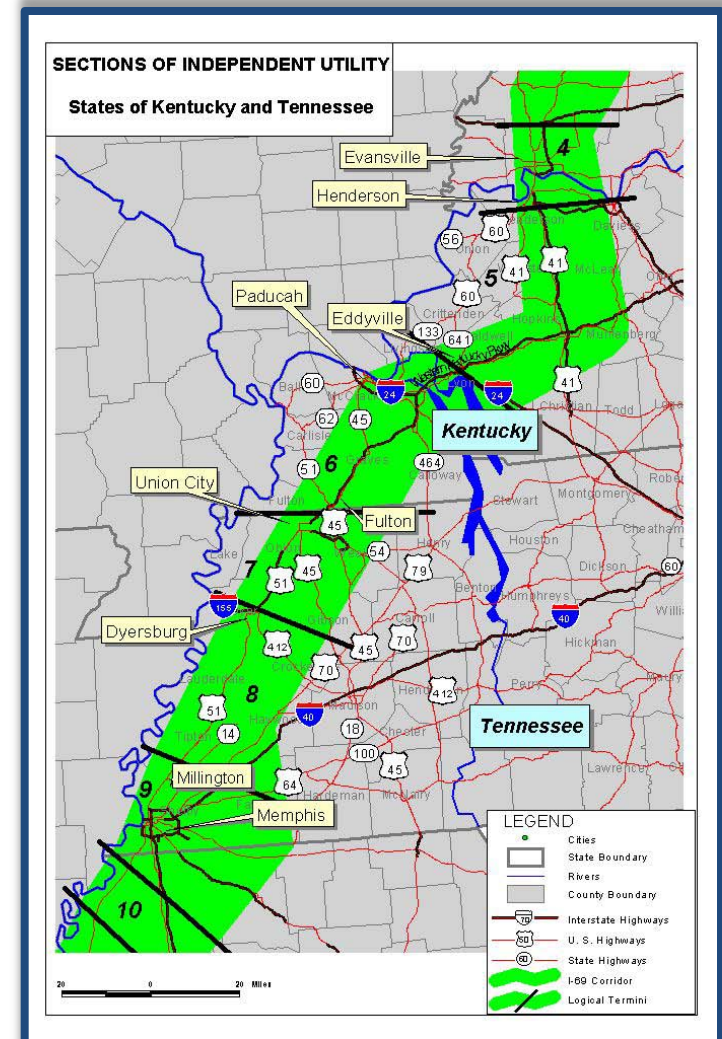


This Project: Strategic Planning Study

Purchase Parkway / I-24

Fulton, Hickman, Graves, Marshall, Livingston, and Lyon Counties

- ❑ SIU 6
- ❑ Beginning – Tennessee State Line in Fulton County
- ❑ Ending – West of I-24 and Western Kentucky Parkway Interchange in Lyon County



Strategic Planning Study: I-69 Corridor Purchase Parkway / I-24

Fulton, Hickman, Graves, Marshall, Livingston, and Lyon Counties

- ❑ Study Beginning - April 2010



- **Anticipated Completion - February 2011**

Strategic Planning Study: I-69 Corridor Purchase Parkway / I-24

Fulton, Hickman, Graves, Marshall, Livingston, and Lyon Counties

□ Scope of Work

- Inventory existing conditions
- Define Interstate criteria
- Determine and evaluate deficiencies
- Identify options and strategies for needed improvements
- Develop recommendations and potential cost
- Document findings

Strategic Planning Study: I-69 Corridor

Interstate Design Standards

- ❑ Fully Controlled Access
 - At Ramp Terminals
 - Minimum 100 foot urban
 - Minimum 300 foot rural
- ❑ Design Speed
 - 70 MPH – Rural
 - 50 MPH – Urban
- ❑ Four Lanes
 - 12 feet wide

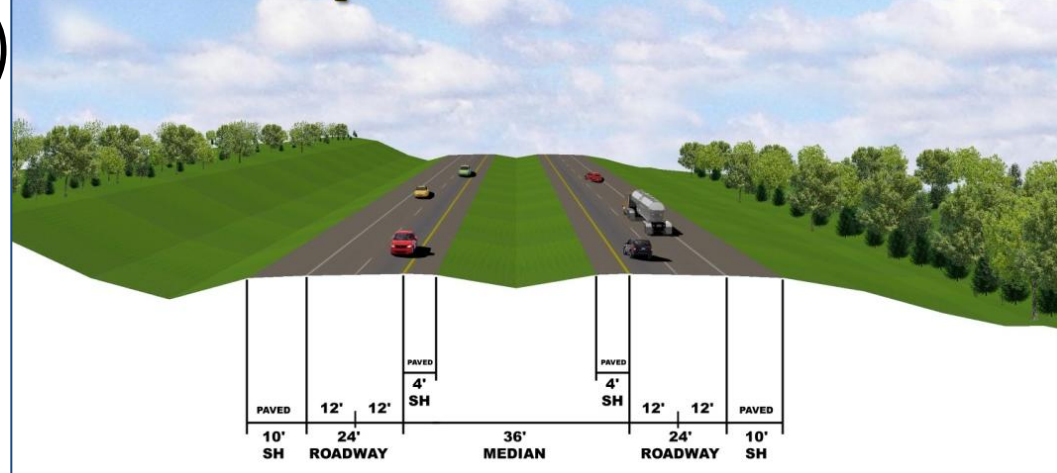


Strategic Planning Study: I-69 Corridor

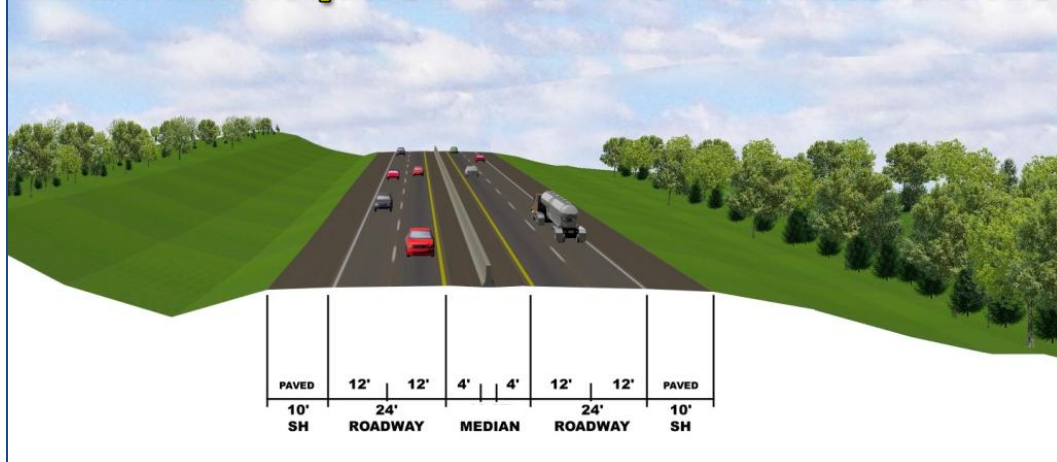
Interstate Design Standards

- ❑ Shoulder Widths (paved)
 - Inside – 4 foot min
 - Outside – 10 foot min
- ❑ Median
 - Rural – 36 foot min
 - Urban – 10 foot min

Minimum Requirements - Rural Interstate



Minimum Requirements - Urban Interstates



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Interstate Design Standards



- ❑ Minimum Horizontal Curvature
 - Rural - 1810 foot radius
 - Urban - 758 foot radius
- ❑ Minimum Stopping Sight Distance
 - Rural - 730 feet
 - Urban - 425 feet

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Interstate Design Standards

❑ Bridges

- All lanes and shoulders at least 16 foot vertical clearance
- Full paved shoulder width
- Crashworthy barrier railing
- Structurally adequate

❑ Sign Trusses – 17 foot vertical clearance



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Interstate Design Standards

❑ Interchange

- Provide all traffic movements
- Spacing between interchanges
 - Minimum 1 mile Urban
 - Minimum 3 mile Rural
- Adequate Acceleration/Deceleration Tapers



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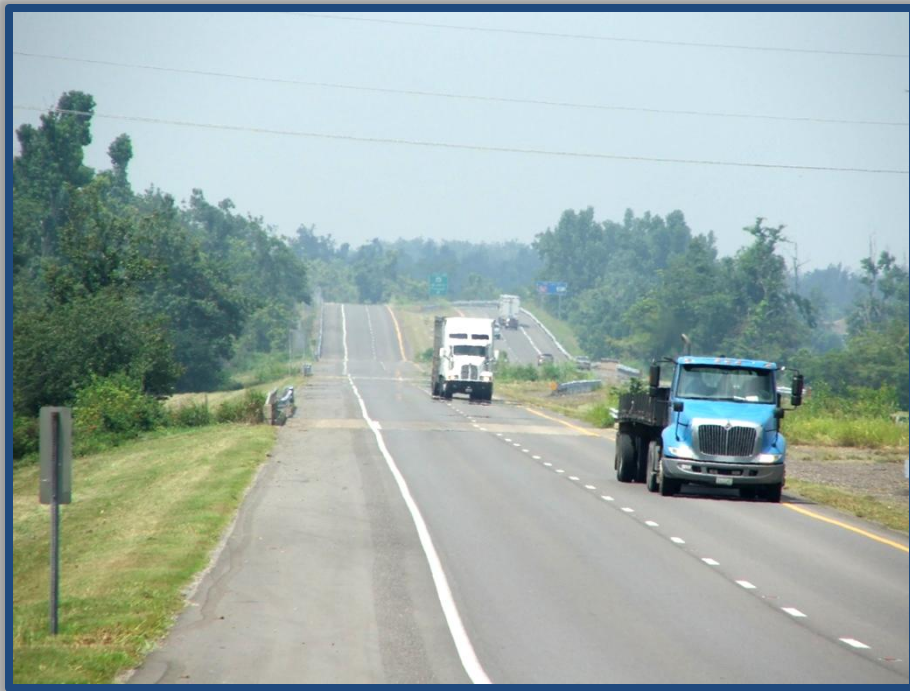
Overview of Existing Conditions



- ❑ Traffic – 2010 Vehicles per day (vpd)
 - Purchase Parkway
 - Ranges from 7,060 vpd to 19,200 vpd
 - I-24
 - Ranges from 21,900 vpd to 28,200 vpd

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Traffic Forecasts



- ❑ Traffic – 2040 Vehicles per day (vpd)
 - Purchase Parkway
 - Ranges from 14,800 vpd to 40,300 vpd
 - I-24
 - Ranges from 45,900 vpd to 59,200 vpd

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Overview of Existing Conditions

❑ Crash History (2005-2009)

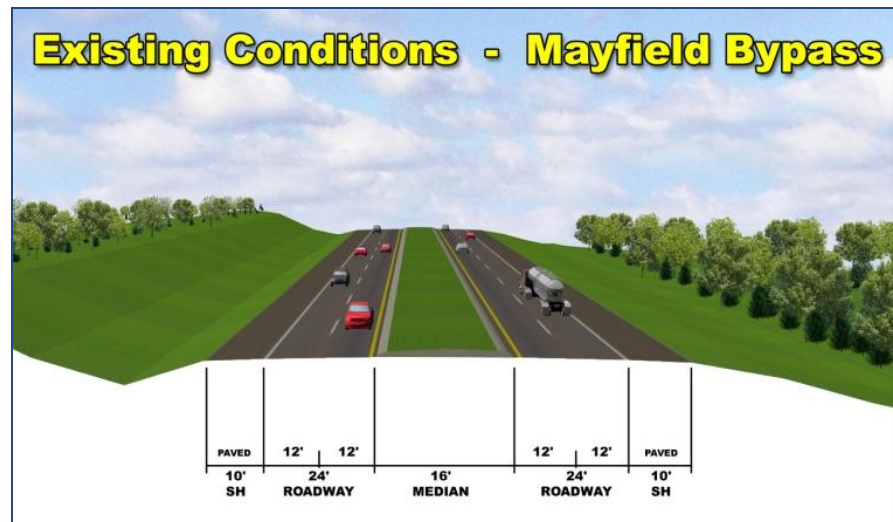
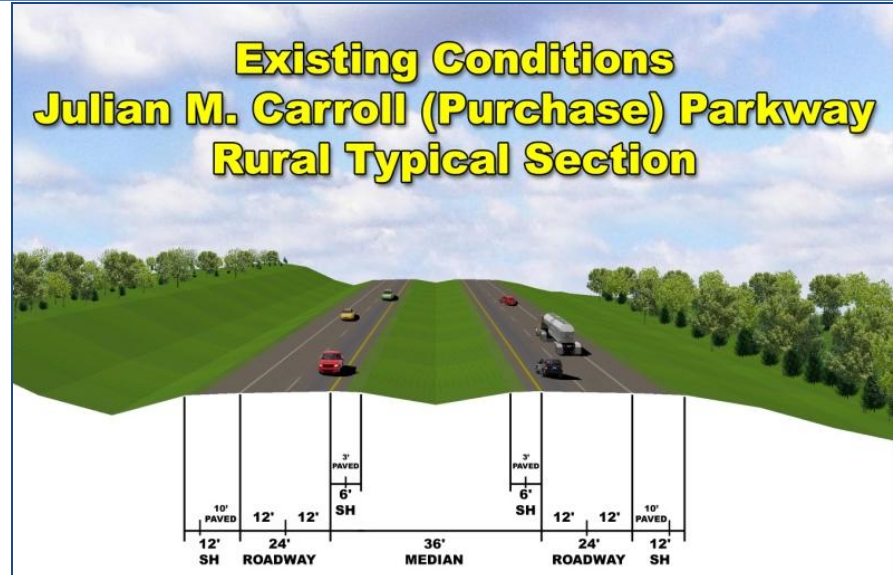
- Purchase Parkway
 - 7 Fatalities
 - 136 Injuries
 - 449 Property Damage Only
- I-24
 - 6 Fatalities
 - 68 Injuries
 - 255 Property Damage Only



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Overview of Existing Conditions

- ❑ Roadway Geometry
 - Lane Widths
 - 12 feet wide
 - Shoulder Widths
 - Inside 0 – 6 feet
 - Outside 10-12 feet
 - Median Widths
 - Urban 16 feet
 - Rural 36 feet



Strategic Planning Study: I-69 Corridor

Overview of Existing Conditions



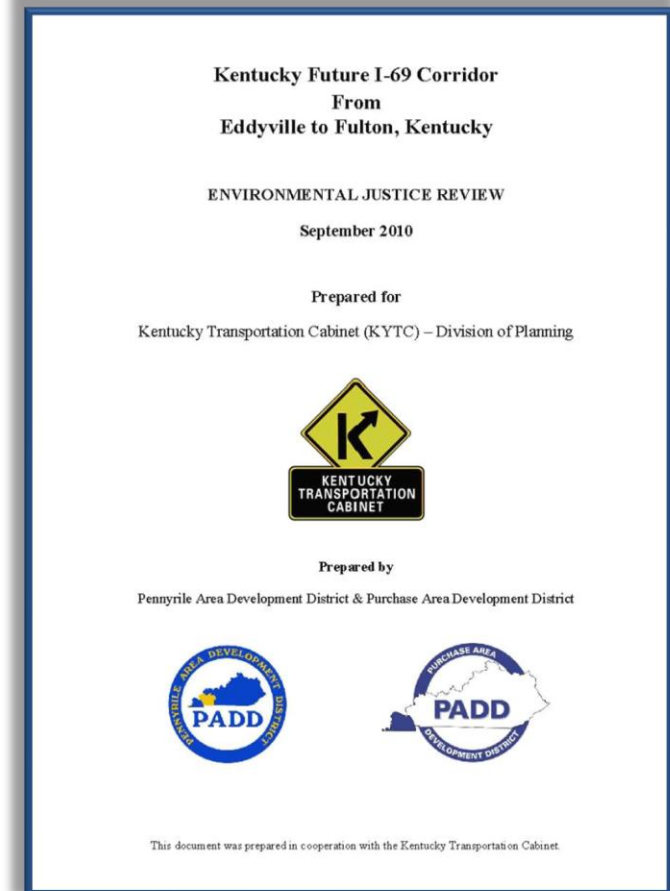
□ Bridges

- Width
 - 30 – 38 feet
- Vertical Clearance
 - 15.12 – 19.48 feet
- Bridge Railing
 - Upgrade to current standards

Strategic Planning Study: I-69 Corridor

Environmental Overview

- ❑ Overview of critical environmental (NEPA) considerations
- ❑ Environmental Justice
 - Review of the Socioeconomic characteristics along the project area
 - 2000 U.S. Census Bureau
 - Findings of no impact to the studied area populations since corridor is with-in existing Right of Way



Strategic Planning Study: I-69 Corridor

Geotechnical Overview



- ❑ Overview of anticipated improvements and geotechnical considerations
- ❑ To be completed in conjunction with final report

Strategic Planning Study: I-69 Corridor

Public Meeting Handout

PROJECT DESCRIPTION

The Kentucky Transportation (KYTC) has undertaken a Strategic Corridor Planning Study for a portion of proposed Interstate 69 (I-69). I-69 is proposed to extend from the Mexican border in Texas to the Canadian border in Michigan. This project involves a study of the Julian M. Carroll (Purchase) Parkway north from the Tennessee state line at Fulton through Fulton, Graves, Marshall, Livingston, and Lyon Counties to the interchange with I-24. The study corridor continues east on I-24 to just west of the Wendell H. Ford Parkway and I-24 interchange. Evaluation of the remaining segments of I-69 in Kentucky have been addressed by another study. The primary purposes of this project are:

- ▶ to review the existing conditions along the Julian M. Carroll (Purchase) Parkway and I-24 to identify locations that do not meet current highway design guidelines for Interstate routes
- ▶ to evaluate the degree to which these guidelines are not met
- ▶ to identify options for making improvements to address identified deficiencies
- ▶ to make recommendations regarding the suitability of routing this segment of I-69.



Recommendations for improving taper lengths to meet minimum interstate standards will be included in the report.

PROJECT FOCUS

This project will focus on evaluating existing conditions in the context of the following:

- ▶ roadway geometry (lane, shoulder, and median widths; horizontal and vertical clearance)
- ▶ bridge geometry, structural condition, load rating, and functional attributes
- ▶ interchange geometry and access control.

PROJECT SCHEDULE

| | |
|---|---------------|
| Notice to Proceed | April 2010 |
| Complete Inventory of Existing Conditions | August 2010 |
| Public Meeting | November 2010 |
| Interdisciplinary Meeting | January 2011 |
| Final Report | February 2011 |



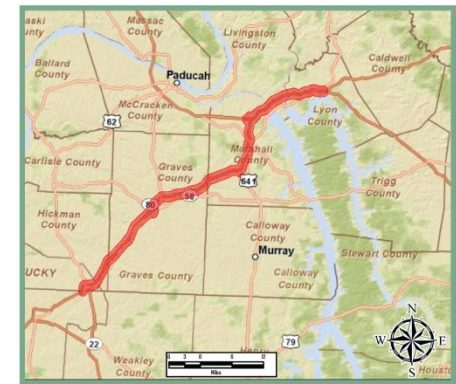
PROCEDURE FOR SUBMITTING COMMENTS

Representatives of the Kentucky Transportation Cabinet and their engineering consultants are available to answer questions you may have regarding this project. In addition, exhibits and displays are available to assist you in understanding the various facets of this project. You are encouraged to make an official comment that will be incorporated into the project summary.

To make a written statement, complete one of the comment sheets provided and leave it tonight with one of the representatives or mail it by December 1, 2010, to the address listed below.

Jim LeFevre, P.E.
Department of Highways, District 1
5501 Kentucky Dam Road
Paducah, KY 42003

I-69 Strategic Corridor Planning Study Fulton to Eddyville, KY



November 15, 2010
5:30 p.m. - 7:30 p.m. CT

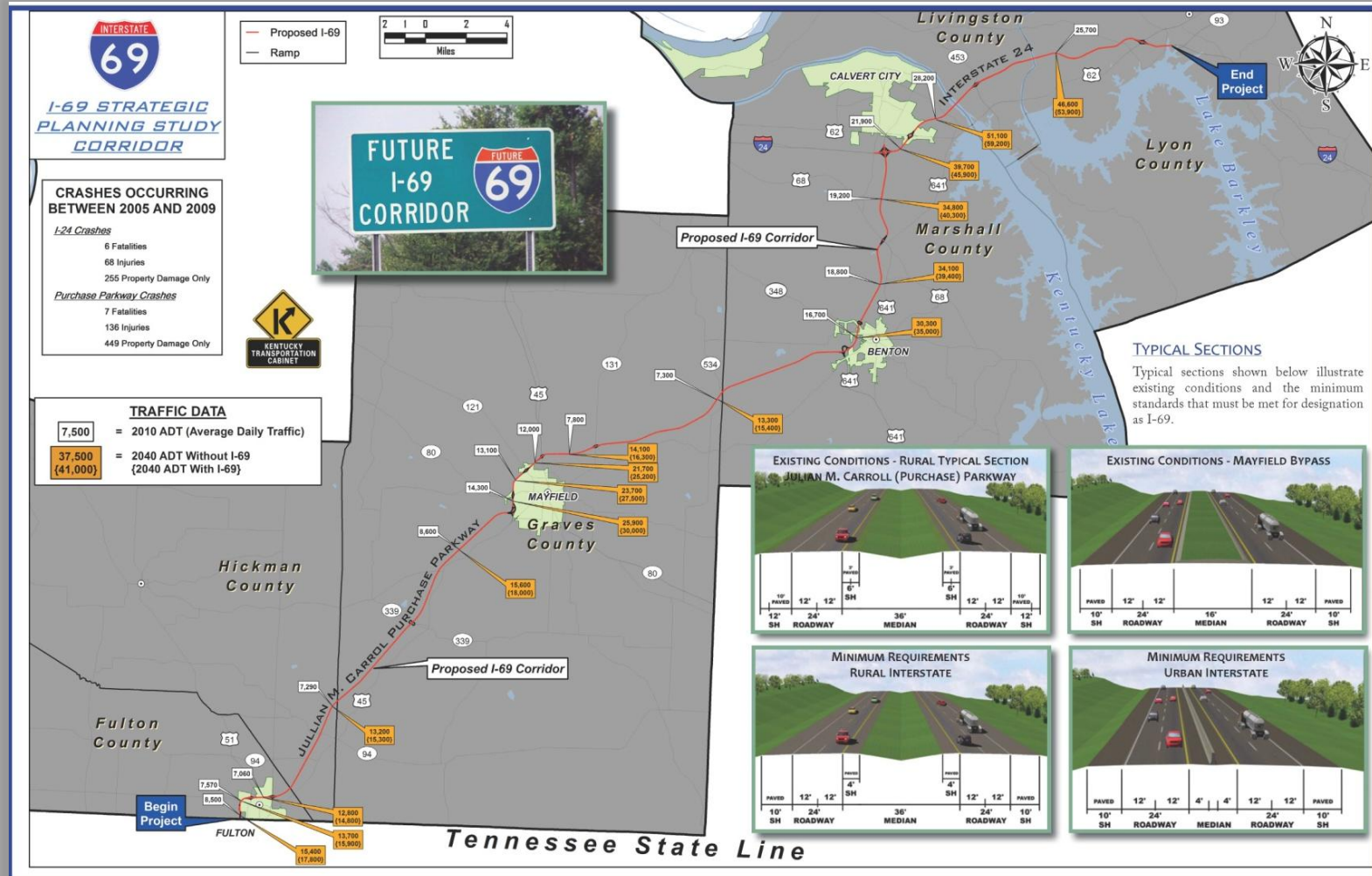
Purchase Area Development District (PADD)
1002 Medical Drive
Mayfield, KY 42066



Kentucky
UNBRIDLED SPIRIT

Strategic Planning Study: I-69 Corridor

Public Meeting Handout



Strategic Planning Study: I-69 Corridor Questionnaire / Comment Sheet

- ❑ Public Awareness
- ❑ Obtain Public Input
 - Constraints
 - Site Specific Issues/Concerns
 - Determine Expectations

| | |
|---|--------------|
| QUESTIONNAIRE | |
| I-69 Strategic Corridor Planning Study November __, 2010 | |
| Purchase Parkway / I-24 - Fulton to Eddyville, KY | |
| Fulton, Hickman, Graves, Marshall, Livingston, and Lyon Counties | |
| <i>(Please Print)</i> | |
| Name: _____ | Phone: _____ |
| Address _____ | |
| City, State, Zip _____ | |
| County _____ | |
| e-mail _____ (optional) | |
| 1. How often do you use the Julian M. Carroll (Purchase) Parkway? | |
| <i>Daily Weekly Monthly</i> | |
| 2. Is your usage considered local (travel within a county) or regional (from one county/city to another)? | |
| <i>Local Regional</i> | |
| 3. Are there any specific safety issues along the study area? Where and what problems exist? | |
| _____ | |
| _____ | |
| _____ | |
| 4. Improvements to the corridor may include improving existing interchanges. Which interchange(s) do you think have the highest priority of improving? | |
| _____ | |
| _____ | |
| _____ | |
| _____ | |
| 5. Are there sensitive locations or issues that you know of within corridor? | |
| _____ | |
| _____ | |
| _____ | |
| _____ | |
| Use Back Page for Additional Comments | |

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Questions and Comments

