

**I-69 Corridor
Eddyville to Henderson, Kentucky
Local Officials Meeting
Monday, November 5, 2007
MTEC Conference Room, Madisonville**

A meeting with elected officials for the I-69 Corridor Planning Study was held at 10:00 AM on Monday, November 5, 2007, in Madisonville, Kentucky. The purpose of the meeting was to provide information on the I-69 Corridor Planning Study, including a draft set of recommendations to bring the existing parkways into interstate compliance. Meeting attendees included the following:

1. Dan Bozarth Pennyrile Area Development District
2. Donald Carroll Hopkins County Judge Executive
3. William Corum Hopkins County Economic Development Corporation
4. Will Cox Mayor of Madisonville
5. Tom Davis City of Henderson
6. Danny Koon Hopkins County Economic Development Corporation
7. Rachel McCubbin Office of Jim Bunning, US Senate
8. Craig Morris Pennyrile Area Development District
9. Jerry Rhoads State Senate
10. Dorsey Ridley State Senate
11. Frank Stafford Mayor of Mortons Gap
12. George Warren Henderson-Henderson County Chamber of Commerce
13. Jody Wassmer Owensboro Chamber of Commerce
14. Jennifer Wedding Green River Area Development District
15. Edward West Office of Congressman Ed Whitfield
16. Harriett Whitaker Madisonville-Hopkins County Chamber of Commerce
17. Nick Hall KYTC District 2
18. Kevin McClearn KYTC District 2
19. Ted Merryman KYTC District 2
20. Steve Ross KYTC Division of Planning
21. Jim Wilson KYTC Division of Planning
22. Bill Gulick Wilbur Smith Associates
23. Rebecca Ramsey Wilbur Smith Associates
24. Samantha Wright Wilbur Smith Associates

A summary of the key components and discussion items for this meeting is provided below, following the agenda outline.

1. Introductions

Jim Wilson began the meeting, welcoming participants and providing a brief introduction. This study focuses on one of three sections of the future I-69 Corridor in Kentucky, lying along portions of the existing Ford and Breathitt Parkways. The consulting firm (Wilbur

Smith Associates) has performed a detailed study of the existing conditions of the Parkways to determine which features will need to be upgraded to meet interstate standards and are preparing a Master Plan of Improvements.

Meeting attendees were given an opportunity to introduce themselves.

2. Project Background

Samantha Wright gave a short presentation of the project history for this segment of I-69, from its original identification in 1991 to the current studies undertaken. In 2005, an Existing Conditions Study was completed on the Ford and Breathitt Parkways identifying deficient features.

3. Project Progress and Activities To-Date

As part of the current study, these deficiencies have been analyzed to develop a Master Plan of Improvements for the route. After looking at plan sets, field conditions, traffic characteristics, and crash records, a list of recommendations and cost estimates have been developed.

4. Master Plan of Improvements

Bill Gulick continued the presentation, explaining the current draft version of the recommendations. There are two ways in which the study route can become a part of the interstate: (1) as an administrative act within FHWA which requires full compliance with interstate standards in a 12 year period, or (2) by a Congressional designation which makes federal funding available to address deficiencies. The way pursued for this portion of the route will have major implications on the project timeline and feasibility.

The recommended Master Plan, presented in the handouts in both map and tabular form, identifies deficiencies as improvements or as potential design exceptions. For the items identified as design exceptions, it is recommended that KYTC apply to FHWA to waive the requirement. There is no guarantee that FHWA will accept these requests, so the overall Master Plan cost estimates are subject to change. There are other standards which do not fall within one of the 13 design exception categories but were also evaluated as part of the Master Plan; these items are collectively referred to as "design variances." A tool was developed to allow the KYTC to adjust cost estimates and project limits as parameters change.

Bill Gulick reviewed the prioritization categories developed and briefly explained the deficiencies identified as part of the study. A question and answer session followed the presentation:

Q: Do the priority categories break down according to potential funding sources?

A: The categories were developed with funding sources in mind, though there is not necessarily a direct correlation item-by-item.

Q: Is FHWA more likely today to grant design exceptions in light of funding shortfalls?

A: No. The design exceptions the consultant recommends are justifiable. The team met with FHWA staff previously to provide a preview of its recommendations.

Q: If the state invests the \$145 million to fix this Section of Independent Utility, is it possible that it can be designated as an interstate without the adjacent sections?

A: Yes, there are other instances throughout the country where this is the case.

Q: Do the traffic volume projections used in the analysis reflect the effects of other sections of I-69?

A: Yes, these were accounted for in the growth rates and truck percentages.

Q: During the study, did the team look at other segments of interstate to see if any additional requirements can be waived?

A: The team is familiar with other facilities upgrading to interstate standards but there is not much evidence of the standards being waived. Because it is possible to incorporate the route by legislative act which gains access to federal funding and waives the 12 year timeline to correct deficiencies, this is a more common approach.

Q: What type of state matching accompanies federal funding?

A: This is typically 80-20. This money comes to the state to address all of its interstate mileage, so any funds would have to be divided between I-65, I-75, I-66, I-64, and others. Historically, Kentucky uses all of its interstate mileage money each year.

Q: Is the route currently accepted as I-69 by FHWA?

A: Not at this time. The environmental document has not been submitted at this time, which would begin the 12 year period in which deficiencies must be addressed. Because the KYTC is pursuing the studies to upgrade to interstate standards, FHWA did grant approval to post the "Future I-69 corridor" signs located along the parkways but this does not imply acceptance as an interstate.

Q: When do you expect to see I-69 on the ground?

A: If the route is declared as an interstate by Congress, it could be as little as 6 months after. Moving through the FHWA process, it would take considerably longer.

5. Public Open Houses

Samantha Wright reviewed the date, time and location information for the upcoming public meetings (also provided along with the handouts). There is an open house scheduled for each of the 5 project counties during November and December of this year.

6. Other Issues

Bill Gulick gave a synopsis of the KY 813 study for officials with an interest in this area. The formal study is completed: three alternatives were evaluated to correct the flop diamond interchange with short ramp tapers at Breathitt Parkway Exit 37. The recommended alternative would bring this interchange up to full interstate compliance.

With no further questions, the meeting adjourned at 11:05 AM.

SUMMARY
Public Involvement Meeting

I-69 Strategic Corridor Planning Study
Henderson to Eddyville, Kentucky
KYTC Item No. 2-69.10

City of Princeton Welcome Center Building
201 East Main Street
Princeton, KY 42445

November 26, 2007 from 5:00-7:00 PM Central Time

A public involvement open house meeting was held on Monday, November 26, 2007, from 5:00 p.m. to 7:00 p.m. at the City of Princeton Welcome Center Building in Princeton, Kentucky. The purpose of the meeting was to provide information to the public on the status of the I-69 Corridor project and study recommendations. The following Kentucky Transportation Cabinet (KYTC) and consultant staff were in attendance:

Nick Hall	KYTC, Highway District 2
Ted Merryman	KYTC, Highway District 2
Keith Todd	KYTC, Highway District 2
Daryl Greer	KYTC, Central Office, Division of Planning
Jim Wilson	KYTC, Central Office, Division of Planning
Ken Sperry	HMB Professional Engineers
Bill Gulick	Wilbur Smith Associates
Samantha Wright	Wilbur Smith Associates

The format of this meeting was informal from 5:00 P.M. to 7:00 P.M. Central Time, with a short presentation at 5:30 P.M. Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a study information sheet with a study area map and description of the project.

The meeting room was arranged with a series of maps showing recommended improvements for the Western Kentucky and Pennyriple Parkways. KYTC and consultant staff members were available to answer questions and discuss issues. Information presented on the maps included:

- Locations along the Parkways where existing conditions do not meet interstate standards;
- Features that are recommended for improvement with associated cost estimates and priorities; and
- Features that are not recommended for improvement at this time (design exceptions).

A 10 minute presentation was given by Samantha Wright at 5:30, including an overview of the project background and the recent study to consider upgrades along the Parkways.

A total of 18 persons registered their attendance at the two-hour public session. Comments received during the meeting included the following:

- What is the status of the US 641 study and where might it connect into the Western Kentucky Parkway, US 62 and I-24?

Keith Todd, the public relations officer, provided a brief update and indicated that separate meetings will be held to discuss the details of the US 641 project.

- Does the close interchange spacing near Princeton mean that some interchanges will have to close?

Samantha explained existing interchanges would not close and that an extra lane, or auxiliary lane, can often be used to fix the interchange spacing.

- How will the height-deficient bridges be fixed?

Bill Gulick explained that not all of the Parkway bridges are deficient. For those that do not have sufficient height over the roadway or the shoulder, the road will likely be lowered rather than the bridges being raised.

- What is the timeframe and how much funding is available for the project?

Samantha indicated that there is no additional funding for this project set aside in the current Six Year Highway Plan. Bill explained that the KYTC would have 12¹ years to upgrade the recommended Parkways once they enter a request to FHWA to designate the I-69 corridor. This funding would have to come through the regular state/federal match program, with some federal interstate funding available. If the corridor were to be designated I-69 through an act of Congress, it would automatically qualify for federal interstate funds.

- If a median barrier were used to fix the narrow medians along the Parkways, how frequent would the crossovers be?

Bill explained that the general rule for this is about every five miles.

The meeting displays will be available at the KYTC District offices following the series of five public meetings, and additional public comments could be submitted. The public meeting information and comments received will be included in the official meeting record.

The meeting closed at 7:00 p.m.

¹ Information received from FHWA following this meeting indicates the time period to address deficiencies was extended to 25 years under SAFETEA-LU legislation.

SUMMARY
Public Involvement Meeting

I-69 Strategic Corridor Planning Study
Henderson to Eddyville, Kentucky
KYTC Item No. 2-69.10

Sebree City Hall Court Room
36 South Spring Street
Sebree, KY 42455

November 29, 2007 from 5:00-7:00 PM Central Time

A public involvement open house meeting was held on Thursday, November 29, 2007, from 5:00 p.m. to 7:00 p.m. at the Sebree City Hall Court Room in Sebree, Kentucky. The purpose of the meeting was to provide information to the public on the status of the I-69 Corridor project and study recommendations. The following Kentucky Transportation Cabinet (KYTC) and consultant staff were in attendance:

Nick Hall	KYTC, Highway District 2
Kevin McClearn	KYTC, Highway District 2
Steve Ross	KYTC, Central Office, Division of Planning
Jim Wilson	KYTC, Central Office, Division of Planning
Bill Gulick	Wilbur Smith Associates
Brad Johnson	Wilbur Smith Associates
Samantha Wright	Wilbur Smith Associates

The format of this meeting was informal from 5:00 P.M. to 7:00 P.M. Central Time, with a short presentation at 5:30 P.M. Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a study information sheet with a study area map and description of the project.

The meeting room was arranged with a series of maps showing recommended improvements for the Western Kentucky and Pennyryle Parkways. KYTC and consultant staff members were available to answer questions and discuss issues. Information presented on the maps included:

- Locations along the Parkways where existing conditions do not meet interstate standards;
- Features that are recommended for improvement with associated cost estimates and priorities; and
- Features that are not recommended for improvement at this time (design exceptions).

A 10 minute presentation was given by Samantha Wright at 5:30, including an overview of the project background and the recent study to consider upgrades along the Parkways.

A total of 18 persons registered their attendance at the two-hour public session. Comments received during the meeting included the following:

- Improvements to the Sebree interchange should be higher on the priorities list. This is too dangerous of a location to be a Priority #3 improvement. Industrial growth is also expected at this location and will lead to increased volume on the ramps, including trucks. The priorities should not be based on cost.
- What is the timeframe for this project and where does the money come from?

Samantha indicated that there is no additional funding for this project set aside in the current Six Year Highway Plan. Bill explained that the KYTC would have 12¹ years to upgrade the recommended Parkways once they enter a request to FHWA to designate the I-69 corridor. This funding would have to come through the regular state/federal match program, with some federal interstate funding available. If the corridor were to be designated I-69 through an act of Congress, it would automatically qualify for federal interstate funds.

- It is very difficult for a truck driver to maneuver the Sebree interchange, particularly when the truck is loaded.
- Will additional right-of-way be needed to facilitate mainline and interchange improvements?

Samantha noted that the two system interchanges and two toll-booth interchanges would require additional right-of-way, but all other improvements are anticipated to be completed within the existing right-of-way.

The meeting displays will be available at the KYTC District offices following the series of five public meetings, and additional public comments could be submitted. The public meeting information and comments received will be included in the official meeting record.

The meeting closed at 7:00 p.m.

¹ Information received from FHWA following this meeting indicates the time period to address deficiencies was extended to 25 years under SAFETEA-LU legislation.

SUMMARY
Public Involvement Meeting

I-69 Strategic Corridor Planning Study
Henderson to Eddyville, Kentucky
KYTC Item No. 2-69.10

Parkway Plaza Mall
Madison Square Drive
Madisonville, KY 42431

December 3, 2007 from 5:00-7:00 PM Central Time

A public involvement open house meeting was held on Monday, December 3, 2007, from 5:00 p.m. to 7:00 p.m. at the Parkway Plaza Mall in Madisonville, Kentucky. The purpose of the meeting was to provide information to the public on the status of the I-69 Corridor project and study recommendations. The following Kentucky Transportation Cabinet (KYTC) and consultant staff were in attendance:

Nick Hall	KYTC, Highway District 2
Kevin McClearn	KYTC, Highway District 2
Ted Merryman	KYTC, Highway District 2
Kenny Potts	KYTC, Highway District 2
Keith Todd	KYTC, Highway District 2
Steve Ross	KYTC, Central Office, Division of Planning
Jim Wilson	KYTC, Central Office, Division of Planning
Bill Gulick	Wilbur Smith Associates
Brad Johnson	Wilbur Smith Associates
Rebecca Ramsey	Wilbur Smith Associates

The format of this meeting was informal from 5:00 P.M. to 7:00 P.M. Central Time, with a short presentation at 5:30 P.M. Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a study information sheet with a study area map and description of the project.

The meeting room was arranged with a series of maps showing recommended improvements for the Western Kentucky and Pennyriple Parkways. KYTC and consultant staff members were available to answer questions and discuss issues. Information presented on the maps included:

- Locations along the Parkways where existing conditions do not meet interstate standards;
- Features that are recommended for improvement with associated cost estimates and priorities; and
- Features that are not recommended for improvement at this time (design exceptions).

A 20 minute presentation was given by Brad Johnson at 5:30, including an overview of the project background and the recent study to consider upgrades along the Parkways.

A total of 40 persons registered their attendance at the two-hour session. Questions and comments received during the meeting included the following:

- Where is the money to accomplish these repairs going to come from?

If this portion is adopted into the interstate system by Congressional act, federal Interstate Maintenance (IM) funding becomes available to finance repairs and upgrades. Every year, Kentucky has always used all of this available money on its existing network.

- What type of matching scenario can be expected?

Typically, an 80/20 match scenario is used to divide funding.

- How have SAFETEA-LU funds been applied?

Under SAFETEA-LU, \$50 million was distributed between the eight states along the I-69 corridor; these funds in Kentucky were applied to this study.

- What type of timeline is expected before I-69 becomes a reality?

There are a lot of other unfunded projects in Kentucky which would also be competing for state funding so it is difficult to predict. If the route is adopted congressionally, the parkways immediately become I-69.

- What can the community or region do to move forward on this project?

Relying on an administrative act within FHWA, it will be difficult to find funding to meet the necessary 12-year timeline¹. If Congress adopts the route into the interstate system, that constrained timeline is removed. Community leaders should promote this segment of I-69 at the Congressional level to see faster results.

- How far ahead is Indiana and what should Kentucky do to catch up?

Despite an earlier start than Kentucky, Indiana is not too far ahead in creating their sections of I-69. Because they are constructing a new alignment, there is a longer process they must complete.

- Where does the Evansville to Henderson section stand?

Current estimates for the Evansville to Henderson segment come to \$400-\$500 million. The route will travel from I-164 to south of Henderson along the Pennyryle Parkway. For the bridge portion of this section, Indiana has agreed to pay 38% while Kentucky will cover 62%.

- What will be done to protect the illegal movement of people and goods along the I-69 corridor?

This study focuses on the portion of the route between Henderson and Eddyville in Kentucky; these issues will be primarily addressed at national borders which are beyond the scope of this study.

The meeting displays will be available at the KYTC District offices following the series of five public meetings, and additional public comments may be submitted. The public meeting information and comments received will be included in the official meeting record.

The meeting closed at 7:00 p.m.

¹ Information received from FHWA following this meeting indicates the time period to address deficiencies was extended to 25 years under SAFETEA-LU legislation.

SUMMARY
Public Involvement Meeting

I-69 Strategic Corridor Planning Study
Henderson to Eddyville, Kentucky
KYTC Item No. 2-69.10

Henderson North Middle School
1707 Second Street
Henderson, KY 42420
December 6, 2007, from 5:00-7:00 PM Central Time

A public involvement open house meeting was held on Thursday, December 6, 2007, from 5:00 p.m. to 7:00 p.m. at the North Middle School in Henderson, Kentucky. The purpose of the meeting was to provide information to the public on the status of the I-69 Corridor project and study recommendations. The following Kentucky Transportation Cabinet (KYTC) and consultant staff were in attendance:

Nick Hall	KYTC, Highway District 2
Kevin McClearn	KYTC, Highway District 2
Ted Merryman	KYTC, Highway District 2
Keith Todd	KYTC, Highway District 2
Steve Ross	KYTC, Central Office, Division of Planning
Jim Wilson	KYTC, Central Office, Division of Planning
Bill Gulick	Wilbur Smith Associates
Rebecca Ramsey	Wilbur Smith Associates
Samantha Wright	Wilbur Smith Associates

The format of this meeting was informal from 5:00 P.M. to 7:00 P.M. Central Time, with a short presentation at 5:30 P.M. Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a study information sheet with a study area map and description of the project.

The meeting room was arranged with a series of maps showing recommended improvements for the Western Kentucky and Pennyrile Parkways. KYTC and consultant staff members were available to answer questions and discuss issues. Information presented on the maps included:

- Locations along the Parkways where existing conditions do not meet interstate standards;
- Features that are recommended for improvement with associated cost estimates and priorities; and
- Features that are not recommended for improvement at this time (design exceptions).

A 15 minute presentation was given by Samantha Wright at 5:30, including an overview of the project background and the recent study to consider upgrades along the Parkways.

A total of 32 persons registered their attendance at the two-hour public session. Comments and questions received during the meeting included the following:

- When will all these improvements start occurring?

Samantha Wright explained that the study will result in prioritized recommendations of deficiencies to be fixed, but no funds are set aside in the Six Year Plan to move further ahead at this point. Bill Gulick elaborated: This study is necessary to define projects and

estimate costs to be able to include elements in the Six Year Plan. Once this document is complete, projects recommended here will be able to compete with other project statewide to get funding for design through construction phases. This document may also be used to work through the FHWA interstate designation process.

- How often does Congress actually designate a roadway to the interstate system?

Bill listed several routes which have become interstates by Congressional designation. Although it isn't rare, it is difficult to actually tell how often this happens.

- When can the parkways actually be called I-69?

Samantha indicated that the timeline depends on the process followed. If this section is designated by Congress, the signs can go up immediately. If KYTC works through FHWA, there is a 12 year period¹ where all deficiencies must be fixed and then the route will be I-69.

- What is the process to move the Sebree interchange to a higher priority?

Samantha explained that the priority system is based on safety issues, costs, and funding sources. More expensive items will likely take longer to get funding than low cost items. We can recommend changing the priority level in this study, but if the Sebree interchange is seen as a high priority need, someone needs to adopt that project and seek support and funding independent of the I-69 corridor.

- The suggestion was made that tolling long distance through and truck trips should be considered to generate revenue, though local trips should remain uncharged. This was not looked at as a part of this study.

- What impacts will the increased traffic have on the roadway surface?

Samantha explained that the I-69 corridor will run along the existing right-of-way with possible exceptions around systems and toll interchanges. Traffic projections through 2030 do not indicate that an additional lane per direction is warranted. Bill added that the roadways are composed of two sections: surface and subsurface. As a designated interstate, the federal Interstate Maintenance (IM) funding becomes available to make routine upgrades and resurface, which will help keep the driving surface smooth. This route will still have to compete with other Kentucky interstates for funds.

- Will the median barrier run the entire length of the corridor?

Samantha indicated on the display maps that the narrow median stretches generally along the Western Kentucky Parkway from Princeton to the interchange with the Pennyryle Parkway. There are different types of median barriers; the one shown in the presentation is composed of upright metal posts and wires strung between them. They are a safety precaution to reduce the likelihood of cross-median crashes.

- Does this study recommend any additional interchanges along the parkways?

Bill explained that this study focused on upgrading the existing infrastructure, rather than looking for new elements to incorporate into I-69. The Robards interchange does have funding in the current Six Year Plan.

Other concerns were primarily related to the Ohio River crossing at Henderson. The corridor map from the EIS was available for viewing for interested parties following the presentation.

¹ Information received from FHWA following this meeting indicates the time period to address deficiencies was extended to 25 years under SAFETEA-LU legislation.

The meeting displays will be available at the KYTC District offices following the series of five public meetings, and additional public comments could be submitted. The public meeting information and comments received will be included in the official meeting record.

The meeting closed at 7:00 p.m.

SUMMARY
Public Involvement Meeting

I-69 Strategic Corridor Planning Study
Henderson to Eddyville, Kentucky
KYTC Item No. 2-69.10

Lyon County Public Library
261 Commerce Street
Eddyville, KY 42038

December 13, 2007 from 5:00-7:00 PM Central Time

A public involvement open house meeting was held on Thursday, December 13, 2007, from 5:00 p.m. to 7:00 p.m. at the Lyon County Public Library in Eddyville, Kentucky. The purpose of the meeting was to provide information to the public on the status of the I-69 Corridor project and study recommendations. The following Kentucky Transportation Cabinet (KYTC), Area Development District (ADD), and consultant staff were in attendance:

Craig Morris	Pennyrile ADD
Allen Thomas	KYTC, Highway District 1
Keith Todd	KYTC, Highway District 1
Steve Ross	KYTC, Central Office, Division of Planning
Jim Wilson	KYTC, Central Office, Division of Planning
Bill Gulick	Wilbur Smith Associates
Brad Johnson	Wilbur Smith Associates
Rebecca Ramsey	Wilbur Smith Associates

The format of this meeting was informal from 5:00 P.M. to 7:00 P.M. Central Time, with a short presentation at 5:30 P.M. Upon arrival, attendees were greeted at the door and asked to sign the attendance list. At this station, attendees were given a study information sheet with a study area map and description of the project.

The meeting room was arranged with a series of maps showing recommended improvements for the Western Kentucky and Pennyrile Parkways. KYTC and consultant staff members were available to answer questions and discuss issues. Information presented on the maps included:

- Locations along the Parkways where existing conditions do not meet interstate standards;
- Features that are recommended for improvement with associated cost estimates and priorities; and
- Features that are not recommended for improvement at this time (design exceptions).

A 20 minute presentation was given by Brad Johnson at 5:30, including an overview of the project background and the recent study to consider upgrades along the Parkways.

A total of 10 persons registered their attendance at the two-hour public session. Comments received during the meeting included the following:

- Traffic volumes will increase when the route is designated as an interstate and safety and capacity conditions will worsen. Improvements should be deferred until volumes warrant changes. The design should include the anticipated higher traffic volumes.
- Will this project get federal funds?

Bill Gulick explained that each year, the state of Kentucky gets all the federal funding they are eligible for and each year the state spends every bit of it. I-69 is not going to increase the amount of money we get from the federal government; this project will have to compete with others throughout the state to get funding. If I-69 is going to be a regional priority and you want to see it moving toward completion, someone locally needs to begin supporting it before Congress.

- Will the proposed improvements occur with maintenance projects or be completed as stand alone I-69 projects?

Bill explained the prioritization scheme: category 1 items are recommended to be completed whether the route becomes an interstate or not. More expensive items are not likely to be as valuable based on the traffic volumes today and will likely be deferred until necessary for interstate compliance.

- Where does I-69 exist today?

Brad told that the route is in place from Port Huron, Michigan to north of Indianapolis, Indiana. Tennessee and Arkansas are also working on components of it. Even though Indiana began working on I-69 before Kentucky, they are creating a new alignment so the process they must pursue takes longer; Kentucky is not too far behind.

- If the route is designated by Congress, what is the timeframe to complete the improvements? What needs to happen before seeking congressional support?

Bill reviewed the process: if I-69 goes through the FHWA regulatory path to become an interstate, the state has 25 years to bring items up to standards. If Congress passes a bill to declare it an interstate, there is no timeline. The study is ready to begin seeking congressional support.

- Has a similar study been complete for the portion of the route on the Purchase Parkway?

A study has not been started yet; however, the I-69 funding available to Kentucky will likely be spent to complete studies on other portions similar to the one we are presenting here.

The meeting displays will be available at the KYTC District offices following the series of five public meetings, and additional public comments could be submitted. The public meeting information and comments received will be included in the official meeting record.

The meeting closed at 7:00 p.m.