

DISTRICT

5

The Kentucky Truck Parking Assessment and Action Plan compared truck parking demand and capacity, highlighting critical truck parking needs across the state. The needs were examined at the interchange and corridor levels, and potential capacity expansion sites within existing KYTC right-of-way were identified. The sites were ranked based upon localized need, site suitability, and the availability of parking along the corridor. The unmet parking demand in District 5 and adjacent areas is shown on **Figure 1**. Truck parking expansion sites considered in District 5 are shown on **Figure 2**.



TRANSPORTATION
CABINET

Figure 1. Unmet Peak Truck Parking Demand

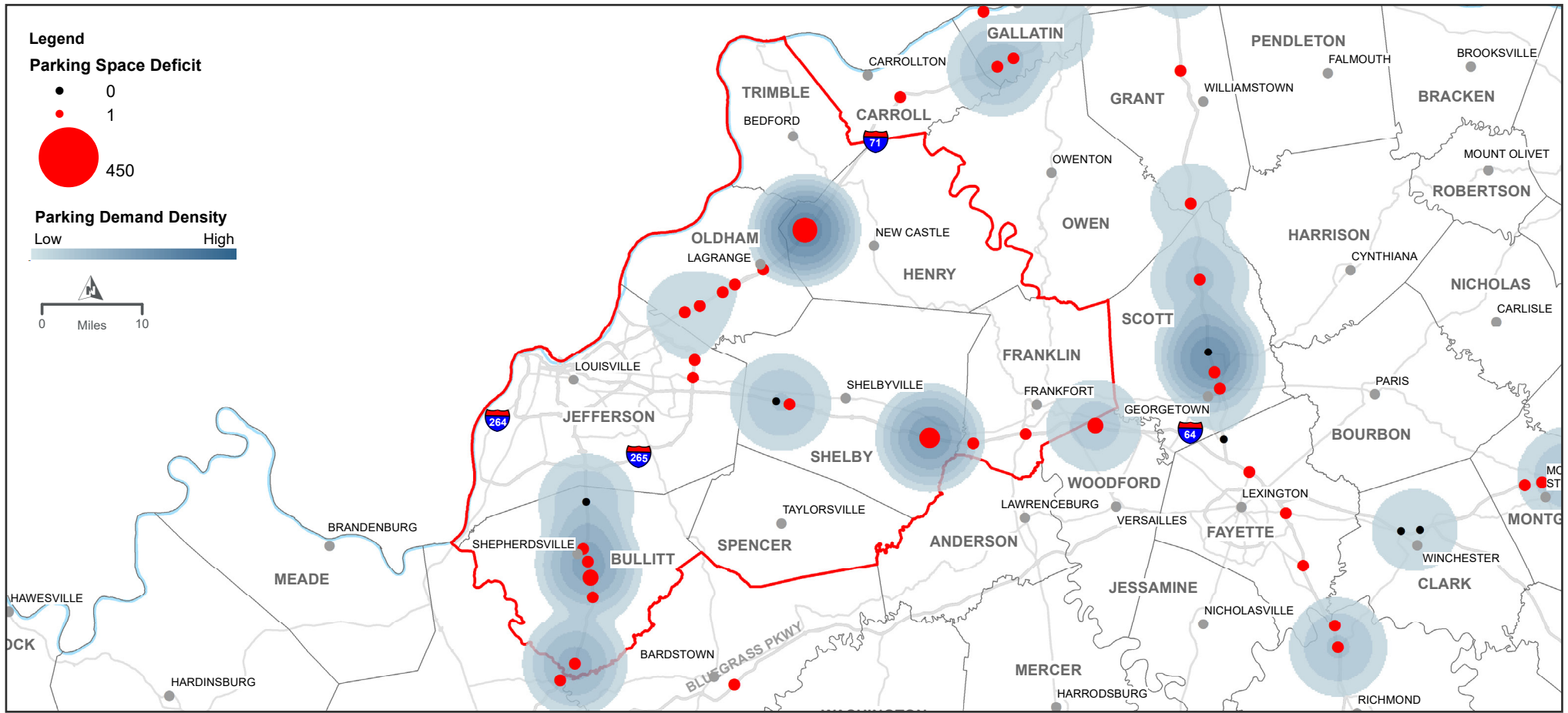
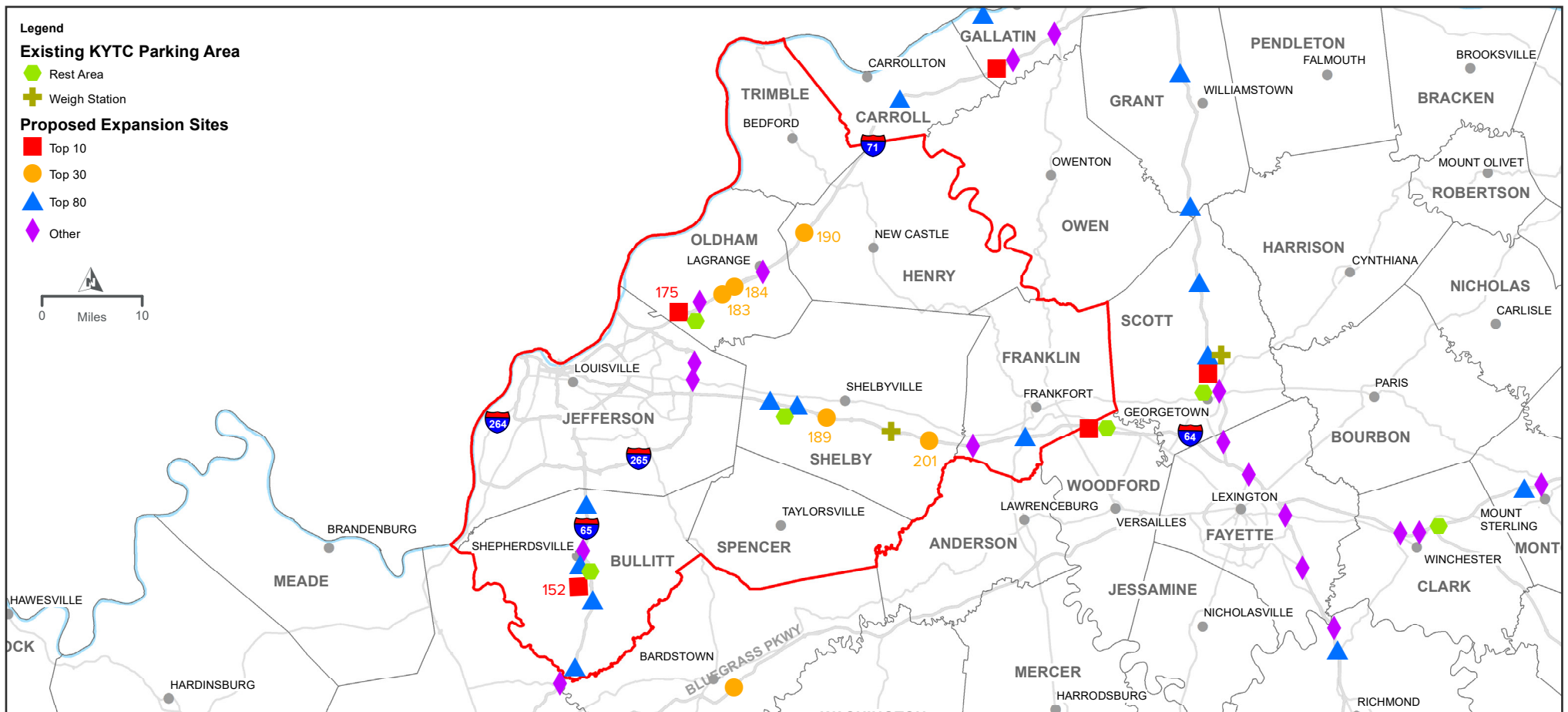


Figure 2. Proposed Parking Expansion Sites



TOP 10 **Site ID: 175**
I-71 MM 13.0 NB & SB
Oldham County
Number of New Spaces: 75
Number of Existing Spaces: 26
Cost Estimate: \$8,300,000
Site Description: Rest Area
Proposed Schedule: FY 2023 (Design)

TOP 10 **Site ID: 152**
I-65 MM 113.3 SB
Bullitt County
Number of New Spaces: 52
Number of Existing Spaces: 28
Cost Estimate: \$2,710,000
Site Description: Rest Area
Proposed Schedule: FY 2025 (Design)

TOP 30 **Site ID: 183**
I-71 MM 17.4 NB & SB
Oldham County
Number of New Spaces: 22
Number of Existing Spaces: 0
Cost Estimate: \$2,020,000
Site Description: Interchange Infield
Proposed Schedule: Beyond 2029

TOP 30 **Site ID: 184**
I-71 MM 18.5 NB & SB
Oldham County
Number of New Spaces: 70
Number of Existing Spaces: 0
Cost Estimate: \$3,590,000
Site Description: Closed Weigh
Proposed Schedule: Beyond 2029

TOP 30 **Site ID: 189**
I-64 MM 28.5 EB
Shelby County
Number of New Spaces: 46
Number of Existing Spaces: 24
Cost Estimate: \$4,110,000
Site Description: Rest Area
Proposed Schedule: Beyond 2029

TOP 30 **Site ID: 190**
I-71 MM 34.5 NB & SB
Henry County
Number of New Spaces: 46
Number of Existing Spaces: 0
Cost Estimate: \$3,596,000
Site Description: Interchange Infield
Proposed Schedule: Beyond 2029

TOP 30 **Site ID: 201**
I-64 MM 38.0 EB & WB
Shelby County
Number of New Spaces: 60
Number of Existing Spaces: 0
Cost Estimate: \$5,990,000
Site Description: Interchange Infield
Proposed Schedule: Beyond 2029

Truck Parking Needs

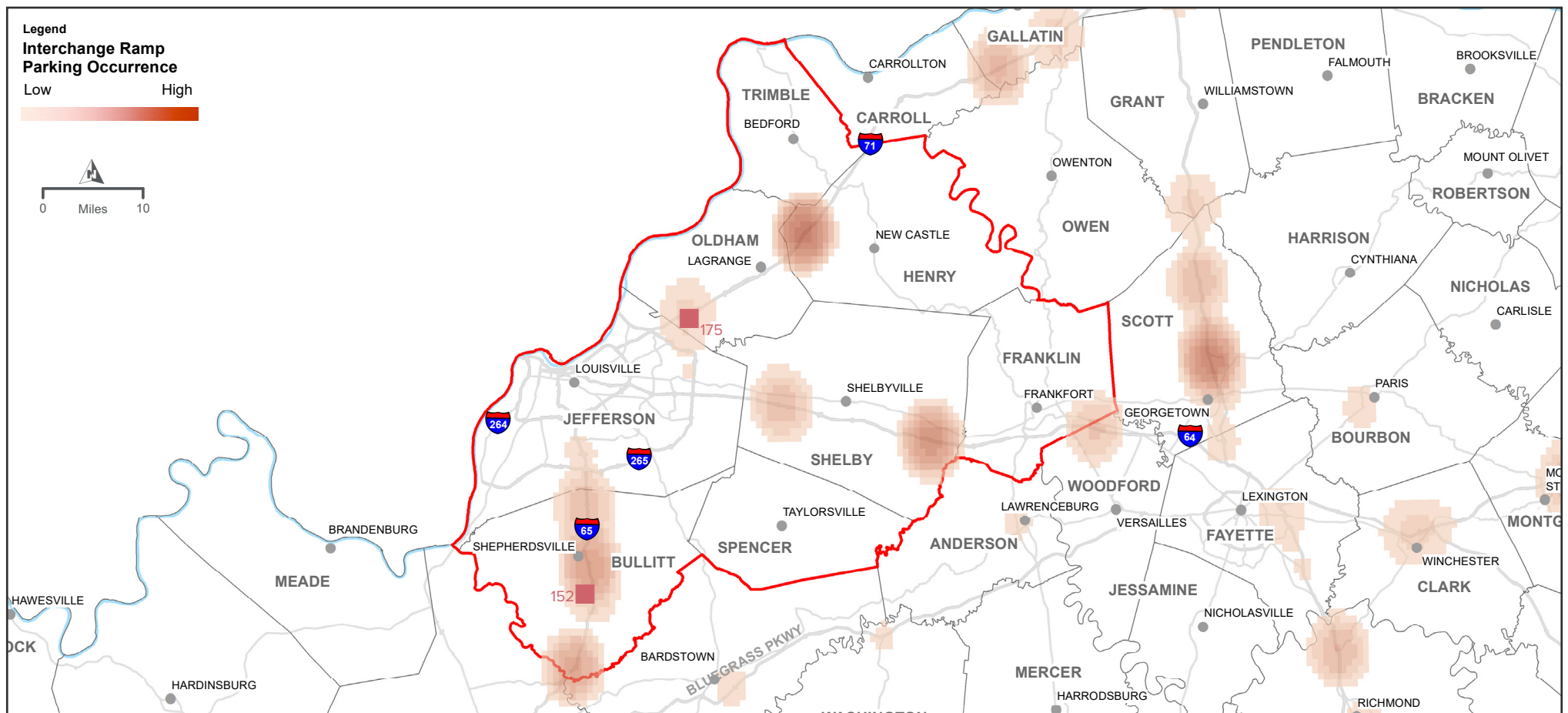
Truck parking needs were prioritized across the state based on unmet demand at a location and/or in an area, the extent of ramp parking, frequency of parked truck crashes, and the number of trucks parked at big box stores. The top truck parking unmet demand in District 5 are shown on **Figure 1**, and information on the areas scoring in the Top 100 statewide are included to the right.

District Need Rank 1	Corridor: I-71 MM: 86 County: Henry	Need Score (Out of 1): 0.75 Statewide Need Rank: 1	District Need Rank 4	Corridor: I-71 MM: 25 County: Oldham	Need Score (Out of 1): 0.58 Statewide Need Rank: 9
District Need Rank 2	Corridor: I-65 MM: 90 County: Bullitt	Need Score (Out of 1): 0.70 Statewide Need Rank: 5	District Need Rank 5	Corridor: I-65 MM: 58 County: Bullitt	Need Score (Out of 1): 0.48 Statewide Need Rank: 11
District Need Rank 3	Corridor: I-71 MM: 60 County: Oldham	Need Score (Out of 1): 0.63 Statewide Need Rank: 7			

Ramp Truck Parking and Safety

The study quantified the extent of ramp truck parking and the negative safety impacts of trucks parking on ramps. The statewide total number of parked truck crashes on or near interstate and parkway ramps was 115 over 5 years. The societal cost of those crashes was nearly \$60 million. **Figure 3** illustrates the average nightly occurrence of truck parking on interchange ramps in and around District 5. A primary desired outcome of the project is to address this safety related issue.

Figure 3. Interchange Ramp Truck Parking (1 AM Nightly Average)



Project Outcomes and Benefits

The ultimate goal of implementing the Action Plan is to eliminate truck parking on Interstate ramps and mainline shoulders and address overcapacity rest areas and weigh stations. These changes will yield many benefits including:

1. improved safety for truck drivers and the traveling public;
2. enhanced security for truck drivers and their cargo;
3. increased trucking efficiency, reliability, and productivity; and
4. reduced congestion, truck vehicle miles traveled, and emissions.

The Kentucky Truck Parking Action Plan recommends the design and construction of two parking area expansions within the next three biennium periods (Site IDs 152 and 175). The site benefits below contain information summarizing the anticipated crashes prevented, annual crash cost savings, and an approximate BCA range for the construction of the two parking area expansions.

SITE BENEFITS

Site ID: 152
I-65 MM 113.3 SB
Bullitt County
Nightly Ramp Parking: 55
Projected Crashes Prevented Annually: 1.7
Annual Crash Cost Savings: \$865,900
BCA Range: 5.1 - 7.1

SITE BENEFITS

Site ID: 175
I-71 MM 54.0 NB
Oldham County
Nightly Ramp Parking: 48
Projected Crashes Prevented Annually: 1.4
Annual Crash Cost Savings: \$713,100
BCA Range: 1.4 - 2.0