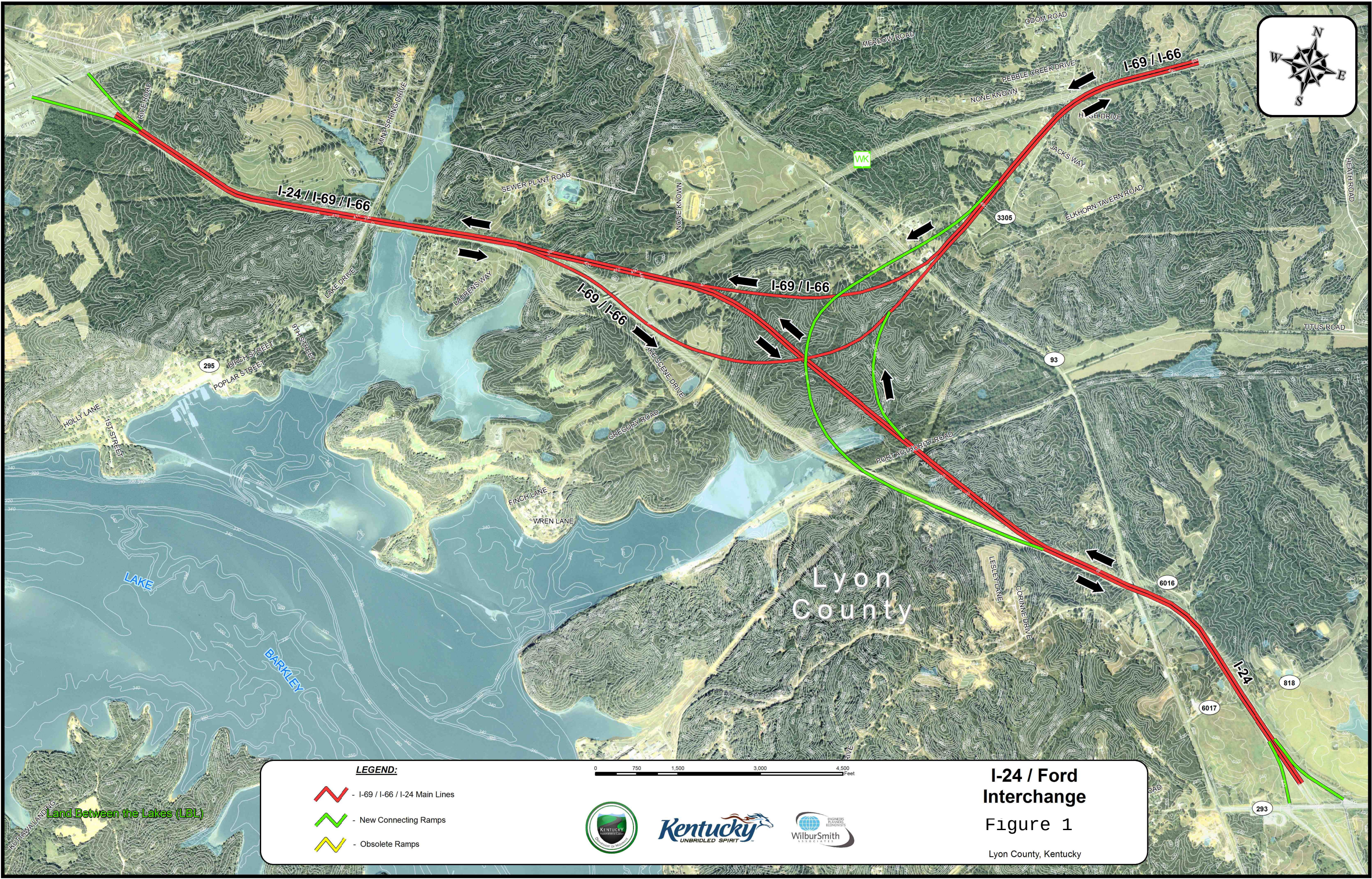




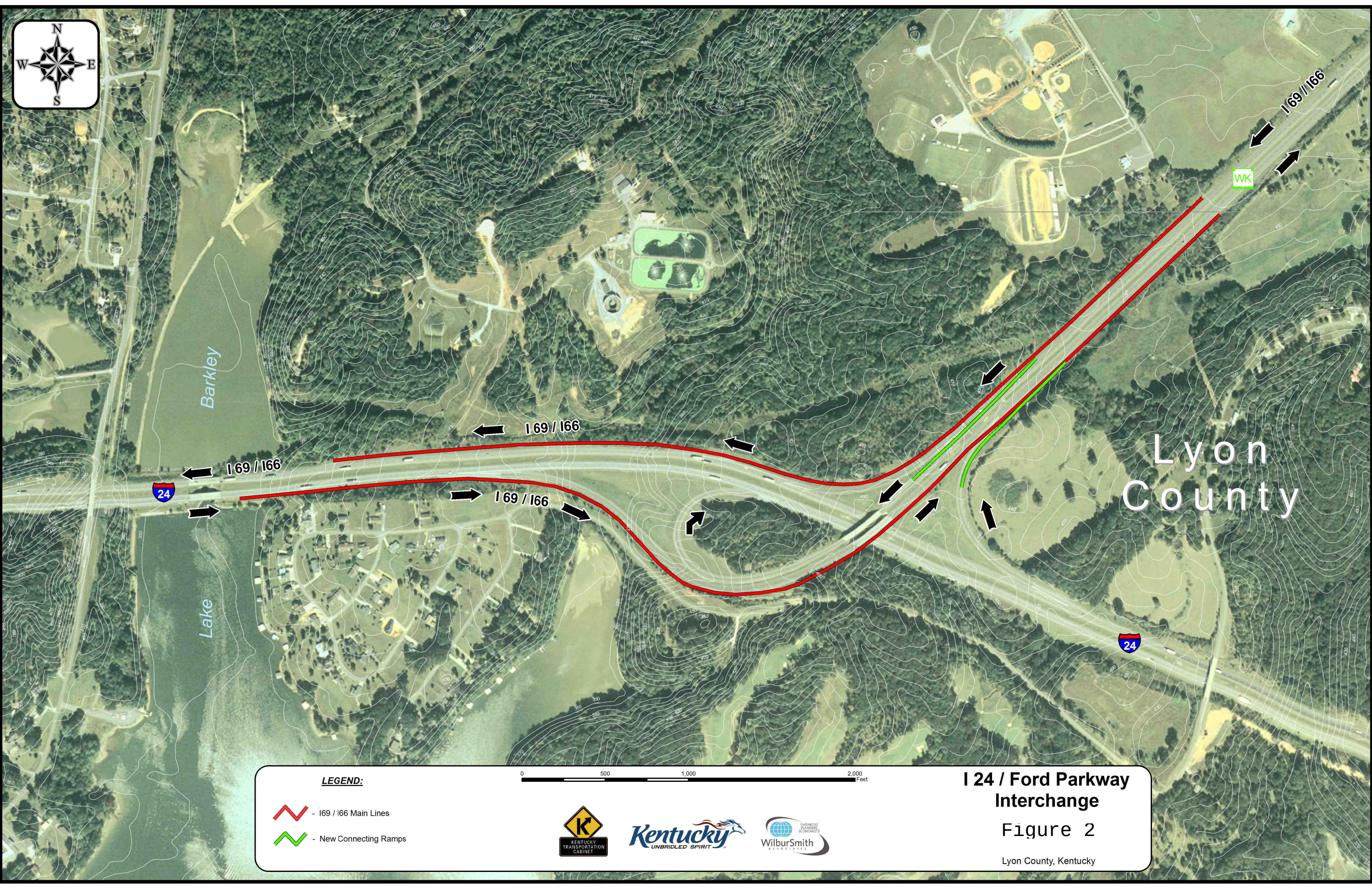
LEGEND:

-  - I-69 / I-66 / I-24 Main Lines
-  - New Connecting Ramps
-  - Obsolete Ramps



I-24 / Ford Interchange
Figure 1

Lyon County, Kentucky



LEGEND:

-  - I 69 / I 66 Main Lines
-  - New Connecting Ramps

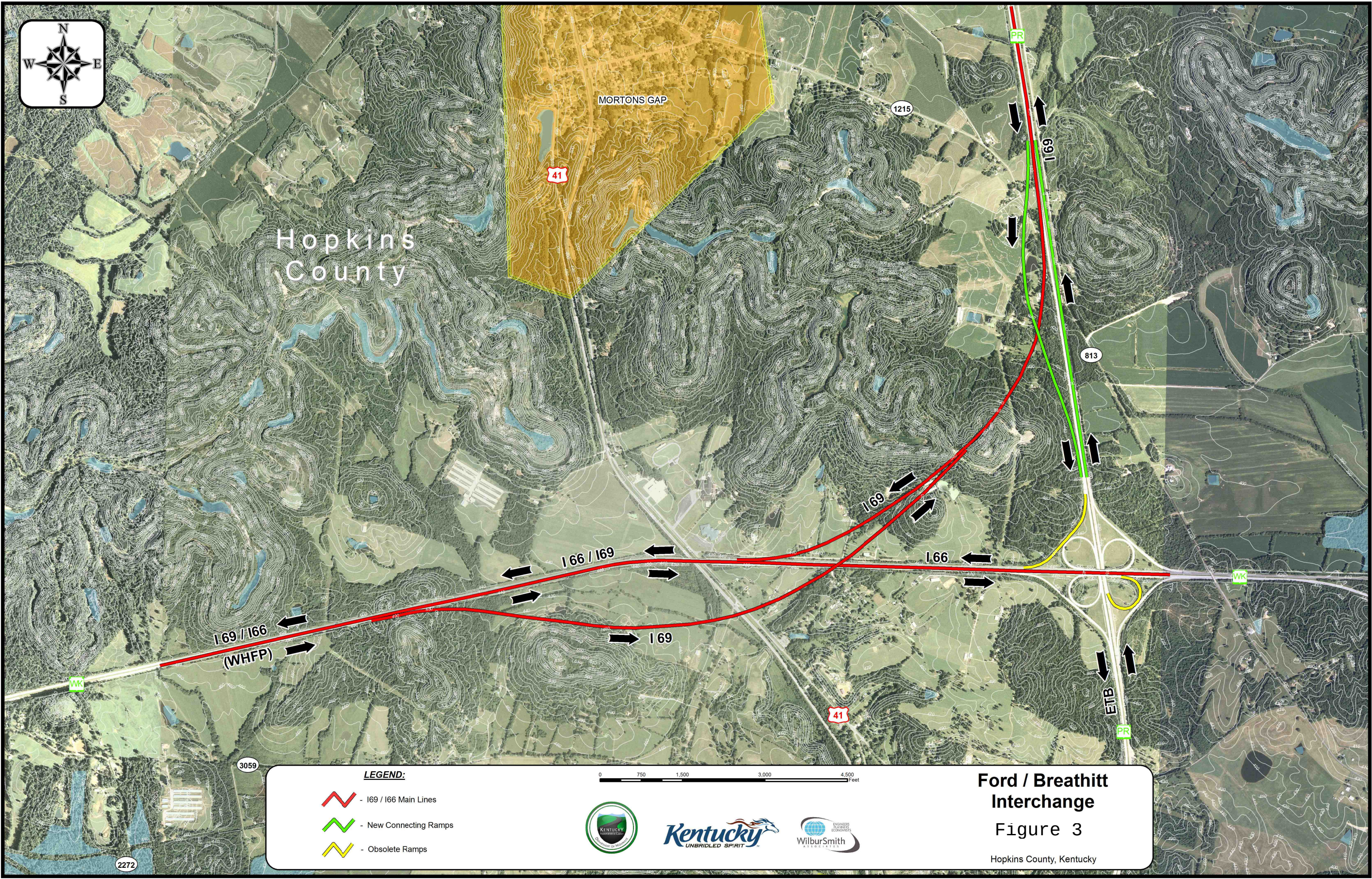
0 500 1,000 2,000 Feet



**I 24 / Ford Parkway
Interchange**

Figure 2

Lyon County, Kentucky



LEGEND:

-  - I-69 / I-66 Main Lines
-  - New Connecting Ramps
-  - Obsolete Ramps



**Ford / Breathitt
Interchange**

Figure 3

Hopkins County, Kentucky

WENDELL H. FORD PARKWAY BRIDGE SUMMARY

Table C.1

WENDELL H. FORD PARKWAY BRIDGE SUMMARY

Route	County	Bridge No.	Dir.	MP	Features Intersected	Horizontal Clearance (curb-to-curb) (ft.)	Combined Horizontal Width of Curbs (ft.)	Type of Curb	Median Widths (ft.)	Median Type	Bridge Length	ADT	Suff. Rating	Structural Defficient	Funct. Obsolete	Cost to Widen
WK 9001	Lyon	B00049	EB	0.001	I-24 @ MP. 041.603	34	3.0	Jersey	38	Depressed	272	8,439	96.2	No	No	
WK 9001	Lyon	B00052	EB	3.408	P&L RR-ELKHORN TAVERN RD	38	3.0	Jersey	38	Depressed	221	8,439	97.9	No	No	
WK 9001	Lyon	B00052P	WB	3.408	P&L RR-ELKHORN TAVERN RD	48 (3 Lanes)	3.0	Jersey	38	Depressed	221	8,439	96.8	No	No	
WK 9001	Lyon	B00030	EB	3.702	US 62	38	1.8	Brush-block	38	Depressed	226	8,439	93.2	No	No	\$23,000
WK 9001	Lyon	B00030P	WB	3.703	US 62	38	1.8	Brush-block	38	Depressed	226	8,439	93.2	No	No	\$23,000
WK 9001	Caldwell	B00029P	WB	11.357	P&L RAILWAY	30	4.6	Brush-block	31	Depressed	189	8,689	80.0	No	Yes	\$283,500
WK 9001	Caldwell	B00029	EB	11.357	P&L RAILWAY	30	4.6	Brush-block	31	Depressed	189	8,689	80.0	No	Yes	\$283,500
WK 9001	Caldwell	B00033P	WB	21.752	TRADEWATER RIVER	30	5.4	Brush-block	31	Depressed	207	10,453	70.5	No	No	\$42,000
WK 9001	Caldwell	B00033	EB	21.752	TRADEWATER RIVER	30	5.4	Brush-block	31	Depressed	207	10,453	81.8	No	No	\$42,000
WK 9001	Hopkins	B00138	EB	22.003	TRADEWATER RIV. OVERFLOW	30	5.4	Brush-block	31	Depressed	215	10,453	69.5	No	No	\$43,000
WK 9001	Hopkins	B00138P	WB	22.003	TRADEWATER RIV. OVERFLOW	30	5.4	Brush-block	31	Depressed	215	10,453	70.5	No	No	\$43,000
WK 9001	Hopkins	B00139P	WB	24.887	P&L RAILWAY	38	1.8	Brush-block	32	Depressed	131	9,628	92.0	No	No	\$20,000
WK 9001	Hopkins	B00139	EB	24.887	P&L RAILWAY	38	1.8	Brush-block	32	Depressed	131	9,628	93.0	No	No	\$20,000
WK 9001	Hopkins	B00140	EB	28.346	KY 112 & COPPERAS CREEK	30	4.6	Brush-block	32	Raised	278	9,628	74.8	No	Yes	\$56,000
WK 9001	Hopkins	B00140P	WB	28.346	KY 112 & COPPERAS CREEK	30	4.6	Brush-block	32	Raised	278	9,628	74.8	No	Yes	\$56,000
WK 9001	Hopkins	B00143	EB	33.872	P&L RAILWAY SPUR & OAK R	30	4.6	Brush-block	32	Raised	260	9,628	78.9	No	No	\$52,000
WK 9001	Hopkins	B00143P	WB	33.872	P&L RAILWAY SPUR -OAK RD	30	4.6	Brush-block	32	Raised	260	9,628	78.9	No	No	\$52,000
WK 9001	Hopkins	B00144	EB	36.900	CSX RAILROAD	30	4.6	Brush-block	32	Depressed	448	9,628	78.9	No	No	\$90,000
WK 9001	Hopkins	B00144P	WB	36.900	CSX RAILROAD	30	4.6	Brush-block	32	Depressed	448	9,628	81.9	No	No	\$90,000
WK 9001	Hopkins	B00145P	WB	38.311	PENNYRILLE PARKWAY	N/A	N/A	N/A	N/A	N/A	226	9,628	96.1	No	No	
WK 9001	Hopkins	B00145	EB	38.311	PENNYRILLE PARKWAY	N/A	N/A	N/A	N/A	N/A	226	9,628	96.1	No	No	

Bridges under 200 feet long need to be 37.5 feet wide

Bridges over 200 feet long need to be 31 feet wide

Need to be widened

Lowest 20% sufficiency ratings

Brush block upgraded to constant slope face

WENDELL H. FORD PARKWAY OVERPASS SUMMARY
Table C.2

WENDELL H. FORD PARKWAY OVERPASS SUMMARY

					Vertical Clearances					Shoulder & Median Widths				
MP	Bridge #	Dir.	Location	County	Left Edge Passing Lane Clearance	Centerline Clearance	Right Edge Driving Lane Clearance	Median Side Shoulder Edge Clearance	Outside Shoulder Edge Clearance	Outside Shoulder Width	Median Shoulder Width	Median Width	Median Type	Cost to obtain Clearance
0.855	B00050	EB	UNDER KY 93	Lyon	17'09"	17'09"	18'03"	17'11"	18'04"	10' Paved	4' Paved	38'	Depressed	
0.855		WB	UNDER KY 93	Lyon	17'00"	16'08"	16'09"	17'04"	16'04"	10' Paved	4' Paved	38'	Depressed	
5.577	B00029	EB	UNDER KY 2611	Lyon	17'07"	17'04"	17'04"	17'06"	16'08"	10' Paved	4' Paved	36'	Depressed	
5.770		WB	UNDER KY 2611	Lyon	18'00"	17'10"	18'00"	17'10"	17'02"	10' Paved	4' Paved	36'	Depressed	
11.700	B00037	EB	UNDER KY 91	Caldwell	16'07"	16'02"	15'09"	16'06"	15'00"	10' Paved	4' Paved	30'	Depressed	\$1,120,000
11.700		WB	UNDER KY 91	Caldwell	17'07"	18'07"	19'02"	16'08"	19'05"	10' Paved	4' Paved	30'	Depressed	
13.120	B00007	EB	UNDER KY 293	Caldwell	15'06"	15'06"	15'06"	15'06"	14'05"	10' Paved	4' Paved	32'	Depressed	\$850,000
13.120		WB	UNDER KY 293	Caldwell	16'03"	16'07"	17'01"	15'08"	16'06"	10' Paved	4' Paved	32'	Depressed	
17.308	B00060	EB	UNDER KY 2614	Caldwell	14'09"	14'10"	15'00"	14'10"	14'07"	10' Paved	4' Paved	31'	Raised	\$360,000
17.308		WB	UNDER KY 2614	Caldwell	15'03"	15'06"	15'10"	15'00"	15'07"	10' Paved	4' Paved	31'	Raised	
18.610	B00061	EB	UNDER KY 2613	Caldwell	22'01"	22'02"	22'04"	22'03"	22'09"	10' Paved	3' Paved	30'	Depressed	
18.610		WB	UNDER KY 2613	Caldwell	22'01"	22'02"	22'04"	22'03"	22'07"	10' Paved	3' Paved	30'	Depressed	
20.880	B00048	EB	UNDER KY 2619	Caldwell	15'07"	15'03"	15'00"	15'08"	14'11"	10' Paved	3' Paved	31'	Depressed	\$390,000
20.880		WB	UNDER KY 2619	Caldwell	15'07"	15'10"	16'02"	15'05"	16'06"	10' Paved	3' Paved	31'	Depressed	
24.440	B00070	EB	UNDER KY 109	Hopkins	16'01"	16'08"	16'09"	15'06"	15'06"	4' Paved (3 Lanes)	3' Paved	30'	Depressed	**
24.440		WB	UNDER KY 109	Hopkins	16'05"	16'10"	17'03"	15'10"	16'02"	3' Paved (3 Lanes)	3' Paved	30'	Depressed	
31.580	B00117	EB	UNDER KY 454	Hopkins	17'08"	17'06"	17'01"	17'08"	15'10"	10' Paved	4' Paved	31'	Raised	\$690,000
31.580		WB	UNDER KY 454	Hopkins	19'01"	19'09"	20'06"	18'07"	20'04"	10' Paved	4' Paved	31'	Raised	
38.000	B00145	EB	Breathitt & Ford Interchange (NB on Breathitt)	Hopkins	19'10"	19'07"	19'10"	19'11"	18'11"	4' Paved (3 Lanes)	4' Paved	35'	Depressed	
38.000		EB	Breathitt & Ford Interchange (SB on Breathitt)	Hopkins	20'04"	20'01"	19'08"	20'02"	19'04"	4' Paved (3 Lanes)	4' Paved	35'	Depressed	
38.000	B00145P	WB	Breathitt & Ford Interchange (NB on Breathitt)	Hopkins	19'05"	19'08"	19'05"	19'06"	18'02"	4' Paved (3 Lanes)	4' Paved	35'	Depressed	
38.000		WB	Breathitt & Ford Interchange (SB on Breathitt)	Hopkins	19'07"	19'06"	19'02"	19'06"	18'05"	4' Paved (3 Lanes)	4' Paved	35'	Depressed	

Highlighted when bridge has a vertical clearance less than 16'

** Will be rebuilt with Interchange reconstruction

EDWARD T. BREATHITT PARKWAY BRIDGE SUMMARY
TABLE C.3

EDWARD T. BREATHITT PARKWAY BRIDGE SUMMARY

Route	County	Bridge No.	Dir.	MP	FEATURES	Horizontal Clearance (curb-to-	Combined Horizontal Width of	Type of Curb	Median Widths (ft.)	Median Type	Bridge Length	ADT	Suff. Rating	Structural Defficient	Funct. Obsolete	Cost to Widen
EB 9004	Hopkins	B00095	NB	37.054	P&L RR-FLAT CREEK-KY 813	34	3	Jersey	36	Depressed	318	18,451	87.1	No	No	
EB9004	Hopkins	B00095P	SB	37.054	P&L RR-FLAT CREEK-KY 813	34	3	Jersey	36	Depressed	318	18,451	90.1	No	No	
EB 9004	Hopkins	B00096	NB	39.774	KY 2171	34	3	Jersey	36	Depressed	265	17,542	87.1	No	Yes	
EB 9004	Hopkins	B00096P	SB	39.774	KY 2171	34	3	Jersey	36	Depressed	265	17,451	80.9	No	No	
EB 9004	Hopkins	B00100	NB	42.418	KENTUCKY 70	34	3	Jersey	37	Depressed	192	17,542	91.2	No	No	\$135,000
EB 9004	Hopkins	B00100P	SB	42.418	KENTUCKY 70	34	3	Jersey	37	Depressed	192	17,542	78.9	No	Yes	\$135,000
EB 9004	Hopkins	B00101	NB	43.438	CSX RAILROAD	34	3	Jersey	36	Depressed	159	30,093	77.4	No	Yes	\$112,000
EB 9004	Hopkins	B00101P	SB	43.438	CSX RAILROAD	34	3	Jersey	36	Depressed	159	30,093	89.9	No	No	\$112,000
EB 9004	Hopkins	B00020P	SB	48.805	OTTER CREEK	38	3	Jersey	36	Depressed	144	14,549	95.6	No	No	
EB 9004	Hopkins	B00020	NB	48.805	OTTER CREEK	38	3	Jersey	36	Depressed	144	14,549	95.6	No	No	
EB 9004	Hopkins	B00210	RAMP C	48.970	OTTER CREEK	26.2	3	Jersey	36	Depressed	132	14,549	72.2	No	Yes	
EB 9004	Hopkins	B00211	RAMP D	48.971	OTTER CREEK	26.2	3	Jersey	36	Depressed	182	14,549	72.2	No	Yes	
EB 9004	Hopkins	B00021		48.979	KY 260 @ HANSON	38	3	Jersey	36	Depressed	161	14,549	94.6	No	No	
EB 9004	Hopkins	B00021P		48.979	KY 260 @ HANSON	38	3	Jersey	36	Depressed	161	14,549	94.6	No	No	
EB 9004	Hopkins	B00012	NB	54.070	KY 138	38	3.4	Brush-block	36	Depressed	174	15,741	96.3	No	No	\$20,000
EB 9004	Hopkins	B00012P	SB	54.070	KY 138	38	3.4	Brush-block	36	Depressed	174	15,741	96.3	No	No	\$20,000
EB 9004	Webster	B00069P	SB	56.523	KY 147	38	3.4	Brush-block	36	Depressed	163	14,015	97.7	No	No	\$20,000
EB 9004	Webster	B00069	NB	56.523	KY 147	38	3.4	Brush-block	36	Depressed	163	14,015	96.7	No	No	\$20,000
EB 9004	Webster	B00071P	SB	59.280	DEER CREEK	30	4.4	Brush-block	36	Depressed	368	14,015	81.4	No	No	\$75,000
EB 9004	Webster	B00071	NB	59.280	DEER CREEK	30	4.4	Brush-block	36	Depressed	368	14,015	81.4	No	No	\$75,000
EB 9004	Webster	B00072	NB	60.476	KY 370	38	3.4	Brush-block	36	Depressed	166	14,015	82.0	No	No	\$20,000
EB 9004	Webster	B00072P	SB	60.476	KY 370	38	3.4	Brush-block	36	Depressed	166	14,015	95.6	No	No	\$20,000
EB 9004	Webster	B00074	NB	63.887	GROVES CREEK	30	4.6	Brush-block	36	Depressed	260	11,877	81.6	No	No	\$52,000
EB 9004	Webster	B00074P	SB	63.888	GROVES CREEK	30	4.6	Brush-block	36	Depressed	260	11,877	81.6	No	No	\$52,000
EB 9004	Hendersor	B00062P	SB	65.393	ACCESS RD-BIG RIVERS RR	38	3.4	Brush-block	36	Depressed	183	11,877	94.6	No	No	\$20,000
EB 9004	Hendersor	B00062	NB	65.393	ACCESS RD-BIG RIVERS RR	38	3.4	Brush-block	36	Depressed	183	11,877	94.6	No	No	\$20,000
EB 9004	Hendersor	B00068	NB	75.360	ELAM DITCH	38	3.4	Brush-block	36	Depressed	141	13,893	96.7	No	No	\$20,000
EB 9004	Hendersor	B00068P	SB	75.360	ELAM DITCH	38	3.4	Brush-block	36	Depressed	141	13,893	96.7	No	No	\$20,000

Bridges under 200 feet long need to be 37.5 feet wide

Bridges over 200 feet long need to be 31 feet wide

Need to be widened
Lowest 20% sufficiency ratings
Brush block upgraded to constant slope face

EDWARD T. BREATHITT PARKWAY OVERPASS SUMMARY
TABLE C.4

EDWARD T. BREATHITT PARKWAY OVERPASS SUMMARY														
MP	Bridge #	Dir.	Location	County	Vertical Clearances					Shoulder & Median Widths				
					Left Edge Passing Lane Clearance	Centerline Clearance	Right Edge Driving Lane	Median Side Shoulder Edge	Outside Shoulder Edge Clearance	Outside Shoulder Width	Median Shoulder	Median Width	Median Type	Cost to Obtain Clearance
40.996	B00102	NB	UNDER ICRR	Hopkins	23'03"	23'00"	22'09"	23'05"	23'02"	10' Paved	4' Paved	38'	Depressed	
40.996		SB	UNDER ICRR	Hopkins	23'07"	23'07"	24'00"	23'09"	24'05"	10' Paved	4' Paved	38'	Depressed	
41.060	RR0602	NB	UNDER L&N RR SPUR	Hopkins	16'06"	16'03"	16'02"	16'08"	16'05"	10' Paved	4' Paved	38'	Depressed	
41.060		SB	UNDER L&N RR SPUR	Hopkins	16'04"	16'06'	16'10"	16'06"	17'02"	10' Paved	4' Paved	38'	Depressed	
44.000	B00219	NB	UNDER KY 281	Hopkins	18'00"	17'07"	17'08"	18'01"	17'10"	10' Paved	4' Paved	38'	Depressed	
44.000		SB	UNDER KY 281	Hopkins	18'01"	18'01"	18'02"	18'01"	18'04"	10' Paved	4' Paved	38'	Depressed	
45.206	B00016	NB	US 41 N.B. LANE	Hopkins	19'09"	20'07"	21'07"	19'08"	22'05"	10' Paved	4' Paved	38'	Depressed	
45.206		SB	UNDER US 41 N.B. LANE	Hopkins	18'02"	17'03"	16'02"	18'5"	15'08"	10' Paved	4' Paved	38'	Depressed	\$670,000
46.435	B00018	NB	UNDER KY 2657 JOHN FOWLER RD	Hopkins	16'10"	16'08"	16'09"	16'04"	16'06"	10' Paved	4' Paved	36'	Depressed	
46.435		SB	UNDER KY 2657 JOHN FOWLER RD	Hopkins	16'10"	16'08"	16'10"	16'02"	16'04"	10' Paved	4' Paved	36'	Depressed	
47.472	B00019	NB	UNDER KY 862	Hopkins	17'02"	16'10"	16'10"	16'06"	16'05"	10' Paved	4' Paved	36'	Depressed	
47.472		SB	UNDER KY 862	Hopkins	17'07"	17'07"	18'00"	16'10"	17'10"	10' Paved	4' Paved	36'	Depressed	
51.941	B00011	NB	UNDER KY 2655 HERBERT BROWN R	Hopkins	16'03"	16'07"	16'10"	15'10"	17'01"	10' Paved	4' Paved	36'	Depressed	\$400,000
51.941		SB	UNDER KY 2655 HERBERT BROWN R	Hopkins	16'03"	15'10"	15'07"	16'01"	15'01"	10' Paved	4' Paved	36'	Depressed	
55.449	B00068	NB	UNDER KY 2667	Webster	17'08"	17'08"	18'06"	17"11"	19'02"	10' Paved	4' Paved	36'	Depressed	
55.449		SB	UNDER KY 2667	Webster	17'00"	16'05"	16'01"	17'05"	16'00"	10' Paved	4' Paved	36'	Depressed	
58.396	B00070	NB	UNDER KY 2666	Webster	16'09"	16'03"	16'04"	17'01"	16'04"	10' Paved	3' Paved	36'	Depressed	
58.396		SB	UNDER KY 2666	Webster	16'06"	16'05"	16'09"	16'08"	17"01"	10' Paved	4' Paved	36'	Depressed	
62.637	B00073	NB	UNDER KY 56	Webster	17'01"	16'09"	16'06"	17'04"	17'02"	10' Paved (3 lanes	4' Paved	36'	Depressed	
62.637		SB	UNDER KY 56	Webster	17'05"	17'07"	17'10"	17'07"	18'10"	10' Paved (3 lanes	4' Paved	36'	Depressed	
66.835	B00063	NB	UNDER KY 2678	Henderson	18'03"	18'03"	18'10"	18'06"	19'07"	10' Paved	4' Paved	36'	Depressed	
66.835		SB	UNDER KY 2678	Henderson	17'06"	17'00"	16'10"	17'11"	17'02"	10' Paved	4' Paved	36'	Depressed	
68.363	B00064	NB	UNDER KY 416	Henderson	16'08"	16'08"	16'03"	16'11"	16'10"	10' Paved	4' Paved	36'	Depressed	
68.363		SB	UNDER KY 416	Henderson	16'08"	16'08"	17'00"	16'11"	17'06"	10' Paved	4' Paved	36'	Depressed	
69.674	B00065	NB	UNDER KY 2675	Henderson	16'08"	16'06"	16'07"	16'08"	17'00"	10' Paved	4' Paved	36'	Depressed	
69.674		SB	UNDER KY 2675	Henderson	16'08"	16'05"	16'06"	16'10"	16'10"	10' Paved	4' Paved	36'	Depressed	
72.346	B00066	NB	UNDER KY 136	Henderson	17'02"	16'09"	16'06"	17'05"	17'02"	10' Paved	4' Paved	36'	Depressed	
72.346		SB	UNDER KY 136	Henderson	17'00"	17'02"	17'03"	17'04"	17'11"	10' Paved	4' Paved	36'	Depressed	
73.256	B00067	NB	UNDER KY 2677	Henderson	16'08"	16'03"	16'02"	17'00"	16'08"	10' Paved	4' Paved	36'	Depressed	
73.256		SB	UNDER KY 2677	Henderson	17'02"	17'01"	17'04"	17'04"	17'11"	10' Paved	4' Paved	36'	Depressed	

Highlighted when bridge has a vertical clearance less than 16'

**Stopping Sight Distance
Table C.5**

Vertical Stopping Sight Distance Deficiencies							
STATION	MILEPOST	TYPE	REQUIRED SSD	EXISTING SSD	Existing Vertical Curve Length	Proposed Vertical Curve Length	Estimated Cost to Cure
STA. 1935+00 - STA. 1942+00	FORD MP 11.021 - MP 11.154	SAG	730'	669'	700'	775'	\$225,000
STA. 2239+32 - STA. 2247+32	FORD MP 16.785 - MP 16.937	SAG	730'	716'	800'	825'	\$100,000
STA. 3072+85 - STA. 3084+85	FORD MP 32.528 - MP 32.755	SAG	730'	726'	1200'	1225'	\$100,000
STA. 3288+00 - STA. 3294+00	FORD 36.603 - MP 36.717	SAG	730'	714'	600'	625'	\$100,000
STA. 3320+00 - STA. 3326+00	FORD MP 37.209 - MP 37.323	SAG	730'	714'	600'	625'	\$100,000
STA. 840+50 - STA. 845+50	BREATHITT MP 43.674 - 43.769	SAG	730'	595'	500'	650'	\$450,000
STA. 917+00 - STA. 927+00	BREATHITT MP 45.123 - MP 45.312	CREST	730'	676'	1000'	1175'	\$525,000
STA. 3210+50 - STA. 3215+50	BREATHITT MP 68.428 - MP 68.523	SAG	730'	717'	500'	525'	\$100,000

Note: Assumed \$100,000 minimum cost to cure.

SUPERELEVATIONS DATA
TABLE C.6

PI Sta.	Radius	Existing Superelevation	Current AASHTO Superelevation	
1410+51.06	5729.58	2.80%	3.57%	
1504+44.93	5729.58	2.80%	3.57%	
1571+98.56	4092.56	3.90%	4.81%	
1632+27.14	11459.15	1.56% RC	1.9% *	
1689+38.92	2864.79	5.50%	6.48%	
1753+53.27	5729.58	2.80%	3.57%	
1795+12.84	2864.79	5.50%	6.48%	
1843+24.81	22918.31	1.56% RC	1.5% *	
1867+34.21	11459.15	1.56% RC	1.9% *	
1887+39.25	4583.66	3.50%	4.36%	
1912+46.30	5729.58	2.80%	3.57%	
1985+23.42	5729.58	2.80%	3.57%	
2027+51.18	11459.16	?	1.9% *	
2106+45.70	11459.16	?	1.9% *	
2232+18.00	4583.66	3.50%	4.36%	
2299+06.26	5729.58	2.80%	3.57%	
2371+90.00	5729.58	2.80%	3.57%	
2412+18.12	5729.58	2.80%	3.57%	
2463+47.25	5729.58	2.80%	3.57%	
2495+76.17	5729.58	2.80%	3.57%	
2622+03.66	5729.58	2.80%	3.57%	
2708+86.96	7639.44	2.00%	2.75%	
2902+76.42	11459.16	1.56% NC	1.9% *	
3048+57.61	22918.32	0.00%	1.5% *	
3152+67.61	22918.32	0.00%	1.5% *	
3296+68.47	5729.58	2.80%	3.57%	
3422+09.41	4583.66	3.50%	4.36%	Eastbound
3441+43.85	4583.66	3.50%	4.36%	Eastbound
3483+94.17	7639.44	2.00%	2.75%	Eastbound
3490+97.51	5729.58	2.80%	3.57%	Westbound
200+17.96	11459.16	?	1.9% *	
300+35.45	7640	?	1.75% *	
670+00.82	22918.32	?	1.5% *	
709+74.50	7639.44	?	2.75%	
760+88.60	4583.66	?	4.36%	
807+22.58	7639.44	?	2.75%	
925+73.96	7639.44	?	2.75%	
1993+31.82	3819.72	4.20%	5.11%	
2030+02.99	11459.16	1.56% RC	1.9% *	
2239+78.52	22918.32	1.56% RC	1.5% *	
2371+69.60	5729.58	2.80%	3.57%	
2424+53.38	11459.16	2.00%	1.9% *	
2555+94.63	22918.31	1.56% RC	1.5% *	
2610+71.98	11459.16	1.56% RC	1.9% *	
2652+18.78	7639.44	2.00%	2.75%	
2760+09.09	5729.58	2.80%	3.57%	
2860+99.12	7639.44	2.00%	2.75%	
2913+85.02	7639.44	2.00%	2.75%	
2966+77.77	5729.58	2.80%	3.57%	
3078+48.13	22918.32	1.56% RC	1.5% *	
3211+03.48	22918.32	1.56% RC	1.5% *	
3443+02.08	7639.44	2.00%	2.75%	
3666+55.48	2864.79	5.50%	6.48%	
3726+71.95	1909.86	8.30%	7.93%	
3750+36.72	1909.86	8.30%	7.93%	

* Below desired 2%

Interchange Data Table C.7

[illegible]

Interchange Data
Table C.7

EXIT NUMBER/ ROUTE NUMBER	RAMP NAME	EXISTING ACCEL. LENGTH	REQUIRED ACCEL. LENGTH (4)	EXISTING DECEL. LENGTH	REQUIRED DECEL. LENGTH (4)	WIDTH AT GORE	RADIUS OF LAST CURVE ACCEL.	RADIUS OF FIRST CURVE DECEL.	MAXIMUM GRADE ACCEL.	MAXIMUM GRADE DECEL.	GRADE (%)	COST TO CURE (1) (5)
EXIT 45 / US 41	NB off			470	560							(9)
Flyover	SB on	520	1000									(8)
Total for Interchange												(8) (9)
EXIT 49 / KY 260	A	450	580			18	954.93				2	\$55,000
	B			456	390	20*		1206.23			1	\$50,000
	C	1000	580			*	1527.89				1.52	
	D			561	440	36		1273.24			-0.5	
Total for Interchange												\$105,000
EXIT 54 / KY 138	SE			450	340	36		1909.86			0	\$50,000
	NE	500	580			15*	954.93				1.64	\$50,000
	NW			450	340	15*		716.2			-1.32	\$50,000
	SW	500	580			15*	1145.92				0.3	\$50,000
Total for Interchange												\$200,000
EXIT 63 / KY 56	TOLL INTERCHANGE											\$10,250,000 (3)
EXIT 68 / KY 416	B			459	340	36		716.2			vertical curve	\$50,000
Half Interchange	D	500	580			20*	1214.34				vertical curve	\$50,000
Total for Interchange												\$100,000
EXIT 76 / KY 425	A	450	580			20*	818.51				-0.59	\$55,000
Henderson Byp. Trumpet	B			450	340	33		954.93			0.196	\$50,000
	C (clover)			850 (7)	490	36		381.97			-1	
	D (flyover)	450	580			20*	674.07				2.2	\$55,000
Total for Interchange												\$160,000

* Difficult to determine from existing plans

(1) Determined by per foot cost

(2) Existing curves meet 70 mph design. However, short ramps exist. Checked acceleration & deceleration lengths from stop condition.

(3) Estimate from BG Pkwy & US 127 interchange actual construction cost, plus right-of-way and Utilities costs based on regional data

(4) When decel & accel length is greater than required, still lengthened ramps to recommended lengths from Design Manual (560 feet for decel & 1000 feet for accel lanes)

(5) Used \$50,000 as minimum cost if any improvements were made

(6) Replace bridges

(7) Includes length of spiral

(8) Auxiliary lane constructed between Exit 45 US 41 SB ramp to Exit 44 Ramp C during a pavement rehab project

(9) Auxiliary lane proposed between Exit 45 US 41 NB ramp to Exit 44 Ramp D (cost included in Interchange Spacing numbers)

(10) Costs for system interchanges include construction, right-of-way, utilities, and pavement rehabilitation

Median/Ditch Data
Table C.8

A comparison of median and ditch characteristics
according to parkway construction plans
grouped by plan packages

Roadway	MP begin	MP end	Median Width	Raised or Depressed	Median Slope	Ditch Width	Ditch Slope
Ford	0.000	0.404	36	D	4:01	12	4:1
Ford	0.404	3.546	36	D	4:01	12	4:1
Ford	3.552	10.155	36	D	4:01	8	3:1
Ford	3.729	9.855	36	D	4:01	8	3:1
Ford	9.855	10.332	30	R	1:12	8	3:1
Ford	10.188	10.341	30	R	1:12	8	3:1
Ford	10.341	11.021	30	R	1:12	8	3:1
Ford	11.021	14.856	30	R	1:12	8	3:1
Ford	14.856	21.153	30	R	1:12	8	3:1
Ford	21.153	25.655	30	R	1:12	8	3:1
Ford	25.655	31.689	30	R	1:12	8	3:1
Ford	31.689	37.264	30	R	1:12	8	3:1
Ford	37.202	40.753	30	R	1:12	8	3:1
Breathitt	34.271	35.266	36	D	3:01	6	3:1
Breathitt	36.620	46.069	36	D	4:01	6	3:1
Breathitt	46.069	50.907	36	D	4:01	8	3:1
Breathitt	49.553	53.573	36	D	4:01	8	3:1
Breathitt	53.550	57.489	36	D	4:01	8	3:1
Breathitt	57.489	62.112	36	D	4:01	8	3:1
Breathitt	62.112	65.305	36	D	4:01	8	3:1
Breathitt	65.305	70.362	36	D	4:01	8	3:1
Breathitt	70.362	76.233	36	D	4:01	8	3:1
Breathitt	70.339	78.661	36	D	4:01	8	3:1

GUARDRAIL DATA SUMMARY
TABLE C.9

	GUARDRAIL LENGTH	TYPE 1 END TREATMENT	TYPE 2A END TREATMENT	TYPE 3 END TREATMENT	TYPE 4A END TREATMENT	TYPE 7 END TREATMENT
FORD PARKWAY	87,500	125	1	30	10	41
BREATHITT PARKWAY	117,500	81		16	7	48
TOTALS	205,000	206	1	46	17	89

The Type 7 end treatments need to be replaced.

Number of Type 7 end treatments that need to be replaced =	89
Estimated cost for Type 7 end treatments =	\$3,500
Total Cost =	\$311,500

The type 3 end treatments that are shaded do not meet current standards and need to be replaced.

Number of type 3 end treatments that need to be replaced =	30
Estimated Cost for Type 3 end treatments =	\$1,000.00
Total Cost =	\$30,000.00

**Guardrail Data
Table C.10**

Wendell H. Ford Parkway Eastbound			
Mile Marker	End Treatment Type	Approximate Length (ft)	Comments
0	1	100,B,100	Bridge
	3	2000	
	1	600	Underpass
1			
	3	100	
	1	250	
	3	650	
2			
	3	300	
	1	50	
3	1	150	
	1	75	
	1	50,B	Extended to off ramp
	1	100,B,50	Bridge
4			
	1	800	
	3	250	
	3	50	
5	7	350	
	7	350	
	7	700	Underpass
	7	50	
6			
	7	100	
	7	75	
	7	150	
	7	150	
	7	250	
7			
	7	50	
	1	50	
	1	250	
	7	1000	
8			
	7	50	
	7	75	
	7	150	
	3	75	
	7	600	
9			
	7	100	
	7	75	
	7	350	
	7	350	
	7	150	
10			

Guardrail Data
Table C.10 (continued)

Wendell H. Ford Parkway Eastbound			
Mile Marker	End Treatment Type	Approximate Length (ft)	Comments
	1	600	
	1	350	
11	1	1500,B	Extended to off ramp
	1	600	Underpass
12			
	3	50	
	1	350	
	1	75	
13			
	1	75	Underpass
	3	400	
	1	450	
	1	200	
14			
	1	250	
	1	100	
	1	450	
15	3	1500	
	3	650	
16			
	7	1800	
	3	50	
17			
	7	50	
	7	50	Underpass
	7	500	
18			
	7	200	
	1	900	
	1	50	Underpass
19	1	1000	
	1	1000	
	1	700	
20			
	4A	900	
	1	250	
	4A	75	Underpass
21			
	1	700	
22	1	350,B,800,B,150	2 Bridges
	1	800	
	1	150	
23	1	1500	
	1	100	
	1	100	
24	1	350	

Guardrail Data
Table C.10 (continued)

Wendell H. Ford Parkway Eastbound			
Mile Marker	End Treatment Type	Approximate Length (ft)	Comments
25	1	1200,B,750	Bridge
	1	500	
	1	200	
	1	50	
26			
	1	350	
	1	500	
	1	50	
	1	600	
27			
	2A	1700	
28	1	700	
	3	100,B,25	Bridge
	1	150	
29			
	1	200	
30			
	3	600	
	4A	100	
	1	750	
31			
	1	650	
	1	75	Underpass
	3	150	
32	3	350	
	1	1600	
	3	700	
33			
	1	700	
	1	800,B,25	Bridge
34			
	4A	350	
	4A	350	
35			
	4A	50	
	7	550	
36			
	1	400	
37	1	800,B,800	Bridge
	1	75	
38			
	Deficient Type 3's (follow ditch grade)		
	Deficient Type 7's (all Type 7's)		

**Guardrail Data
Table C.11**

Wendell H. Ford Parkway Westbound			
Mile Marker	End Treatment	Approximate Length (ft)	Comments
38			
	1	200	
	1	50	
37	1	500,B,700	Bridge
	1	200	
36			
	1	50	
	1	50	
	1	100	
	7	100	
	1	50	
35			
	1	600	
	4A	300	
34	1	75,B,150	Bridge
	1	500	
33	1	150	
	1	400	
	1	75	
	7	100	
32	4A	300	
	1	75	Underpass
	1	750	
31			
	1	850	
	3	75	
	3	800	
30			
	1	200	
29			
	1	150	
	1	75,B,150	Bridge
	1	50	
28			
	1	50	
27	1	700	
	1	700	
26	1	100	
	1	50	
	1	75	
25	1	700,B,1400	Bridge
24	1	1000	
	1	800	
	1	50	
	1	150	
23	1	800	
	1	300	
	1	250	
22	1	75,B,700,B,100	2 Bridges
21			
	1	100	Underpass

Guardrail Data
Table C.11 (continued)

Wendell H. Ford Parkway Westbound			
Mile Marker	End Treatment	Approximate Length (ft)	Comments
	1	900	
	1	1000	
20			
	1	900	
	1	1000	
19	4A	650	
	3	100	Underpass
	1	900	
	3	75	
18			
	7	50	
	7	50	
	7	50	Underpass
	7	50	
17			
	3	1800	
16			
	7	700	
15	3	1400	
	1	450	
	1	100	
	1	100	
14	1	150	
	1	400	
	1	500	Extended to off ramp
	1	750	Underpass
13	1	50	
	1	75	
	3	50	
	1	100	
12			
	1	75	Underpass
	1	600,B,700	Bridge
11			
	1	75	
	1	75	
	1	50	
	1	50	
10			
	7	50	
	7	50	
	7	50	
	7	50	
9			
	7	150	
	3	100	
	1	75	
8			
	7	200	
	7	150	
7			

Guardrail Data
Table C.11 (continued)

Wendell H. Ford Parkway Westbound			
Mile Marker	End Treatment	Approximate Length (ft)	Comments
	7	100	
	3	100	
	1	50	
6			
	7	900	Underpass
	4A	500	
5	3	300	
	3	700	
	1	900	
4			
	1	600,B,700	Bridge
	1	100,B,75	Bridge
	3	250	
3			
	1	75	
	1	150	
	1	100	
2			
	3	700	
	1	1300	
1	1	800	Underpass
	Deficient Type 3's (follow ditch grade)		
	Deficient Type 7's (all Type 7's)		

Guardrail Data

Table C.12

Edward T. Breathitt Parkway Northbound			
Mile Marker	End Treatment Type	Approximate Length (ft)	Comments
35	1	900	
36			
	1	550	
37	1	200	
	1	100	
38			
	1	700	
	3	100	
39			
	1	100	
	1	50	
	1	1400,B	Extended to off ramp
40			
41	1	2200	2 Underpasses
42			
	1	50	
	1	200,B,300	Bridge
43			
	1	1000,B,1400	Bridge
44			
	1	300	Underpass
	1	500	Extended to off ramp
45			
	1	1150	
46	1	800	
	1	250	
47			
	1	600	
	1	700	
	1	500	
48			
	1	600	
49	4A	75,B,500,B,50	2 Bridges
	1	1000	
50			
	1	3500	
51			
	1	200	
	1	400	
52			
	4A	600	
	1	500	
	1	800	
53	1	650	
	1	1900	
54	7	150,B,25	Bridge
55	7	500	
	7	100	
56	7	400	
	7	600,B,50	Bridge
57	7	900	
	7	900	

Guardrail Data
Table C.12 (continued)

Edward T. Breathitt Parkway Northbound			
Mile Marker	End Treatment Type	Approximate Length (ft)	Comments
58			
	7	50	
	7	200	
	7	200	
59			
	7	600,B,1900	
60			
	1	600,B,2000	Bridge
61			
	7	150	
	7	1300	
62			
	7	950	
63	7	4000,B,1300	Bridge
64			
65			
	7	900,B,600	Bridge
66			
	1	100	
	1	100	
67	3	600	
	1	400	
	1	1000	
68			
	1	100	
	1	500	
69			
	3	500	
70			
71			
	7	150	
	7	75	
72			
	7	100	
	7	500	
73			
	7	100	
	1	75	
74			
	7	50	
	7	150	
	1	500	
75	7	2300,B,2300	Bridge
76			
	7	450	
	7	600	
77			
78	7	150	
	1	75	
	1	500,B	Extended to off ramp

Deficient Type 3's (follow ditch grade)

Deficient Type 7's (all Type 7's)

**Guardrail Data
Table C.13**

Edward T. Breathitt Parkway Southbound			
Mile Marker	End Treatment Type	Approximate Length (ft)	Comments
78			
	7	75	Underpass
	7	500	
77			
	7	350	Underpass
	7	300	
76			
75	1	2000,B,2000	Bridge
	7	350	
	4A	400	
	7	50	
74			
	7	50	
	1	100	
73			
	1	50	
	1	50	
72			
	1	100	
	7	150	
71			
70			
	1	200	Underpass
69	1	900	
	1	500	Underpass
68			
	1	500	
	1	75	
	1	500	
	1	150	
67	1	600	
	1	50	
	1	400	
	3	1000	
66			
	1	800,B,800	Bridge
65			
64	1	1300,B,3200	Bridge
63			
	7	500	
	7	75	
	7	75	
62			
	7	1100	
61	7	2700,B,500	Bridge
60			
	7	1500,B,1200	Bridge
59			
	7	100	
	7	1200	Underpass
58			
	1	900	
	7	75	
	3	75	
57	3	1500	
	3	75	
	3	100	
	3	150,B,800	Bridge

Guardrail Data
Table C.13 (continued)

Edward T. Breathitt Parkway Southbound			
Mile Marker	End Treatment Type	Approximate Length (ft)	Comments
	3	400	
56	3	800	
	7	150	
	7	1000	
	1	100	
55			
	3	1500	
	3	200	
	1	150	Extended to off ramp
54			
	3	600	
	3	700	
53	1	600	
	1	700	
	3	600	
52			
	1	600	
51	1	3000	
50			
	1	100	
49	4A	1200	Bridge
	1	600	
48			
	1	100	
	1	600	
	1	1200	
47			
46	1	1500	
	4A	1500	
45			
	1	700	
	1	50	
	4A	50	
44			
	1	2200	
43			
	1	1400	Bridge
42	1	300	
41	4A	3000	
40	1	2000	Extended to off ramp
39			
	1	1000	
38	1	50	
37	1	3500	
	1	50	
	7	200	
36			
	1	200	
35	7	75	

Deficient Type 3's (follow ditch grade)

Deficient Type 7's (all Type 7's)