STRATEGIC CORRIDOR PLANNING STUDY: I-69 SPUR, I-66/I-65 SPUR, AND THE US 60 CONNECTION

Briefing

September 20, 2011

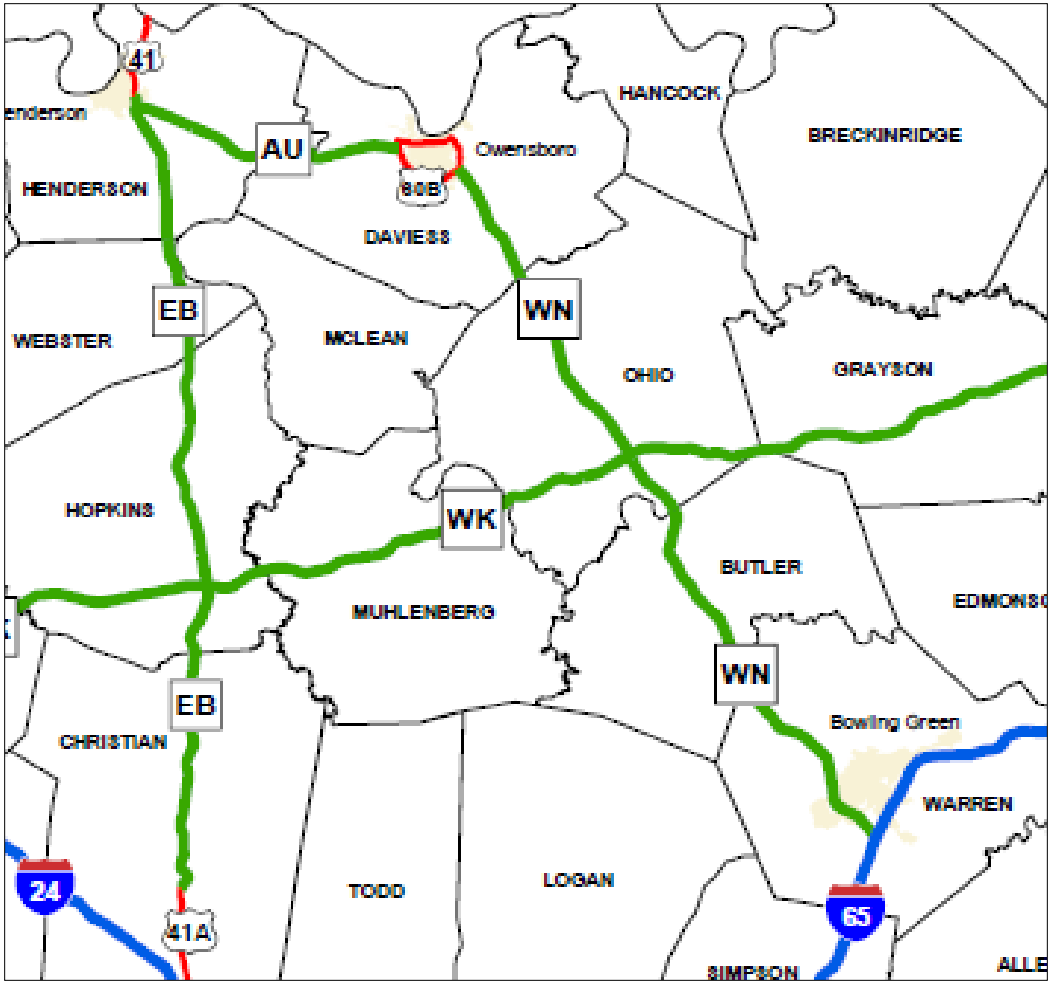
Project Background: I-69

- Existing Corridor from Indianapolis to Port Huron Michigan
- Proposed corridor from Indianapolis, IN to the Lower Rio Grande Valley

Project Background: I-66

- Existing Corridor from Washington, DC to I-81 in Virginia
- Proposed corridor from southeast Missouri to Beckley, West Virginia

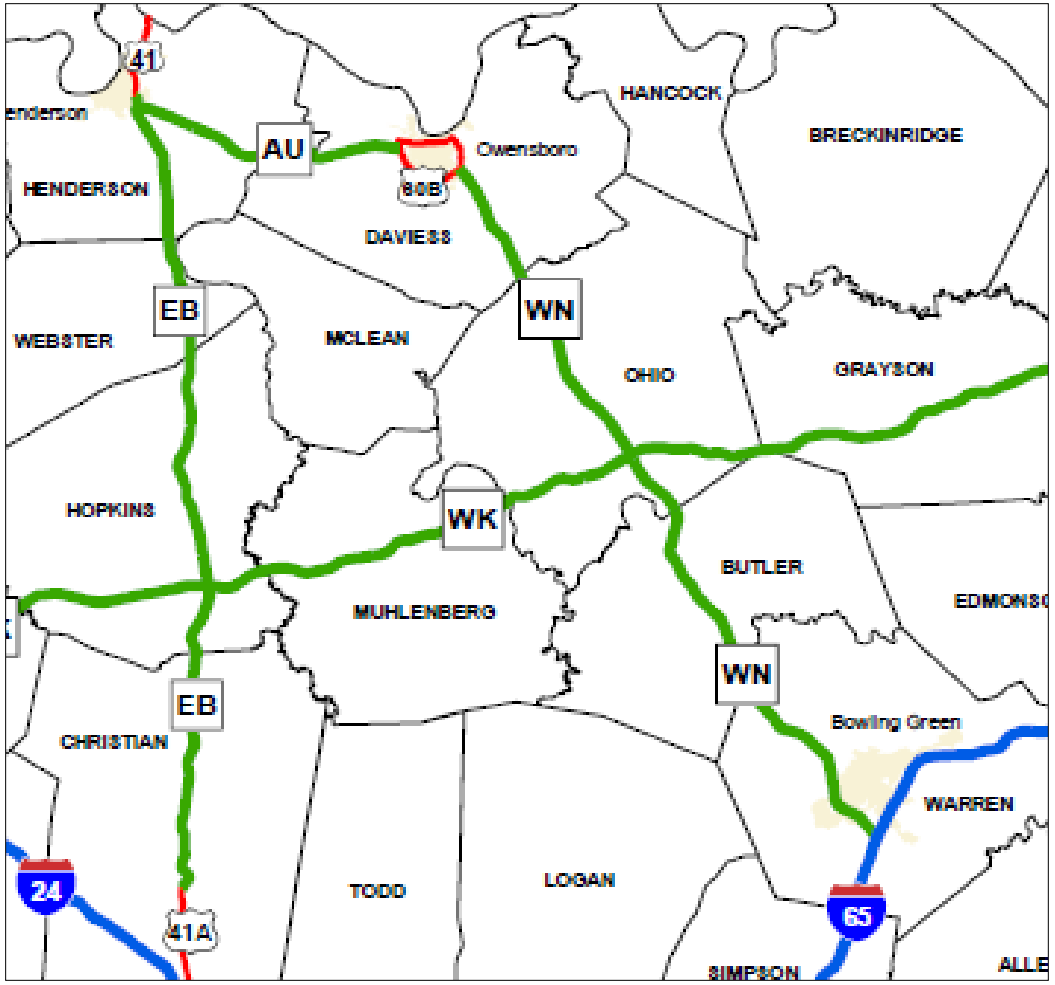
Project Background:
I-69 Spur: Henderson to Owensboro



- Audubon Parkway, from Henderson to Owensboro
- US 60 Bypass (W. H. Ford Expressway)

Project Background:
I-65/I-66 Spur: Bowling Green to Owensboro

- Natcher Parkway, from Bowling Green to Owensboro
- US 60 Bypass (W. H. Ford Expressway)



Strategic Corridor Planning Study: I-69 Spur, I-66/I-65 Spur, and the US 60 Connection

- Study Begins - July 2011
- Assessment of Existing Conditions—Fall, 2011
- Preliminary Recommendations---Early 2012
- Public Meetings—Early Summer, 2012
- Final Report –Early Fall, 2012

Strategic Corridor Planning Study: I-69 Spur, I-66/I-65 Spur, and the US 60 Connection

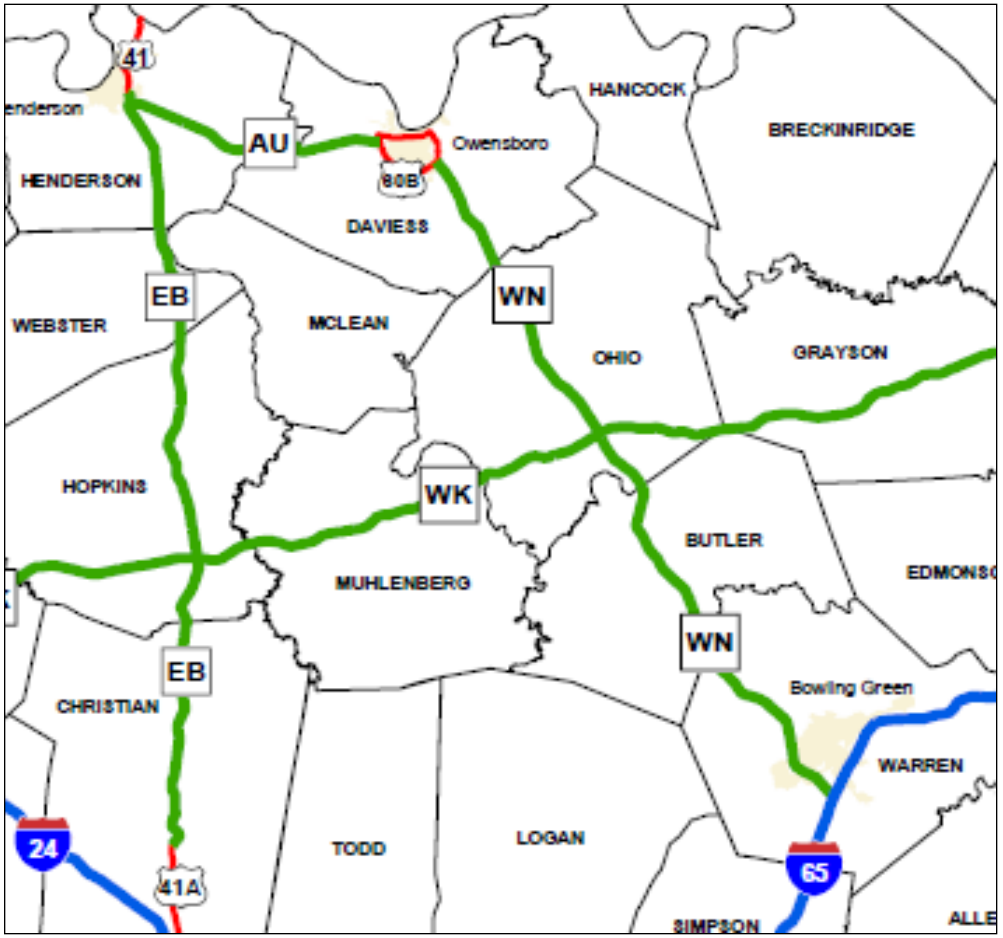
- Scope of Work
  - Inventory existing conditions
  - Define Interstate criteria
  - Determine and evaluate deficiencies
  - Identify options and strategies for needed improvements
  - Develop recommendations and potential cost
  - Document findings

Strategic Planning Study: I-69 Corridor
Overview of Existing Conditions

- Traffic – 2010 Vehicles per day (vpd)
  - Audubon Parkway
    - Ranges from 7,800 vpd to 9,400 vpd
  - US 60 Bypass
    - Ranges from 13,100 vpd to 29,600 vpd
  - Natcher Parkway
    - Ranges from 7,400 vpd to 19,400 vpd

Strategic Planning Study: Overview of Existing Conditions

- Roadway Geometry
  - Lane Widths
  - Shoulder Widths
    - Inside
    - Outside
  - Median Widths
    - Urban
    - Rural



Strategic Planning Study: Overview of Existing Conditions

- Bridges
  - Width
  - Vertical Clearance
  - Bridge Railing

Strategic Planning Study: Overview of Existing Conditions

- Crash History
  - Fatalities
  - Injuries
  - Property Damage Only

Strategic Planning Study: Traffic Forecasts

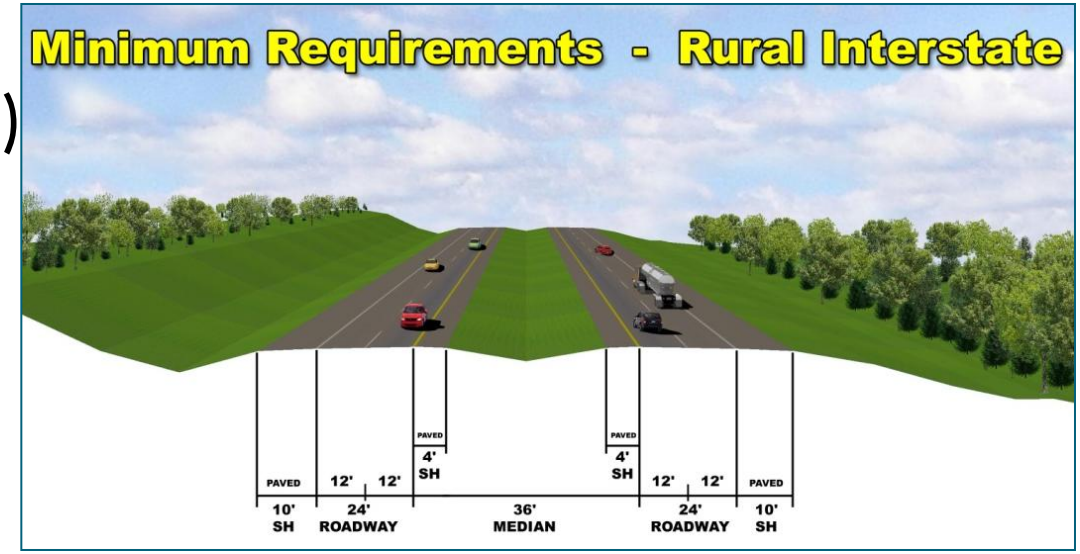
- Traffic – 2040 Vehicles per day (vpd)

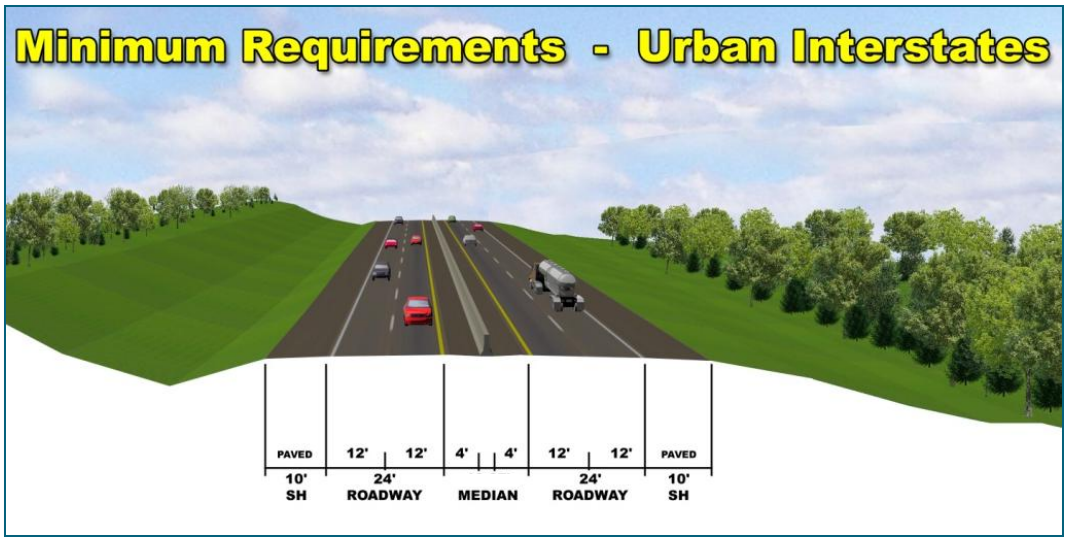
Strategic Planning Study: Interstate Design Standards

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

Strategic Planning Study: Interstate Design Standards

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





Strategic Planning Study: Interstate Design Standards

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

Strategic Planning Study: Interstate Design Standards

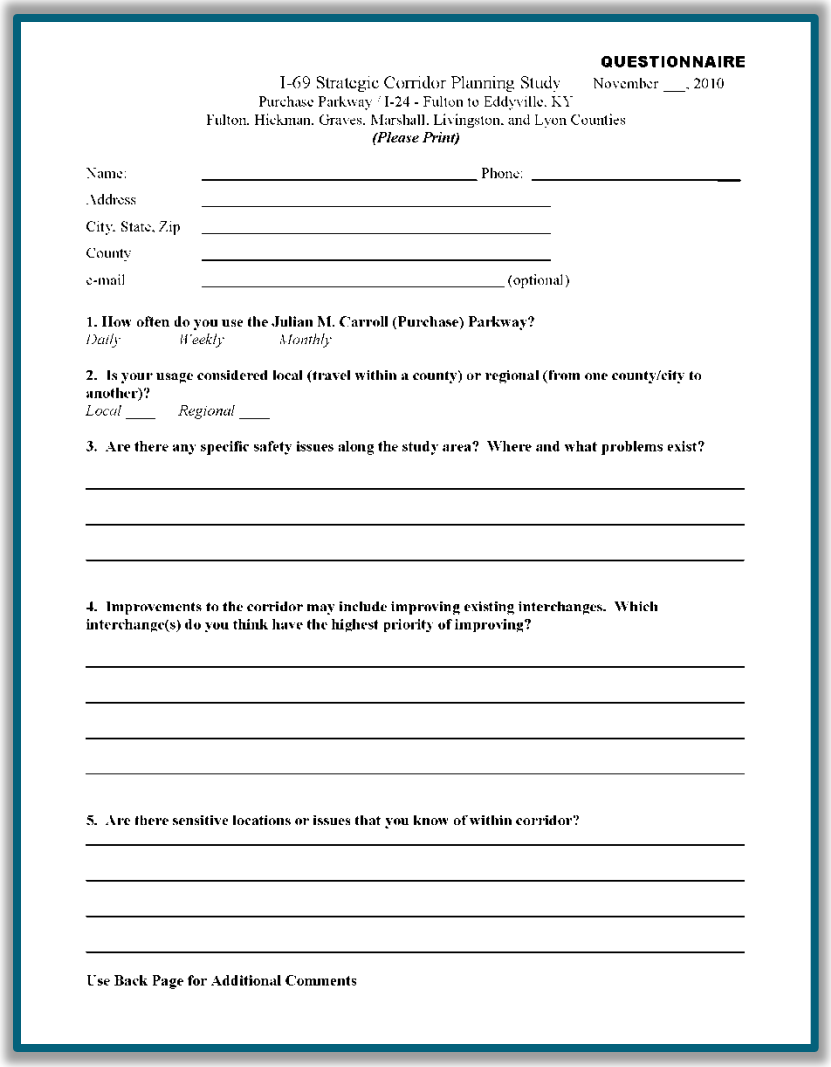
- Bridges
  - All lanes and shoulders at least 16 foot vertical clearance
  - Full paved shoulder width
  - Crashworthy barrier railing
  - Structurally adequate
- Sign Trusses – 17 foot vertical clearance

Strategic Planning Study: Interstate Design Standards

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

Strategic Planning Study: Public Involvement

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



QUESTIONNAIRE

I-69 Strategic Corridor Planning Study November ___, 2010
Purchase Parkway / I-24 - Fulton to Eddyville, KY
Fulton, Hickman, Graves, Marshall, Livingston, and Lyon Counties
(Please Print)

Name: _____ Phone: _____
Address _____
City, State, Zip _____
County _____
e-mail _____ (optional)

1. How often do you use the Julian M. Carroll (Purchase) Parkway?
Daily Weekly Monthly

2. Is your usage considered local (travel within a county) or regional (from one county/city to another)?
Local ____ Regional ____

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

_____
_____
_____

4. Improvements to the corridor may include improving existing interchanges. Which interchange(s) do you think have the highest priority of improving?

_____
_____
_____
_____

5. Are there sensitive locations or issues that you know of within corridor?

_____
_____
_____
_____

Use Back Page for Additional Comments

Questions?

Walter Jeffery Moore, AICP

Division of Planning

Kentucky Transportation Cabinet, District 3

e-mail: Jeff.moore@ky.gov

phone: 270.746.7898