

Appendix C – Public Meeting Minutes and Materials

1. Public Involvement Meeting, Henderson County, September 23, 2002
2. Public Involvement Meeting, Hopkins County, September 24, 2002
3. Public Involvement Meeting, Caldwell County, September 30, 2002
4. Public Involvement Meeting, Lyon County, October 1, 2002
5. Public Meeting Questionnaire Summary
6. Public Meeting Exhibits, September and October 2002

Public Involvement Meeting

**I-69 Corridor Planning Study, Eddyville to Henderson
Lyon, Caldwell, Hopkins, Webster, and Henderson Counties**

Item No. 2-69.10

Henderson County High School

Henderson, Kentucky

4:00 p.m. to 7:00 p.m. (CST), September 23, 2002

A public involvement open house was held on Monday, September 23, 2002 from 4:00 p.m. to 7:00 p.m. (CST) at Henderson County High School (2424 Zion Road) in Henderson, Kentucky. The following Kentucky Transportation Cabinet (KYTC) District 2, KYTC Central Office, Green River Area Development District and consultant staff were in attendance:

Gina Boaz	Green River Area Development District
Keith Harpole	Green River Area Development District
Nick Hall	KYTC District 2
Kevin McClearn	KYTC District 2
Joe Plunk	KYTC District 2
Doug Taylor	KYTC District 2
Stephen C. Hoefler	KYTC Central Office, Division of Highway Design
Danny Jasper	KYTC Central Office, Division of Planning
Jimmy Wilson	KYTC Central Office, Division of Planning
Brad Johnson	Wilbur Smith Associates
Marc Williams	Wilbur Smith Associates

The public involvement open house was arranged with several project information stations, with KYTC staff and consultants available to answer questions and discuss issues. As attendees entered the meeting room, they were invited to participate in the following areas:

- **Sign-In**

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, project brochure, and information regarding KYTC roadway projects. Kentucky state highway maps were also available for interested parties. Media packets, including copies of the exhibits and presentation slides, were available for members of the local newspapers, radio stations and news channels.

Attendees were asked to complete the survey questionnaire prior to leaving the meeting, or return it to the KYTC at a later date in the postage-paid envelope provided. Attendees were encouraged to view the project video and slide presentation prior to walking through the project exhibits.

- **Project Video: I-69 the National Perspective**

This 7-minute video provides an overview of the national I-69 corridor, from Michigan to the Texas/Mexico border. The video was played repeatedly during the public involvement session.

- I-69 Strategic Corridor Planning Study Presentation

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the current I-69 study between Eddyville and Henderson, Kentucky. The presentation included information such as the study area; preliminary project goals; traffic, design and environmental considerations; public involvement opportunities; and contact information. This 17-slide show was played continuously during the public involvement session.

- Exhibit Boards

This section of the room was set up with a semi-circular arrangement of project exhibits, including the following titles:

- Study Area
- Where else will I-69 go?
- How many cars and trucks are on the Parkways today?
- How many cars and trucks will be on the Parkways in 30 years?
- Where are the most accidents occurring?
- Parkway Conditions and Options for I-69
- Examples of Highway Design Issues
- Examples of Traffic and Access Issues
- Examples of Environmental Issues
- Environmental Issues Need Special Consideration

Attendees were invited to view the project exhibits and discuss any questions or concerns with KYTC staff and consultants.

- Survey Area with Refreshments

Tables, chairs, refreshments, and kids' activities were provided in this area so that attendees could comfortably complete the public comment survey provided in the handout packet. Comments made during the public involvement meeting could also be recorded on a large display in this area of the room.

A total of 75 persons registered their attendance at the three-hour public session (this number does not include the above 11 staff members). Several media representatives were on-hand to cover the event. This included at least three local TV stations, a radio station and the local newspaper. A total of nine individuals completed the public comment survey at the meeting, while others made oral comments to staff members. The majority of attendees took pre-addressed envelopes to mail in at a later date.

General comments and questions at the meeting consisted of the following:

- A number of citizens attended the meeting with interests/concerns relative to the Henderson to Evansville segment for the corridor to the north of this study corridor. These individuals were advised of the public meeting scheduled for Thursday, September 25, 2002 that would provide information on this segment of the corridor.
- Several citizens asked about the time-frame/schedule for project implementation. They were advised that this was currently a planning study effort and that should the project move forward to the implementation phase, it would take time and be influenced by the available funding. It will likely take 10 to 20 years for project implementation to begin.
- A few citizens asked about the location of the I-69 corridor (i.e. whether it would stay on the Parkways or follow new alignment). These individuals were advised that the current proposal for the I-69 corridor would be to upgrade or reconstruct the existing Parkways. The

current planning study will identify the amount of any additional right-of-way that would be needed to upgrade the Parkways.

- One citizen suggested that bridge supports for overpasses should be widened/strengthened to withstand earthquake conditions.
- Several citizens asked if the Parkways were upgraded, how much additional right-of-way would be needed along the roadway? They were advised that approximately one hundred feet of additional right-of-way could be needed in some locations.
- One couple asked if interchanges along the Parkways were upgraded, what types of improvements are required and how much additional right-of-way would be needed at each?
- It was suggested that fences along the existing Parkway should be higher to prevent deer from crossing the road.
- A couple of individuals asked how the Evansville to Henderson corridor will impact the northern terminus of the Eddyville to Henderson segment and where would the tie-in to the Edward T. Breathitt Parkway most likely occur?
- One group of individuals expressed their dissatisfaction with the format of the open-house style meeting, favoring a meeting that would allow them an opportunity to have their comments heard by a larger group of citizens.

Other comments and identified issues are anticipated through the public comment surveys, which were distributed at the meeting to be returned by mail to the KYTC through October 31, 2002. Once the questionnaires are received by the KYTC, these comments will also be included in the official meeting record.

The meeting closed at 7:00 p.m. (CST).

Public Involvement Meeting

**I-69 Corridor Planning Study, Eddyville to Henderson
Lyon, Caldwell, Hopkins, Webster, and Henderson Counties**

Item No. 2-69.10

Parkway Plaza Mall

Madisonville, Kentucky

4:00 p.m. to 7:00 p.m. (CST), September 24, 2002

A public involvement open house was held on Tuesday, September 24, 2002 from 4:00 p.m. to 7:00 p.m. (CST) at the Parkway Plaza Mall (401 Madison Square Avenue) in Madisonville, Kentucky. The following Kentucky Transportation Cabinet (KYTC) District 2, KYTC Central Office, Pennyriple Area Development District and consultant staff were in attendance:

Craig Morris	Pennyriple Area Development District
Pam Kolze	KYTC District 2
Kevin McClearn	KYTC District 2
Steve Nicholson	KYTC District 2
Joe Plunk	KYTC District 2
Doug Taylor	KYTC District 2
Stephen C. Hoefler	KYTC Central Office, Division of Highway Design
Danny Jasper	KYTC Central Office, Division of Planning
Jimmy Wilson	KYTC Central Office, Division of Planning
Brad Johnson	Wilbur Smith Associates
Marc Williams	Wilbur Smith Associates

The public involvement open house was arranged with several project information stations, with KYTC staff and consultants available to answer questions and discuss issues. As attendees entered the meeting room, they were invited to participate in the following areas:

- **Sign-In**

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, project brochure, and information regarding KYTC roadway projects. Kentucky state highway maps were also available for interested parties. Media packets, including copies of the exhibits and presentation slides, were available for members of the local newspapers, radio stations and news channels.

Attendees were asked to complete the survey questionnaire prior to leaving the meeting, or return it to the KYTC at a later date in the postage-paid envelope provided. Attendees were encouraged to view the project video and slide presentation prior to walking through the project exhibits.

- **Project Video: I-69 the National Perspective**

This 7-minute video provides an overview of the national I-69 corridor, from Michigan to the Texas/Mexico border. The video was played repeatedly during the public involvement session, with a seating area provided nearby for viewers.

- I-69 Strategic Corridor Planning Study Presentation

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the current I-69 study between Eddyville and Henderson, Kentucky. The presentation included information such as the study area; preliminary project goals; traffic, design and environmental considerations; public involvement opportunities; and contact information. This 17-slide show was played continuously during the public involvement session, with a seating area provided nearby for viewers.

- Exhibit Boards

This section of the room was set up with a semi-circular arrangement of project exhibits, including the following titles:

- Study Area
- Where else will I-69 go?
- How many cars and trucks are on the Parkways today?
- How many cars and trucks will be on the Parkways in 30 years?
- Where are the most accidents occurring?
- Parkway Conditions and Options for I-69
- Examples of Highway Design Issues
- Examples of Traffic and Access Issues
- Examples of Environmental Issues
- Environmental Issues Need Special Consideration

Attendees were invited to view the project exhibits and discuss any questions or concerns with KYTC staff and consultants.

- Survey Area with Refreshments

Tables, chairs, refreshments, and kids' activities were provided in this area so that attendees could comfortably complete the public comment survey provided in the handout packet. Comments made during the public involvement meeting could also be recorded on a large display in this area of the room.

A total of 62 persons registered their attendance at the three-hour public session (this number does not include the above 11 staff members). A total of 16 individuals completed the public comment survey at the meeting, while others made oral comments to staff members. The majority of attendees took pre-addressed envelopes to mail in at a later date.

General comments and questions at the meeting consisted of the following:

- Several citizens asked about the time-frame/schedule for project implementation. They were advised that this was currently a planning study effort and that should the project move forward to the implementation phase, it would take time and be influenced by the available funding. It will likely take 10 to 20 years for project implementation to begin.
- A few citizens asked about the location of the I-69 corridor (i.e. whether it would stay on the Parkways or follow new alignment). These individuals were advised that the current proposal for the I-69 corridor would be to upgrade or reconstruct the existing Parkways. The current planning study will identify the amount of any additional right-of-way that would be needed to upgrade the Parkways.
- Improvements to the interchange at Morton's Gap were recommended.
- Mayor Liebe from the city of Hopkinsville expressed his concern that his community was not being served by the proposed I-69 route. He noted that the population and economic activity of his community warranted service to I-69.

- Mayor Cunningham from Madisonville noted her support for the project and mentioned that she was anxious for signs to be placed to help denote the corridor.
- A few citizens expressed concern that emergency vehicles may be delayed when responding to urgent situations if arriving from the opposite direction if improvements to the Parkways include continuous guardrails or barrier walls in the median.
- A couple of individuals suggested that the national Interstate 69 corridor would provide Kentuckians with another alternative when traveling south to Arkansas and Texas, most likely offering shorter driving times.
- Several citizens asked if the Parkways were upgraded, how much additional right-of-way would be needed along the roadway? They were advised that approximately one hundred feet of additional right-of-way could be needed in some locations.

Other comments and identified issues are anticipated through the public comment surveys, which were distributed at the meeting to be returned by mail to the KYTC through October 31, 2002. Once the questionnaires are received by the KYTC, these comments will also be included in the official meeting record.

The meeting closed at 7:00 p.m. (CST).

Public Involvement Meeting

**I-69 Corridor Planning Study, Eddyville to Henderson
Lyon, Caldwell, Hopkins, Webster, and Henderson Counties**

Item No. 2-69.10

City Hall Chambers

Princeton, Kentucky

4:00 p.m. to 7:00 p.m. (CST), September 30, 2002

A public involvement open house was held on Monday, September 30, 2002 from 4:00 p.m. to 7:00 p.m. (CST) at the City Hall Chambers (206 North Jefferson Street) in Princeton, Kentucky. The following Kentucky Transportation Cabinet (KYTC) District 2, KYTC Central Office, and consultant staff were in attendance:

Charlotte M. Cotton	KYTC District 2
Nick Hall	KYTC District 2
Kevin McClearn	KYTC District 2
Stephen Nicholson	KYTC District 2
Doug Taylor	KYTC District 2
Phillip Whitmer	KYTC District 2
Stephen C. Hoefler	KYTC Central Office, Division of Highway Design
Steve Ross	KYTC Central Office, Division of Planning
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Bradley S. Black	Wilbur Smith Associates
Samantha J. Wright	Wilbur Smith Associates

The public involvement open house was arranged with several project information stations, with KYTC staff and consultants available to answer questions and discuss issues. As attendees entered the meeting room, they were invited to participate in the following areas:

- **Sign-In**

Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a survey questionnaire, project brochure, and information regarding KYTC roadway projects. Kentucky state highway maps were also available for interested parties. Media packets, including copies of the exhibits and presentation slides, were available for members of the local newspapers, radio stations and news channels.

Attendees were asked to complete the survey questionnaire prior to leaving the meeting, or return it to the KYTC at a later date in the postage-paid envelope provided. Attendees were encouraged to view the project and slide presentation prior to walking through the project exhibits.

- **Project Video: I-69 the National Perspective**

This 7-minute video provided an overview of the national I-69 corridor, from Michigan to the Texas/Mexico border. The video was played repeatedly during the public involvement session, with a seating area provided nearby for viewers.

- I-69 Strategic Corridor Planning Study Presentation

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the current I-69 study between Eddyville and Henderson, Kentucky. The presentation included information such as the study area; preliminary project goals; traffic, design and environmental considerations; public involvement opportunities; and contact information. This 17-slide show was played continuously during the public involvement session, with a seating area provided nearby for viewers.

- Exhibit Boards

This section of the room was set up with a semi-circular arrangement of project exhibits, including the following titles:

- Study Area
- Where else will I-69 go?
- How many cars and trucks are on the Parkways today?
- How many cars and trucks will be on the Parkways in 30 years?
- Where are the most accidents occurring?
- Parkway Conditions and Options for I-69
- Examples of Highway Design Issues
- Examples of Traffic and Access Issues
- Examples of Environmental Issues
- Environmental Issues Need Special Consideration

Attendees were invited to view the project exhibits and discuss any questions or concerns with KYTC staff and consultants.

- Survey Area with Refreshments

Tables, chairs, refreshments, and kids' activities were provided in this area so that attendees could comfortably complete the public comment survey provided in the handout packet. Comments made during the public involvement meeting could also be recorded on a large display in this area of the room.

A total of 29 persons registered their attendance at the three-hour public session (this number does not include the 11 staff members listed above). A total of 10 individuals completed the public comment survey at the meeting, while others made oral comments to staff members. The majority of attendees took pre-addressed envelopes to mail in at a later date.

General comments at the meeting consisted of the following:

- Completion of I-69 may assist the local economy.
- The existing Parkways should be upgraded before considering a new interstate through the area. Improving the existing route would be less expensive when compared to building a new route.
- There are other roads in the area that need improvement more than the Parkways. Highway funds and tax dollars should be spent elsewhere.
- There is potentially an old slave cemetery at the top of the hill just east of the Wendell H. Ford/Edward T. Breathitt Parkway interchange. Any improvements planned for the interchange should avoid this area.
- Residents in the area should be contacted as the project proceeds. Property owners should be involved in discussions of right-of-way needs and fair property values.

- All interchanges along the Parkways should be upgraded before construction on the existing Parkways begins.
- The existing Parkway routes do not provide for adequate run-off, resulting in standing water which causes hydroplaning.
- This project will be an important improvement for Caldwell County as well as surrounding counties.
- The Wendell H. Ford Parkway needs an interchange at KY 93 to support the new golf course and Lyon Riverport.

Other comments and identified issues are anticipated through the public comment surveys, which were distributed at the meeting to be returned by mail to the KYTC through October 31, 2002. Once the questionnaires are received by the KYTC, these comments will also be included in the official meeting record.

The meeting closed at 7:00 p.m. (CST).

Public Involvement Meeting

**I-69 Corridor Planning Study, Eddyville to Henderson
Lyon, Caldwell, Hopkins, Webster, and Henderson Counties**

Item No. 2-69.10

Old Courthouse Building

Eddyville, Kentucky

4:00 p.m. to 7:00 p.m. (CST), October 1, 2002

A public involvement open house was held on Tuesday, October 1, 2002 from 4:00 p.m. to 7:00 p.m. (CST) at the Old Courthouse Building in Eddyville, Kentucky. The following Kentucky Transportation Cabinet (KYTC) District 1, KYTC District 2, KYTC Central Office, and consultant staff were in attendance:

Allen W. Thomas	KYTC District 1
Jeff Thompson	KYTC District 1
Doug Taylor	KYTC District 2
Stephen C. Hoefler	KYTC Central Office, Division of Highway Design
Steve Ross	KYTC Central Office, Division of Planning
Jimmy C. Wilson	KYTC Central Office, Division of Planning
Bradley S. Black	Wilbur Smith Associates
Samantha J. Wright	Wilbur Smith Associates

The public involvement open house was arranged with several project information stations, with KYTC staff and consultants available to answer questions and discuss issues. As attendees entered the meeting room, they were invited to participate in the following areas:

- **Sign-In**

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Attendees were asked to complete the survey questionnaire prior to leaving the meeting, or return it to the KYTC at a later date in the postage-paid envelope provided. Attendees were encouraged to view the project and slide presentation prior to walking through the project exhibits.

- **Project Video: I-69 the National Perspective**

This 7-minute video provides an overview of the national I-69 corridor, from Michigan to the Texas/Mexico border. The video was played repeatedly during the public involvement session, with a seating area provided nearby for viewers.

- **I-69 Strategic Corridor Planning Study Presentation**

A PowerPoint slide presentation was prepared for the public involvement meeting, providing information on the current I-69 study between Eddyville and Henderson, Kentucky. The presentation included information such as the study area; preliminary project goals; traffic, design and environmental considerations; public involvement opportunities; and contact

information. This 17-slide show was played continuously during the public involvement session, with a seating area provided nearby for viewers.

- Exhibit Boards

This section of the room was set up with a semi-circular arrangement of project exhibits, including the following titles:

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- Parkway Conditions and Options for I-69
- Examples of Highway Design Issues
- Examples of Traffic and Access Issues
- Examples of Environmental Issues
- Environmental Issues Need Special Consideration

Attendees were invited to view the project exhibits and discuss any questions or concerns with KYTC staff and consultants. Comments made during the public involvement meeting could also be recorded on a large display in this area of the room.

- Survey Area with Refreshments

Meeting attendees used the courtroom bench seating for filling out surveys and reviewing project materials. Refreshments and kids' activities were also provided.

A total of 45 persons registered their attendance at the three-hour public session (this number does not include the 8 staff members listed above). A total of 13 individuals completed the public comment survey at the meeting, while others made oral comments to staff members. The majority of attendees took pre-addressed envelopes to mail in at a later date.

A number of attendees came to the meeting seeking information regarding future plans for the US 641 corridor. KYTC staff members discussed these issues with interested parties. General comments at the meeting regarding the I-69 project between Eddyville and Henderson consisted of the following:

- Planned improvements to US 641 should be considered when final decisions regarding I-69 are made.
- The I-24 interchange with the future I-69 corridor should be reconstructed. The current ramps are too short to handle high traffic volumes.
- The lakes and natural areas around the I-24 interchange should be considered and avoided as much as possible.
- The existing interchange between the Wendell H. Ford (Western Kentucky) Parkway and the Edward T. Breathitt (Pennyrite) Parkway should also be improved.
- There is a golf course located near the existing I-24 interchange with the Wendell H. Ford (Western Kentucky) Parkway. This area should be avoided if possible.
- Traffic volumes along the Wendell H. Ford (Western Kentucky) Parkway are not a problem at this time; however, adding I-66 and I-69 in this area may cause problems in the future.
- There is nothing wrong with the existing Parkways. Improvements should not be made just so we can call it an interstate. Highway money can be better spent.

- Deer and other animals in the roadway are the biggest safety issues along the Parkways.
- Improving I-69 may help the local economy.
- Property values may increase along and near the existing Parkways.
- The least expensive and disruptive alternates should be pursued. Right-of-way needs along the route should be minimized wherever possible.

Other comments and identified issues are anticipated through the public comment surveys, which were distributed at the meeting to be returned by mail to the KYTC through October 31, 2002. Once the questionnaires are received by the KYTC, these comments will also be included in the official meeting record.

The meeting closed at 7:00 p.m. (CST).

Project Survey Questionnaire Summary – Public Meetings

A total of 83 completed surveys were returned.

1. Do you think this project would (check one):

Response Options	Number of Responses
Be beneficial to the region	76
Not be beneficial to the region	3
Have little or not impact on the region	1
Did not respond	3

2. Do you know of any problems along the existing parkways between Eddyville and Henderson? Please rate the severity of current problems by circling a number between 1 (no problems) to 5 (serious problems):

Existing Issues	Number of Responses	Average Rating (1-5)
Traffic Congestion	72	1.9
High Speeds	74	2.3
Large Trucks	75	2.5
Poor Sight Distance	69	1.8
Dangerous Curves	68	1.8
Narrow Lanes	70	2.0
Narrow Shoulders	69	2.5
Stopped Vehicles	71	1.9
Other – Surface Repair	14	4.7
Other – Rough Roads	2	5.0
Other – Breaks and Potholes	1	3.0
Other – Short Ramps	1	4.0
Other – Drainage	2	3.5
Other – More Access Needed	1	4.0
Other – Narrow Medians	1	4.0
Other – Low Bridges	2	4.5
Other – Coal Trucks	1	3.0
Other – Sharp Curves on Ramps	1	5.0
Other – Pennrile & WK Interchange	1	4.0
Other – Ramps	5	4.0
Other – Noise	1	3.0
Other – Travel Time	1	4.0
Other – Shoulders	1	5.0

3. Are there any specific safety issues along the existing Parkways? Where and what problems exist?

Safety Issues	Number of Responses	Location
Interchange/ramp issues	17	WF and EB Parkways
Surface condition	15	WF and EB Parkways
Standing water	6	WF and EB Parkways
Narrow/raised medians	4	WF and EB Parkways
Narrow/soft shoulders	6	WF and EB Parkways
High traffic volumes	1	WF and EB Parkways
Large/coal truck traffic	4	WF and EB Parkways
Old toll booth access lanes	3	WF and EB Parkways
Bridge width/weight/clearance	1	WF and EB Parkways
Guardrails	1	WF and EB Parkways

4. Are there locations along the existing Parkways where additional access (interchanges) may be needed or where the existing access needs to be improved?

Access Issues	Number of Responses	Location
Need New Interchange	1	West of Princeton/Princeton Industrial Park
Need New Interchange	3	Between Henderson and Madisonville
Need New Interchange	1	KY 814 and EB Parkway
Need New Interchange	1	Nortonville
Need New Interchange	1	East of KY 293 and WK Parkway
Need New Interchange	1	KY 93 and WK Parkway
Need New Interchange	2	WK Parkway in Lyon County to serve the Riverport Authority and Mineral Mound State Park.
Need Additional Interchange Ramps	2	KY416 and EB Parkway
Interchange improvements	8	WK and EB Parkway
Interchange improvements	1	EB Parkway in Madisonville
Interchange Improvements	3	Exit 37 on EB Parkway (Mortons Gap)
Interchange Improvements	1	Exit 63 on EB Parkway
Interchange Improvements	3	WK Parkway (Dawson Springs)
Interchange Improvements	2	I-24 and WK Parkway
Need Additional Access	5	EB Parkway
Need Additional Access	4	WK Parkway
Better Signs and Markings	1	WK Parkway (Princeton Exit)
Better Signs and Markings	1	KY 24 and WK Parkway

5. Are there areas that should be avoided if improvements are made to the existing Parkways? Please check a box for areas to avoid and identify any specific locations:

Existing Issues	Number of Responses	Identified Locations
Personal properties or homes	10	
Business/commercial property	8	
Natural areas or habitats	9	
Recreational areas	5	
Historic or cultural sites	16	
Hazardous or monitored sites	4	
Scenic areas or viewsheds	4	
Other	2	Cemeteries, KY 293

Additional Survey Comments:

Opinions

- The proposed route of I-69 is the most economical and feasible.
- The proposed route is most sensible with less disruption to existing farmland and businesses.
- Western Kentucky needs this improvement.
- Henderson needs I-69 access, but it should be done without disruption to homes and businesses.
- This improvement will be beneficial to the community, but should not disturb any homes or businesses.
- It will be hard to avoid many sensitive areas while improving the parkways, but I-69 is needed through this area.
- If funding is available, this project should include welcome centers and truck havens.
- This I-69 alternative will save the Commonwealth maintenance money for years to come.

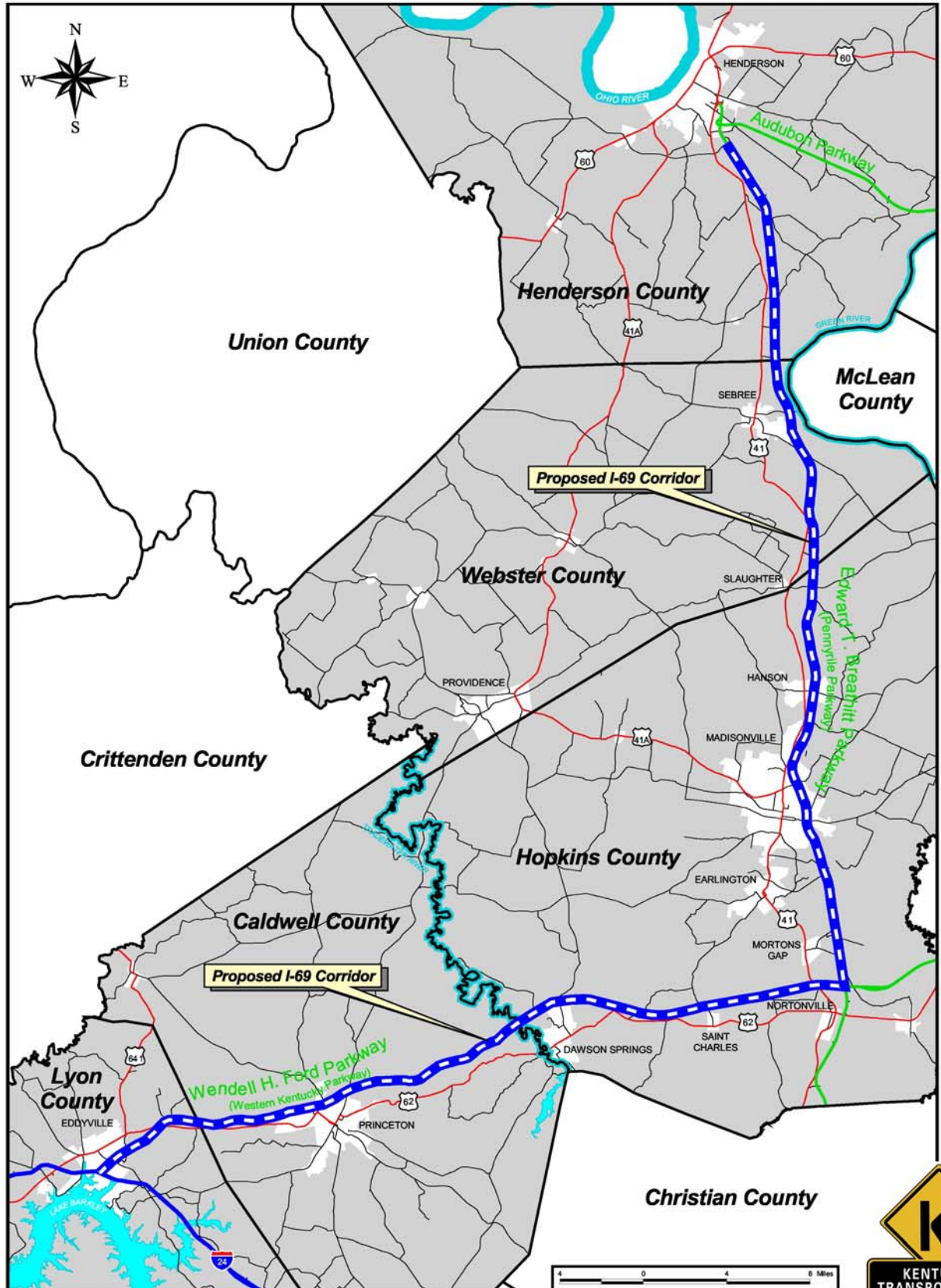
- The proposed I-69 route is the preferred alternative by the Madisonville-Hopkins County Chamber of Commerce and the local businesses it represents. This also seems to be the best way to avoid natural habitats, historic sites, personal properties and commercial properties.
- There are too many designated routes over one roadway.
- Using the parkways for I-69 will be less disruptive.
- Upgrading the parkways is a cost effective approach and will greatly benefit Hopkins County.
- The reconstruction of the existing roadways would be a great enhancement rather than complete rebuilding.
- The proposed project is very important to Hopkins County. It should bring more traffic and increased economic potential to our area. I see no negatives to the I-69 proposal and look forward to its construction.
- Go ahead and expand to desired corridor conditions in case more lanes need to be added in the future. The economic costs would be cheaper now than in the future.
- This would be a very welcome economic boost to our community. It would be a great aid in economic development and industrial recruiting and a great benefit to existing business and industry.
- A more direct route from Henderson to Eddyville would make sense. If all states to this approach the road would look like a snake.
- Great idea to utilize existing Parkway. I-69 should be a long awaited economic catapult for West Kentucky. Kentucky needs to make I-69 and the improvements to its Parkway to meet interstate standards it's #1 transportation priority because of the significant impact it will have on future economic growth.
- This project needs to be started soon.
- We fully support the I-69 corridor and see the connection with the I-24 as a huge boost for economic development in WK Parkway.
- This would be an exciting new addition to our community.
- I-69 is needed in this area for economic development.
- This project will be an important improvement to the economy of Lyon County, especially Kuttawa and Eddyville.
- Using existing four lanes will reduce the amount of personal homes and properties being disturbed.

Suggested Improvements

- Under earthquake conditions overpass overhangs on supports are inadequate.
- The Parkway should be paved regularly and kept in top shape.
- I have just returned from southern Oklahoma and north Texas and believe their concrete barriers are the best solution where lanes are closer each way. I seem to commute these routes regularly and have tried all routes both at day and at night. These barriers are especially helpful at night.
- Should the interstate be routed through Crittenden and Union Counties, every effort should be given to making the connection east of Eddyville around the US 641 route.
- There are some rough spots in the existing road bed of the WK Pkwy. Several repairs have been done, more repairs are needed, but the underlying cause of these failures needs to be determined and resolved.
- Interchanges should be improved and others added.

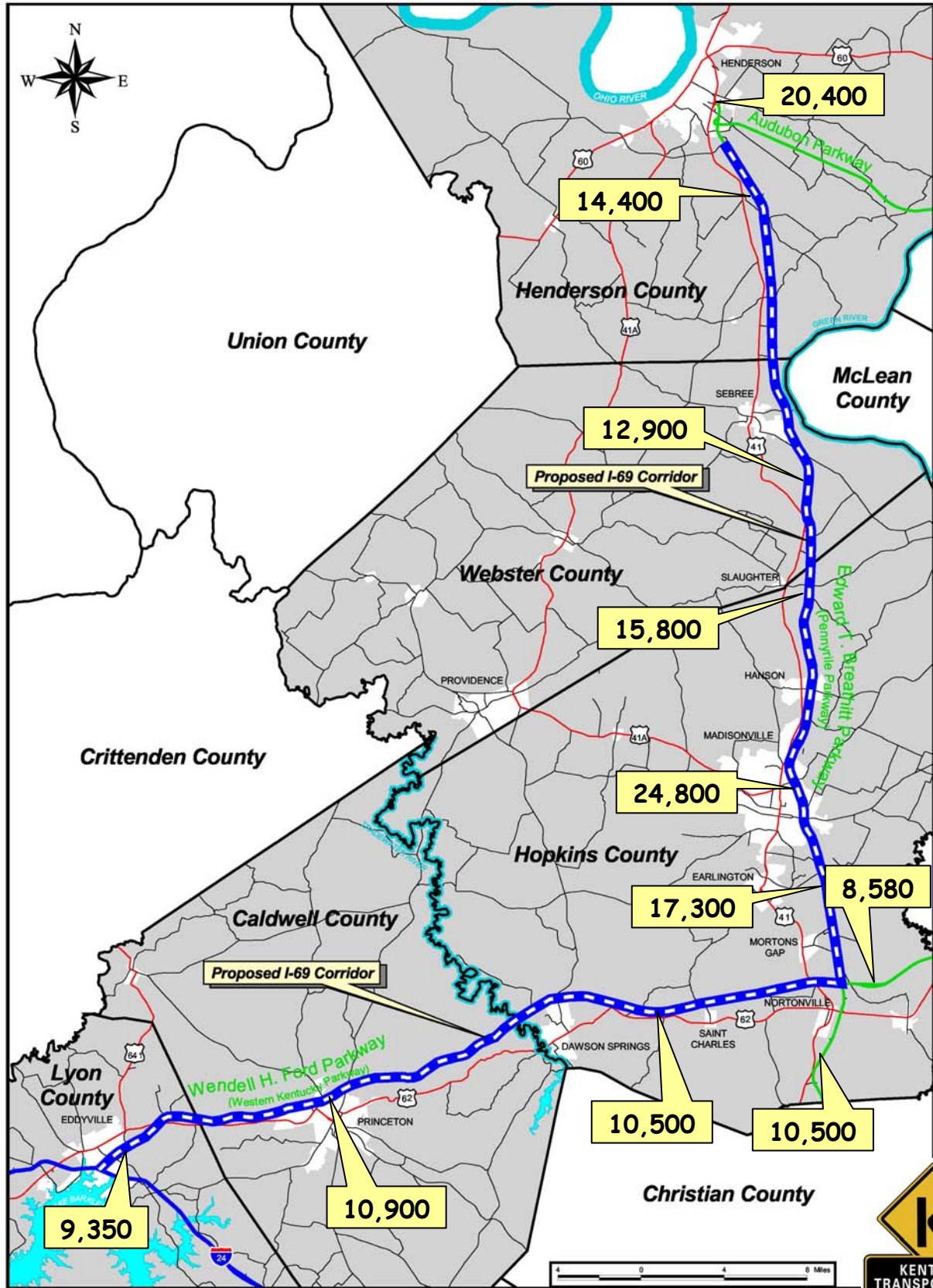


Study Area





How many cars and trucks are on the Parkway today?

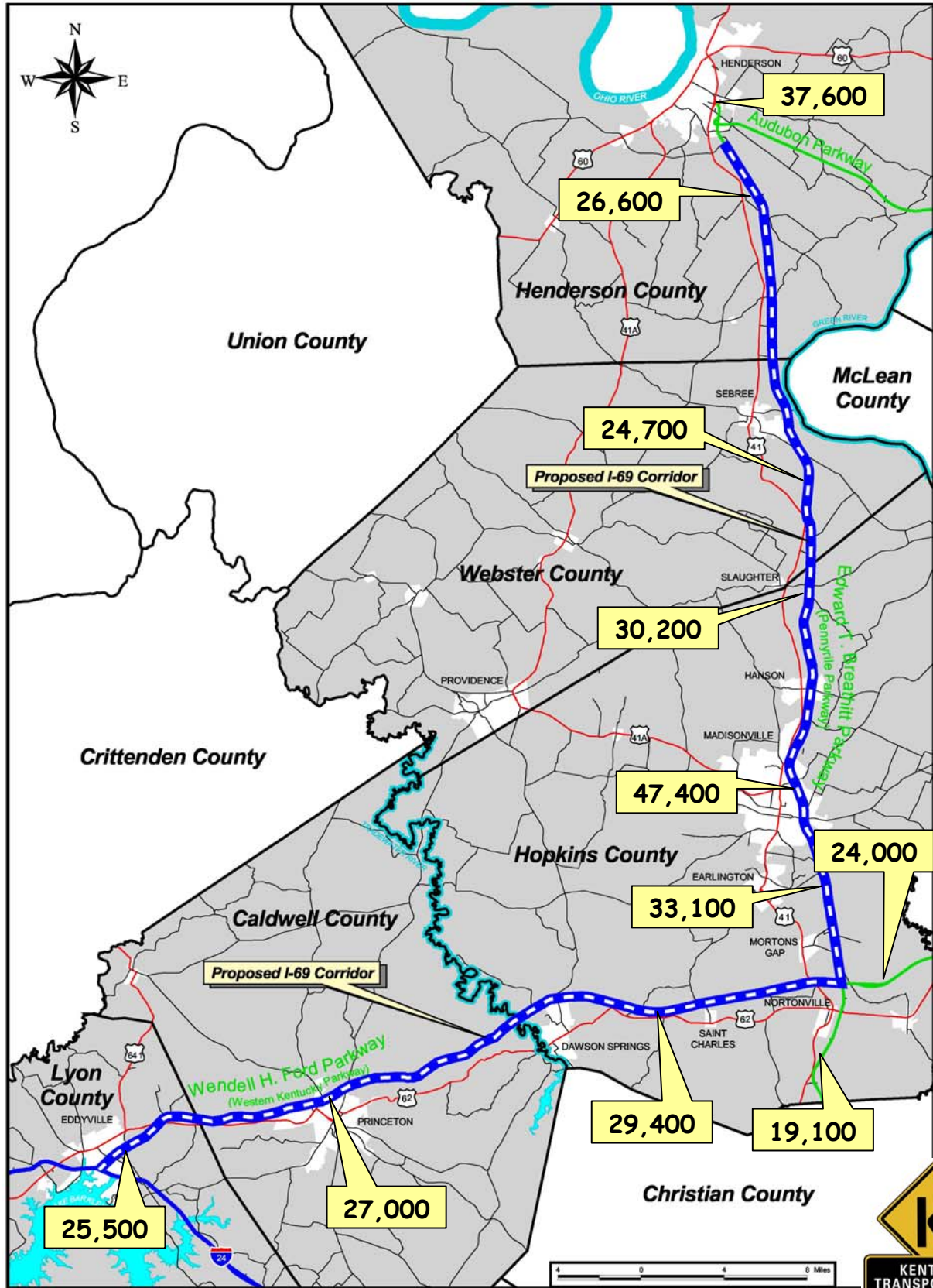


Yellow boxes show daily cars and trucks for year 2001.





How many cars and trucks will be on the Parkway in 30 years?

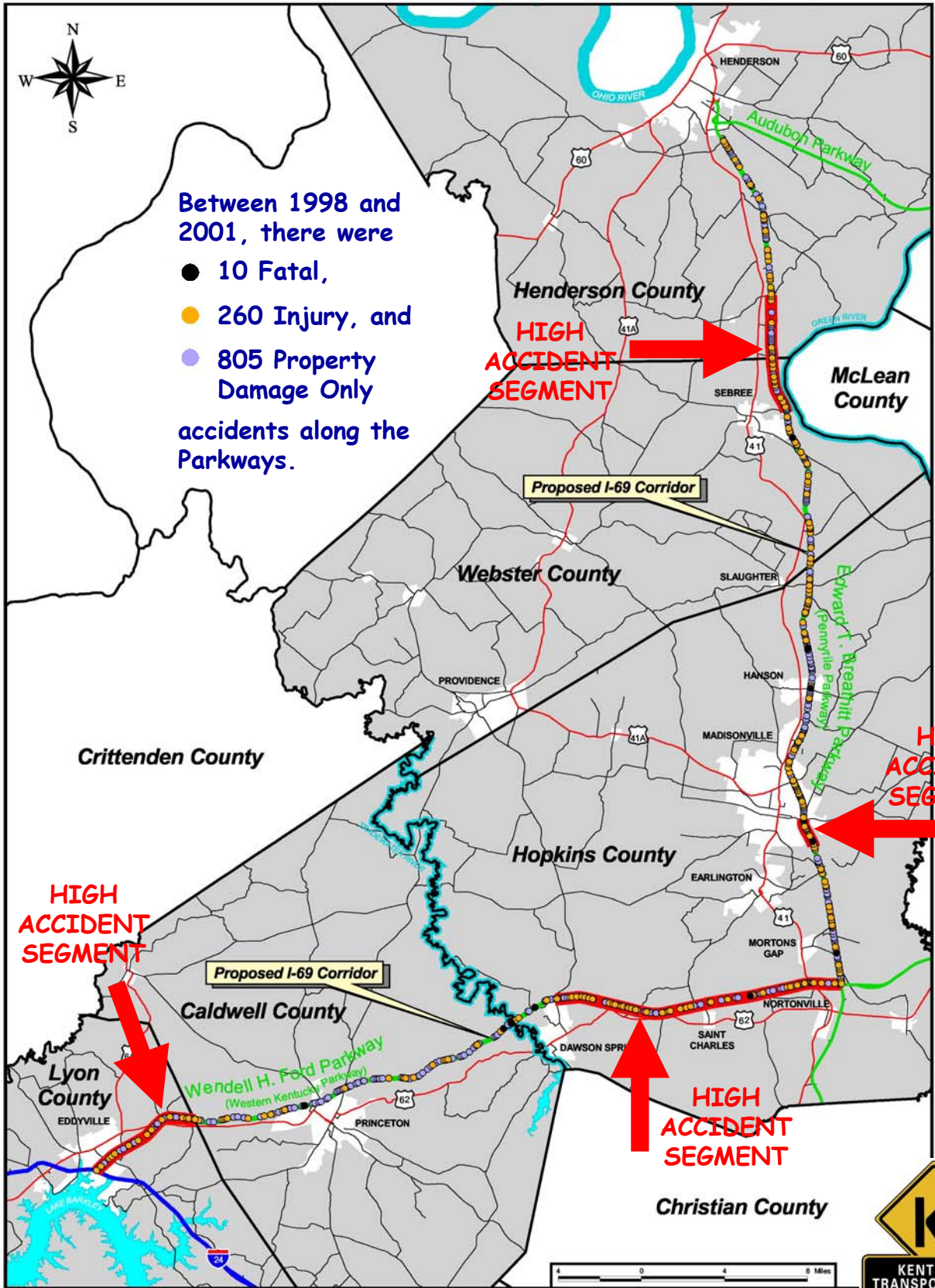


Yellow boxes show daily cars and trucks for year 2030.





Where are the most accidents occurring?





Examples of Traffic and Access Issues



Are there areas where there is too much traffic today or there might be too much traffic in the future?



Do existing interchanges need to be rebuilt to handle more traffic? Should new interchanges be planned?



What might be done to help highway and truck traffic? (New Weigh Stations, Rest Areas, etc.)





Examples of Highway Design Issues



What changes need to be made to the parkways to allow them to meet Interstate Highway Standards?



Where might shoulders need to be widened or repaved?



Where might bridges be too narrow or need to be strengthened?



Where are bridges that pass over the roadways not high enough to allow adequate clearance for taller trucks?



Should medians (the grass area in the middle of the highway) be widened or have barriers installed to improve safety?



Where might areas off the edge of the roadway be too steep or need to be widened?





Examples of Environmental Issues



Natural Areas,
Wildlife Habitats



Parks and
Recreational
Areas



Homes and Businesses



Farms



Schools, Churches



Water, Streams,
Wetland Areas



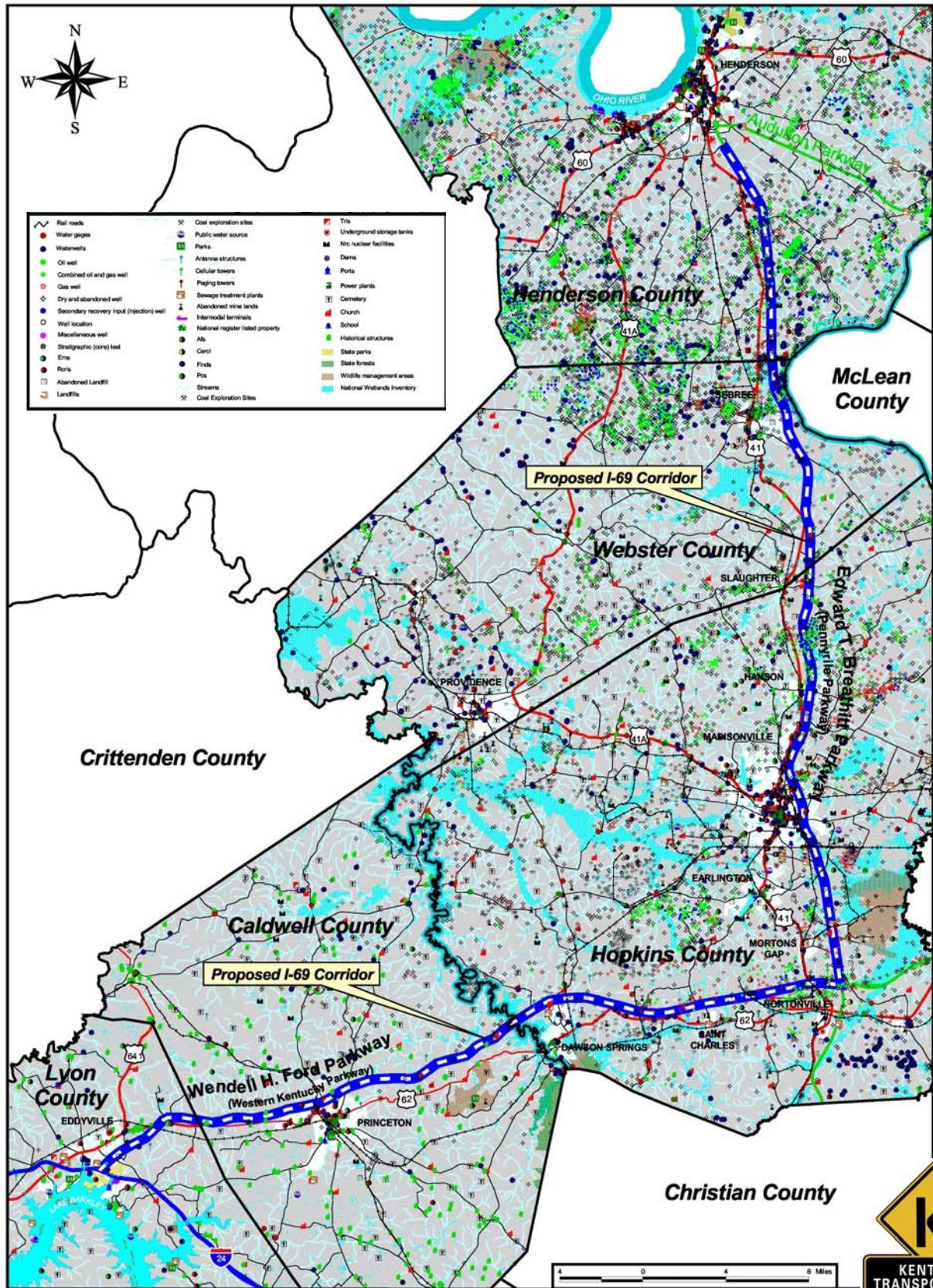
Mining, Oil
& Gas

Some Other Issues Might Include: Historic Properties, Archaeological Sites, Low Income or Minority Neighborhoods, Air Quality, Noise, Cemeteries, etc.





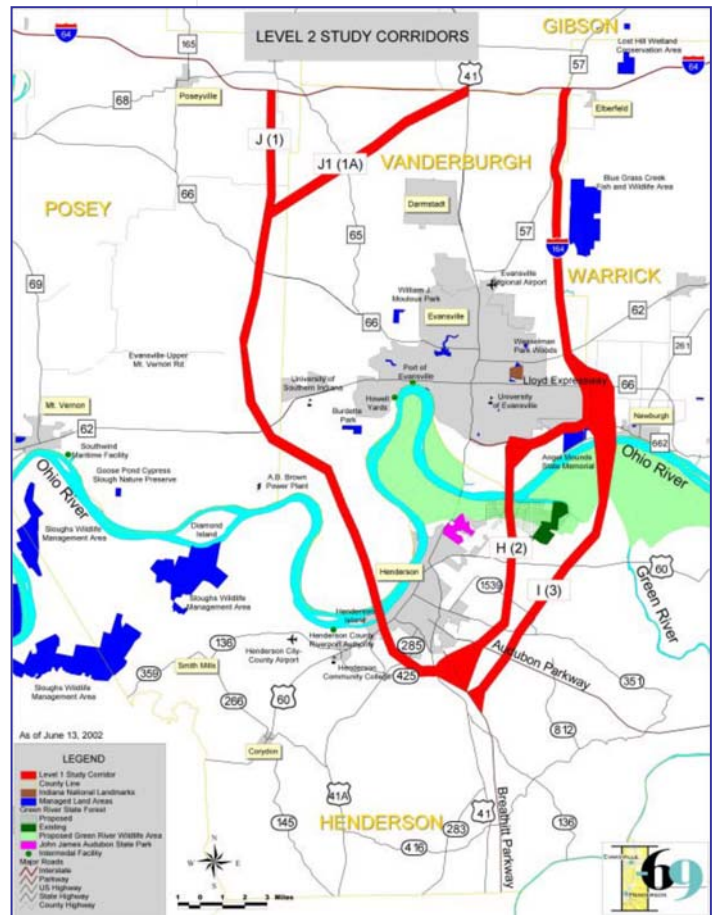
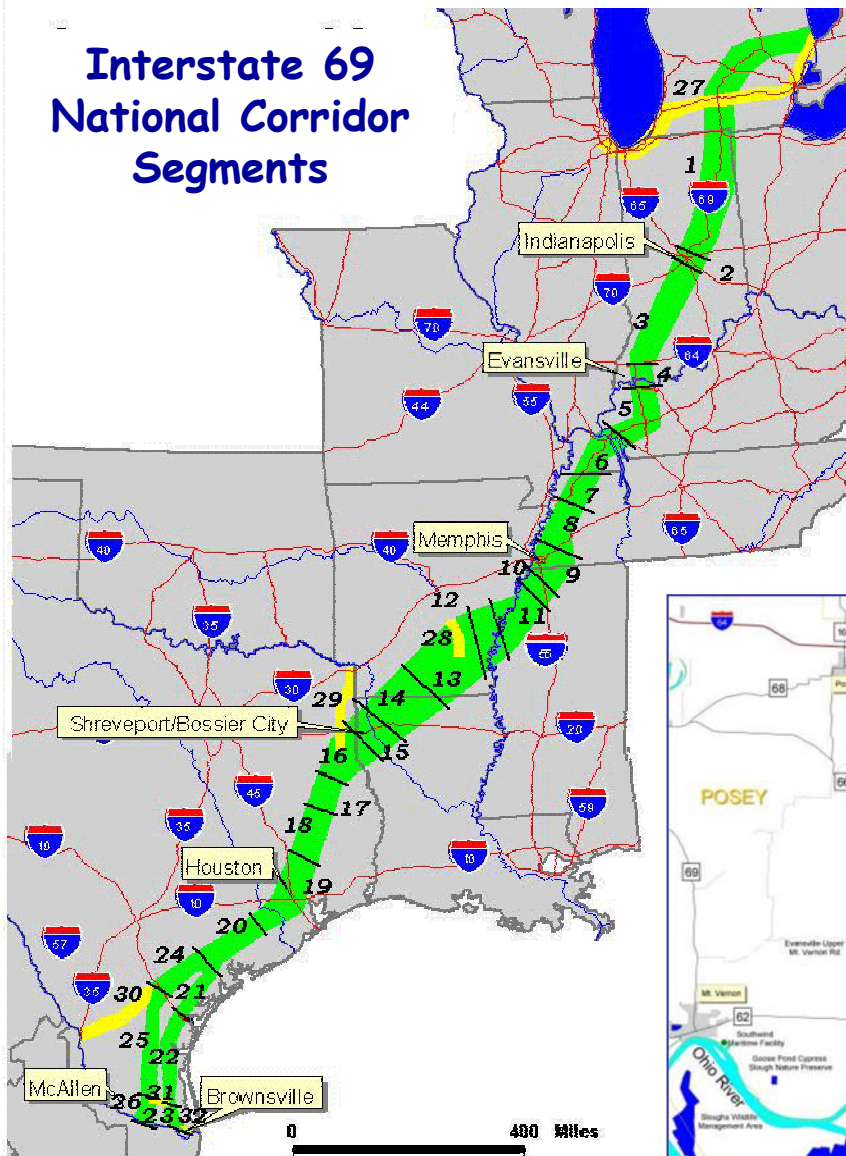
Environmental Issues Need Special Consideration





Where else will I-69 go?

Interstate 69 National Corridor Segments



Several Other I-69 Segments are currently being studied. The Evansville to Henderson Segment is one example.



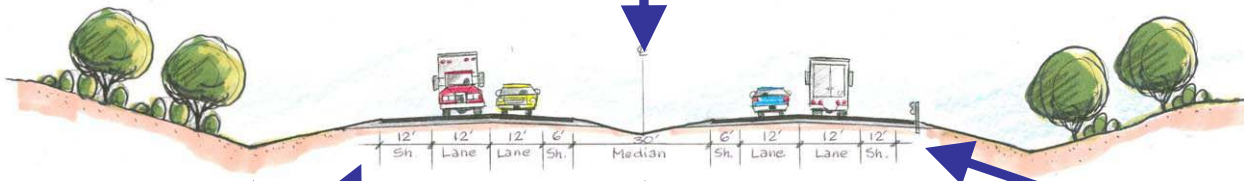


Parkway Conditions and Options for I-69

Currently, the parkways are divided, four-lane highways with fully-controlled access. However, in some areas the parkways do not meet interstate highway standards.



Parkway Existing Conditions



Guardrail is placed at some locations along the parkways to protect vehicles from roadside obstructions.

In some locations, shoulders along the parkways are not fully paved and slopes off the edge of the roadway can be steep with roadside obstructions existing close-by.



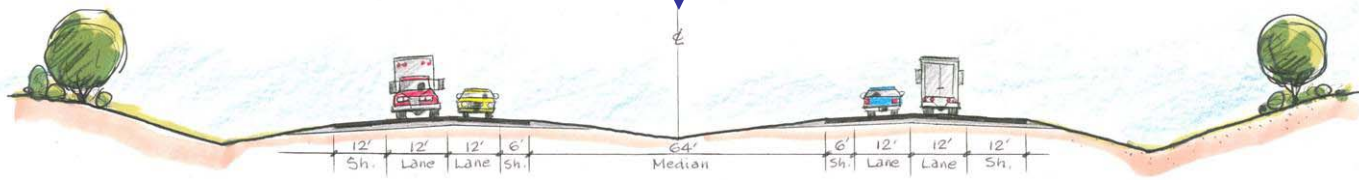
Existing medians along the parkway are generally depressed and approximately 30 feet in width.



I-69 Corridor Desired Conditions



Current interstate design standards call for a median width of 64 feet.



Clear zones shall be at least 30 feet according to interstate design standards.

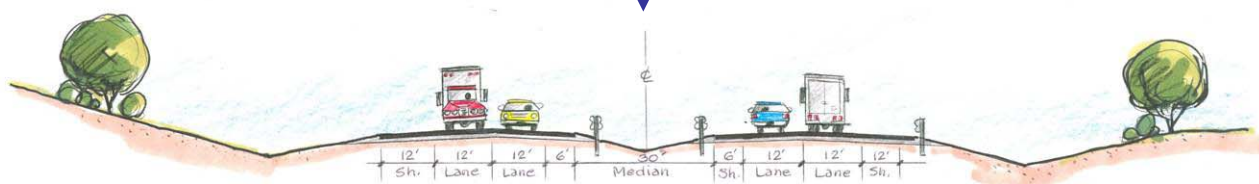


Existing conditions along the parkways provide for 12-foot lanes, 12-foot outside shoulder, and 6-foot inside shoulders.

I-69 Corridor Acceptable Conditions



With a narrow median, guardrail or some other barrier should be used to help protect traffic.



Clear zones of 28 feet are acceptable but not preferred.



Acceptable conditions according to interstate design standards provide for 12-foot lanes, 12-foot outside shoulder, and 6-foot inside shoulders.

