

7-11-2001

UA3/9/2 Warren / Edmonson Counties I-66 Scoping Study

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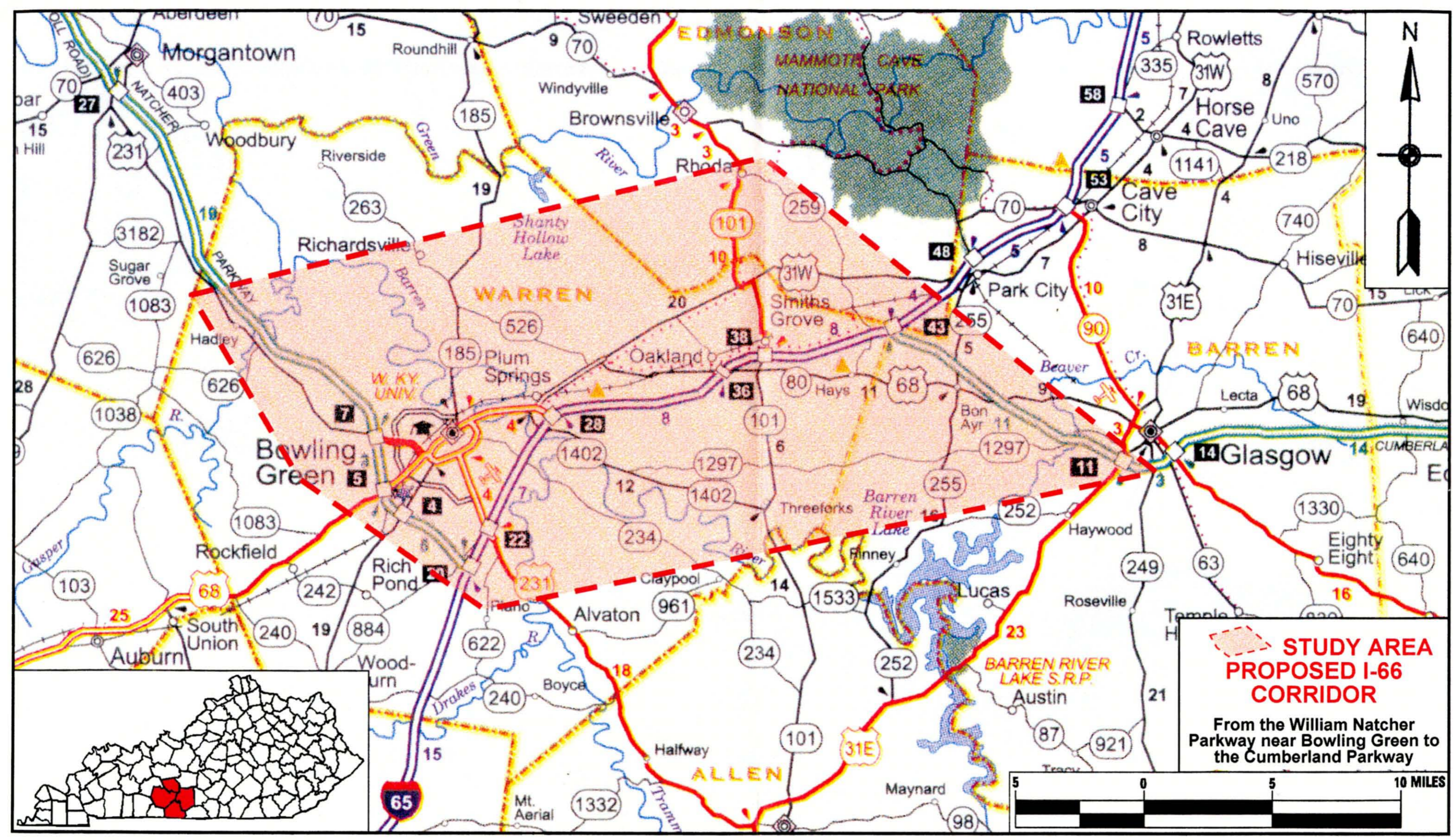
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WARREN/EDMONSON COUNTIES
I-66 SCOPING STUDY
From William Natcher Parkway to I-65/Louie B. Nunn (Cumberland) Parkway
ITEM NO. 03-66.00

LOCAL OFFICIALS MEETING AGENDA at 2:00 P.M.
AND STAKEHOLDERS MEETING AGENDA at 5:00 P.M.
JULY 11, 2001
Barren River Area Development District

1. Welcome and Introductions Jeff Moore
 - a. Purpose of Scoping Study
 - b. Purpose of This Meeting
2. Brief Review of Status of Southern Kentucky I-66 Corridor..... Daryl Greer
3. Process and Schedule David Ripple
 - a. Study Area/Project Termini (see attached Study Area map)
 - b. Process/Schedule (see attached sheet)
4. Study Area Conditions David Ripple
 - a. Traffic Congestion (see attached traffic volumes and congestion maps)
 - b. Accidents (see attached map and table)
 - c. Committed and Planned Improvements (see attached map)
5. Discuss Project Needs
 - a. Review Preliminary Project Goals (attached) David Ripple
 - b. Discussion of Project Goals and Needs Local Officials and Stakeholders
6. Next Steps and Warp-Up Jeff Moore



**STUDY AREA
PROPOSED I-66
CORRIDOR**

From the William Natcher
Parkway near Bowling Green to
the Cumberland Parkway

STUDY PROCESS AND SCHEDULE

WARREN/EDMONSON COUNTIES

I-66 SCOPING STUDY

From William Natcher Parkway to I-65/Louie B. Nunn (Cumberland) Parkway

ITEM NO. 03-66.00

Inventory (June through August of 2001)

- Project Team Meeting (kickoff)
- Inventory Existing Conditions (accidents, traffic volumes)
- Develop Geographic Information System
- Review Previous Studies
- Develop Preliminary Project Goals
- Early Coordination Meetings with Local Officials and Stakeholders
- First Public Advisory Committee Meeting (kickoff on process, issues and needs)
- Complete Draft Project Goals
- Complete Environmental Footprint

Review Project Goals and Environmental Footprint (September of 2001)

- Second Project Team Meeting (review project goals and environmental footprint)
- Early Public Information Meeting Round (review issues, concerns and project goals, and nominate possible corridors)

Identification of Corridors (October and November of 2001)

- Identify and Digitize Corridors
- Complete Regional Traffic Model
- Third Project Team Meeting (review of conceptual corridors)
- Complete Traffic Forecasts for Existing Roadway Network with Committed Improvements
- Identify Future Deficiencies
- Identify Geo-technical Conditions for Corridors
- Contact Environmental Resource Agencies
- Complete Limited Field Surveys

Refinement of Corridors (December of 2001)

- Second Public Advisory Committee Meeting (review corridors)
- Refine Corridors and Roadway Design Standards
- Complete Preliminary Cost Estimate
- Complete Transportation Analysis of Corridors
- Report Geo-technical Concerns
- Environmental Footprint Summary

Evaluation of Corridors (January of 2002)

- Fourth Project Team Meeting (review preliminary corridors, traffic forecasts, environmental concerns and agency costs)
- Resource Agency Review Meeting
- Recommend Geotechnical Avoidance Actions
- Initial (Preliminary) Evaluation of Corridors (relative to project goals, transportation system performance, agency costs and environmental issues)

Review Initial (Preliminary) Evaluation of Corridors (February through April of 2002)

- Fifth Project Team Meeting (review initial evaluation of corridors)
- Third Public Advisory Committee Meeting (review initial evaluation of corridors)
- Second Public Information Meeting Round (review initial evaluation of corridors)
- Highway Plan Development
- Corridor Documentation

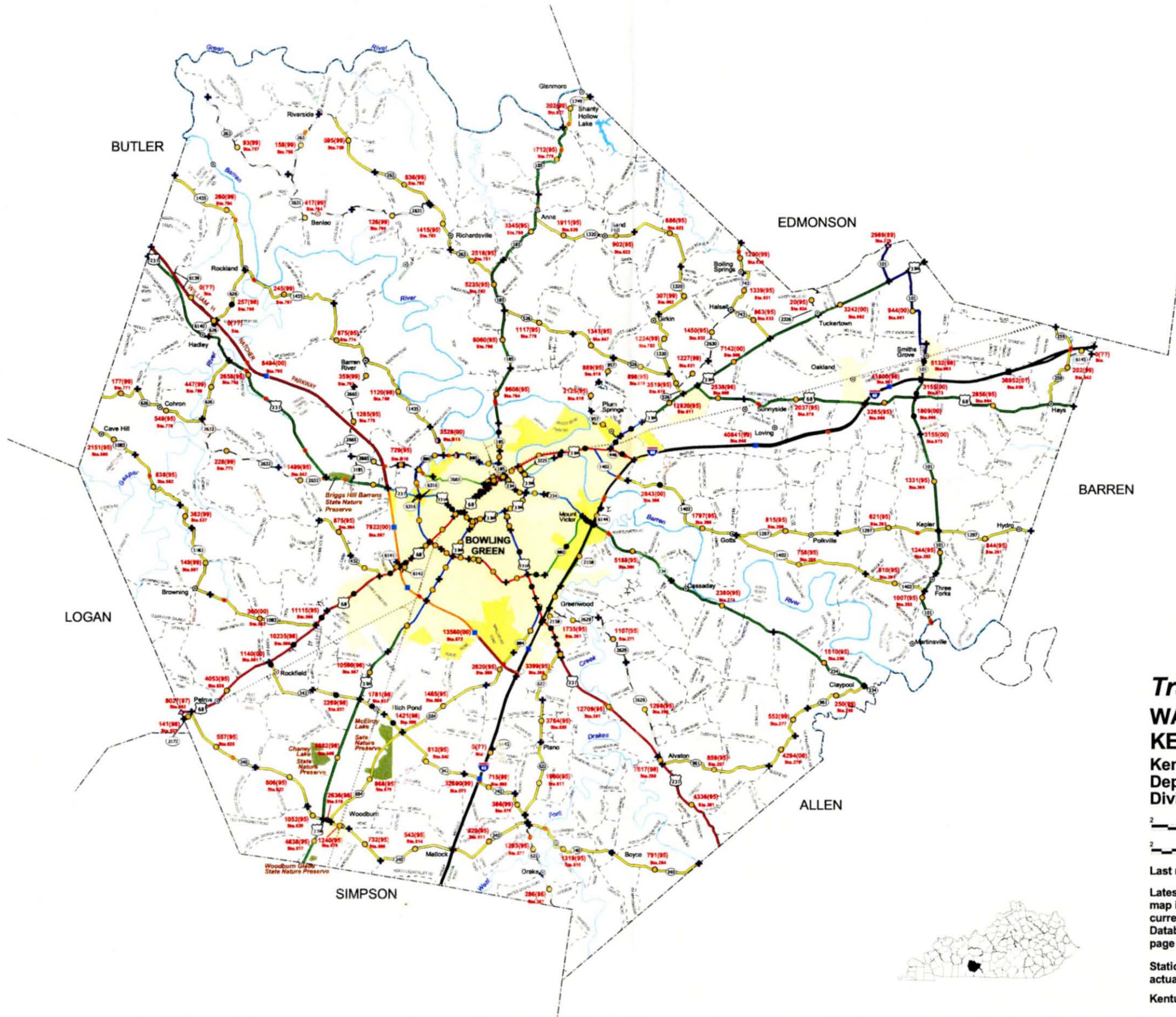
Final Evaluation of Corridor (May and June of 2002)

- Consultant Recommends Corridor(s) incorporating public and resource agency input
- Sixth Project Team Meeting (review consultant recommendations)
- Fourth Public Advisory Committee Meeting ((review consultant recommendations)
- Seventh Project Team/Interdepartmental Team Meeting (recommended course of action)

Documentation (April through October of 2002)

- Draft and Final Geo-technical Overview
- Draft and Final Environmental Overview
- Draft and Final Study Report
- KYTC Review of Drafts

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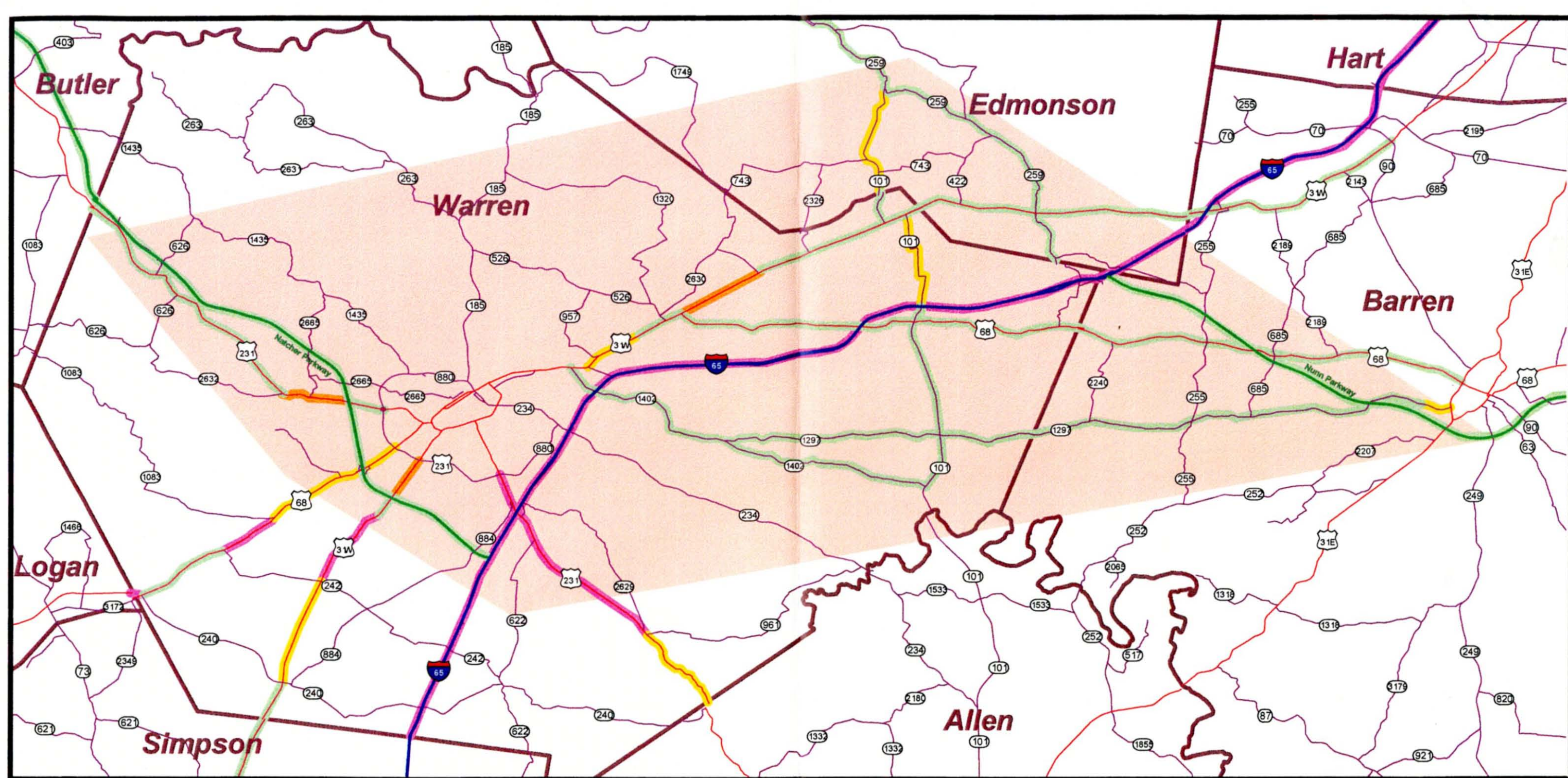
- Count Stations**
- ATR
 - HPMS
 - Index Station
 - Interstate/Toll Road
 - Local HPMS
 - Full Coverage
 - Rest Area
 - Urban Minor
 - Adjacent County
 - Traffic Section Terminus
- 999 (99) Count (Collection Year)
Sta. 999 Station ID
- Functional Classification**
- Rural Interstate
 - Rural Principal Arterial
 - Rural Minor Arterial
 - Rural Major Collector
 - Rural Minor Collector
 - Rural Local
 - Urban Interstate
 - Urban Freeways & Expressways
 - Urban Principal Arterial
 - Urban Minor Arterial Street
 - Urban Collector Street
 - Urban Local
- Local Road System**
- Unspecified or Forest Service
 - Unimproved
 - Crushed Stone or Gravel
 - Intermediate Paved
 - High Type Paved
- Other Features**
- Stream
 - Railroad
 - Bridge
 - City/Town
 - Incorporated Area Boundary
 - Urban Area Boundary
 - Lake
 - Wildlife Management Area
 - State Park
 - Nature Preserve
 - National Forest
 - State Forest
 - Army

Traffic Station Counts
WARREN COUNTY
KENTUCKY
Kentucky Transportation Cabinet
Department of Highways
Division of Planning

2 0 2 4 6 8 Miles
2 0 2 4 6 8 10 12 Kilometers

Last map revision: April 2001
Latest traffic count date for each station is indicated on the map in parentheses after the actual traffic count. For the most current traffic count information, please refer to the Counts Database Program (CTS) found on the Division of Planning web page at www.kytc.state.ky.us/planning/cts/cts.htm

Station locations are plotted at segment midpoints where actual milepoints have not been verified in the field.
Kentucky State Plane Coordinate System (NAD-83)



- Interstate Highway
- Parkway
- US Highway
- State Highway

- County Boundary
- Study Area

- LOS C or better *desirable*
- LOS D *needs work*
- LOS E *maximum service*
- LOS F *failure*

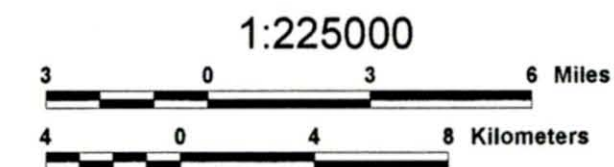


Figure #: Year 2025 Level-of-Service without Committed Roadway Improvements

Table: Existing and Future Traffic Volumes and Level-of Service

Route	Begin MP	End MP	Segment	Functional Class (a)	Number of Lanes	Existing Capacity (LOS E)	2000 ADT	Existing V/SF Ratio	Existing LOS (b)	2025 ADT (c)	Future V/SF Ratio	Future LOS (b)
I-65	13.711	20.539	Simpson Co. Line to Natcher Pkwy	1	4	2,985	36,800	0.758	D	87,000	1.792	F
	20.539	22.349	Natcher Pkwy to US 231	11	4	3,880	44,800	0.696	C	93,800	1.458	F
	22.349	28.006	US 231 to KY 446	11	4	3,863	44,500	0.695	C	93,200	1.455	F
	28.006	35.562	KY 446 to US 68	1	4	2,943	42,400	0.886	E	100,200	2.093	F
	35.562	37.511	US 68 to KY 101	1	4	2,943	44,500	0.930	E	105,200	2.198	F
	37.551	43.135	KY 101 to Louie B. Nunn Pkwy	1	4	2,943	36,500	0.762	D	86,300	1.803	F
	43.135	47.696	Nunn Pkwy to KY 255	1	4	2,550	29,800	0.718	D	70,400	1.697	F
	47.696	52.523	KY 255 to KY 70	1	4	2,550	30,700	0.740	D	72,600	1.750	F
52.523	53.956	KY 70 to Hart Co. Line	1	4	2,550	32,200	0.776	D	76,100	1.835	F	
Natcher Pkwy	0.000	3.576	I-65 to US 31W	12	4	3,265	13,600	0.263	A	26,800	0.518	C
	3.576	4.969	US 31W to US 68	12	4	3,991	13,800	0.218	A	27,200	0.430	B
	4.969	7.422	US 68 to US 231	12	4	3,991	7,820	0.124	A	15,400	0.244	A
	7.422	26.419	US 231 to KY 79	2	4	3,603	8,490	0.148	A	18,900	0.329	B
Nunn Pkwy	0.000	11.445	I-65 to US 31E	12	4	3,603	6,920	0.121	A	13,600	0.238	A
	11.445	13.990	US 31E to KY 90	2	4	3,265	8,670	0.166	A	19,300	0.371	B
US 31W	0.000	1.464	Simpson Co. Line to KY 240	7	2	1,837	5,420	0.339	A	8,900	0.557	C
	1.464	5.283	KY 240 to KY 242	7	2	1,837	8,230	0.515	B	13,500	0.845	D
	5.283	8.788	KY 242 to Memphis Junction Road	7	2	1,349	10,700	0.912	E	17,600	1.500	F
	8.788	8.986	Memphis Junc. Rd. to Natcher Pkwy	16	4	3,352	11,600	0.201	A	16,800	0.291	B
	8.986	10.567	Natcher Pkwy to KY 880	16	4	1,500	17,300	0.671	C	25,100	0.973	E
	17.488	18.866	KY 446 to Jackson Grove Church Rd	16	4	2,461	22,500	0.532	C	32,600	0.770	D
	18.866	20.905	Jackson Church Grove Rd. to US 68	7	4	2,649	12,200	0.318	A	20,000	0.521	B
	20.905	23.538	US 68 to KY 743	7	2	1,361	7,140	0.603	C	11,700	0.989	E
	23.538	27.869	KY 743 to KY 101	7	2	1,346	3,240	0.277	A	5,300	0.453	B
	27.869	29.114	KY 101 to Edmonson Co. Line	7	2	1,376	3,240	0.271	A	5,300	0.443	B
	0.000	3.565	Warren Co. Line to KY 259	7	2	1,361	1,790	0.151	A	2,900	0.245	A
	3.565	7.996	KY 259 to Barren Co. Line	7	2	1,332	1,950	0.168	A	3,200	0.276	A
	0.000	0.894	Edmonson Co. Line to KY 255	7	2	1,797	2,100	0.134	A	3,400	0.218	A
0.894	6.823	KY 255 to KY 90	7	2	1,817	3,130	0.198	A	5,100	0.323	A	
US 68/KY 80	0.000	0.319	Logan Co. Line to KY 240	2	2	1,509	8,580	0.625	C	19,100	1.392	F
	0.319	3.201	KY 240 to KY 242	2	2	1,608	4,560	0.312	B	10,100	0.691	C
	3.201	5.021	KY 242 to KY 1083	2	2	1,608	9,870	0.675	C	22,000	1.505	F
	5.021	7.514	KY 1083 to KY 432	2	4	2,526	14,400	0.357	B	32,000	0.794	D
	7.514	8.196	KY 432 to Natcher Pkwy	14	4	2,526	20,600	0.500	B	31,800	0.772	D
	8.196	9.407	Natcher Pkwy to KY 880	14	4	3,000	26,400	0.540	C	40,700	0.832	D
	13.060	14.635	US 31W to Sunnyside Road	7	2	1,754	2,820	0.185	A	4,600	0.302	A
	14.635	18.452	Sunnyside Rd. to I-65.	7	2	1,412	2,150	0.175	A	3,500	0.285	A
	18.452	20.059	I-65 to KY 101	7	2	1,461	3,090	0.243	A	5,100	0.401	B
	20.059	25.027	KY 101 to Barren Co. Line	7	2	1,445	2,810	0.224	A	4,600	0.366	B
	0.000	6.026	Warren Co. Line to KY 685	7	2	1,397	2,980	0.245	A	4,900	0.403	B
	6.026	11.710	KY 685 to US 31E	7	2	3,338	10,200	0.351	B	16,700	0.575	C
US 231	0.000	3.236	Allen Co. Line to KY 961	2	2	1,546	4,710	0.335	B	10,500	0.747	D
	3.236	3.500	KY 961 to KY 2629	2	2	1,546	7,880	0.561	C	17,500	1.245	F
	3.500	7.988	KY 2629 to KY 622	2	2	1,310	24,400	2.049	F	54,300	4.560	F
	7.988	9.106	KY 622 to I-65	14	4	2,220	26,400	0.730	D	40,700	1.125	F
	9.106	10.601	I-65 to KY 880	14	4	2,732	39,600	0.889	E	61,100	1.372	F
	15.510	16.445	KY 880 to Natcher Pkwy	16	4	3,352	10,100	0.175	A	14,700	0.255	A
	16.445	18.406	Natcher Pkwy to KY 2632	7	2	1,445	5,920	0.471	B	9,700	0.772	D
	18.406	27.581	KY 2632 to Butler Co. Line	7	2	1,445	2,350	0.187	A	3,900	0.310	A

Table (continued): Existing and Future Traffic Volumes and Level-of Service

Route	Begin MP	End MP	Segment	Functional Class (a)	Number of Lanes	Existing Capacity (LOS E)	2000 ADT	Existing V/SF Ratio	Existing LOS (b)	2025 ADT (c)	Future V/SF Ratio	Future LOS (b)
KY 101	0.000	3.082	Allen Co. Line to KY 1297	7	2	1,531	1,240	0.093	A	2,000	0.150	A
	3.082	7.277	KY 1297 to US 68	7	2	1,421	1,810	0.146	A	3,000	0.243	A
	7.277	7.865	US 68 to I-65	7	2	1,503	3,160	0.242	A	5,200	0.398	B
	7.865	11.641	I-65 to US 31W	6	2	1,412	5,010	0.408	B	8,700	0.709	D
	11.641	12.850	US 31 W to Edmonson Co. Line	6	2	1,616	3,290	0.234	A	5,700	0.406	B
	0.000	4.131	Edmonson Co. Line to KY 259	6	2	1,381	5,340	0.445	B	9,300	0.774	D
KY 255	0.000	6.320	KY 252 to US 68	8	2	1,421	556	0.045	A	800	0.065	A
	6.320	11.767	US 68 to US 31W	8	2	1,460	717	0.056	A	1,000	0.079	A
	11.767	12.227	US 31W to I-65	7	2	1,460	2,010	0.158	A	3,300	0.260	A
	12.227	13.486	I-65 to Edmonson Co. Line	7	2	1,460	1,400	0.110	A	2,300	0.181	A
	0.000	n/a	Barren Co. Line to KY 70	8	2	1,460	1,400	0.110	A	1,900	0.150	A
KY 259	0.000	3.087	US 68 to Edmonson Co. Line	8	2	1,381	204	0.017	A	300	0.025	A
	0.000	2.083	Warren Co. Line to US 31W	8	2	1,381	1,090	0.091	A	1,500	0.125	A
	2.083	9.242	US 31W to KY 101	8	2	1,381	1,480	0.123	A	2,000	0.167	A
	9.242	12.096	KY 101 to KY 70	6	2	1,381	4,710	0.392	B	8,200	0.683	C
KY 1297	0.000	6.345	KY 1402 to KY 101	8	2	1,381	839	0.070	A	1,100	0.092	A
	6.345	9.264	KY 101 to Barren Co. Line	8	2	1,381	857	0.071	A	1,200	0.100	A
	0.000	4.823	Warren Co. Line to KY 255	8	2	1,381	1,140	0.095	A	1,600	0.133	A
	4.823	6.585	KY 255 to KY 685	8	2	1,381	1,090	0.091	A	1,500	0.125	A
	6.585	12.799	KY 685 to US 31E	8	2	1,381	6,800	0.566	C	9,300	0.774	D
KY 1402	0.000	1.514	US 31 W to I-65	16	2	1,381	3,870	0.286	A	5,600	0.414	B
	1.514	6.094	I-65 to KY 1297	8	2	1,381	2,840	0.236	A	3,900	0.325	B
	6.094	11.913	KY 1297 to KY 101	8	2	1,381	880	0.073	A	1,200	0.100	A

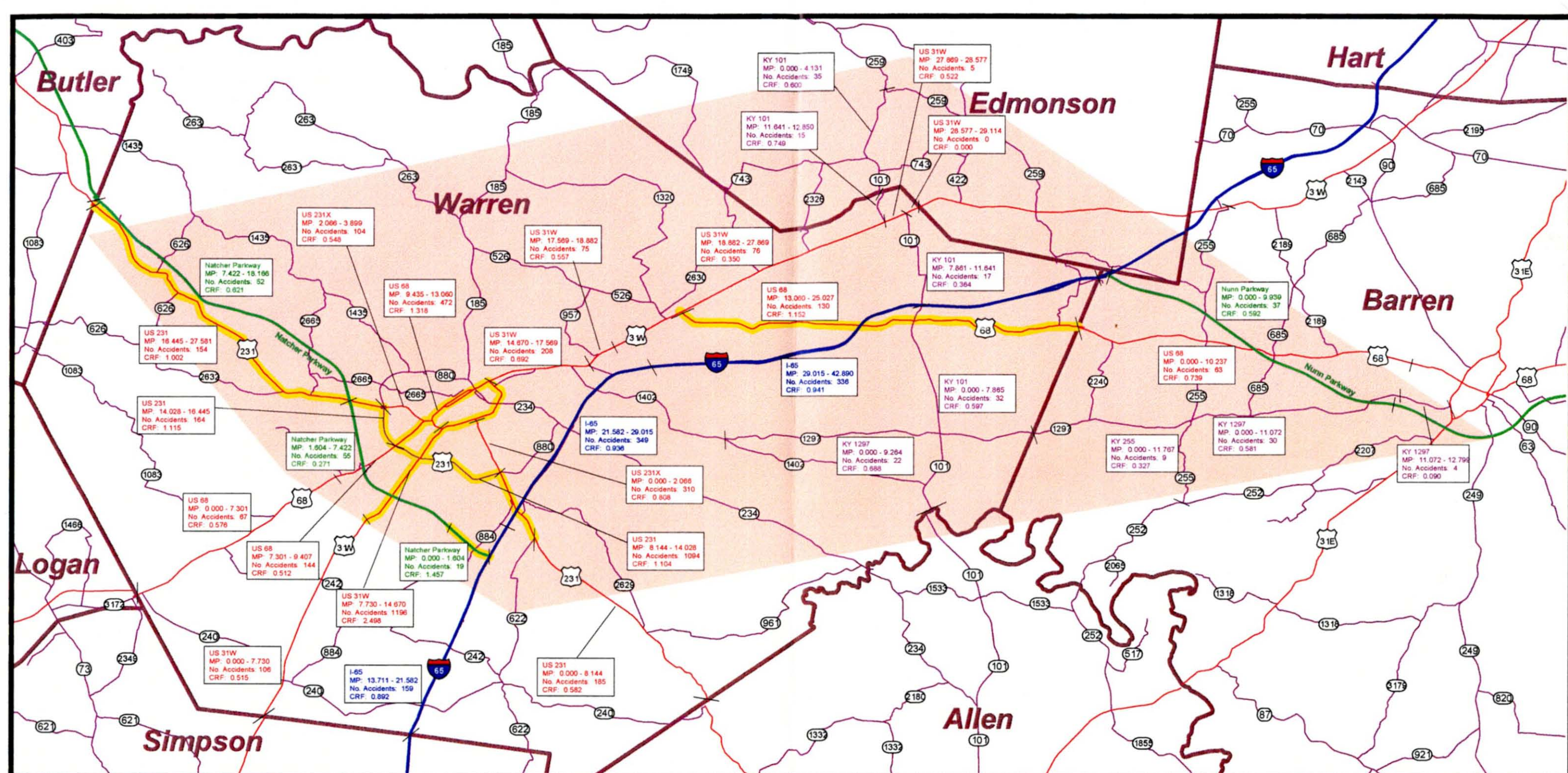
Notes: (a) Functional Class	(c) Assumed Annual Compound Growth Rate	25-Year Multiplier	K-factor	D-factor
1 = rural interstate	3.50%	2.36	10.6%	58%
2 = rural principal arterial	3.25%	2.22	11.0%	57%
6 = rural minor arterial	2.25%	1.74	11.5%	55%
7 = rural major collector	2.00%	1.64	11.5%	60%
8 = rural minor collector	1.25%	1.36	11.5%	60%
11 = urban interstate	3.00%	2.09	10.4%	58%
12 = urban other freeway	2.75%	1.97	10.7%	59%
14 = urban principal arterial	1.75%	1.54	10.4%	59%
16 = urban minor arterial	1.50%	1.45	10.2%	57%
17 = urban collector	1.00%	1.28	12.7%	56%

Source: KYTC Year 2000 Highway Performance Monitoring System Traffic Factors (June 1, 2001)

(b) Level-of-Service versus V/SF ratio

LOS	rural V/SF ratio					urban V/SF ratio			
	(1) freeway	(2) principal arterial	(6) minor arterial	(7) major collector	(8) minor collector	(11 & 12) freeway	(14) principal arterial	(16) minor arterial	(17) collector
A	0.295	0.301	0.303	0.371	0.371	0.295	0.293	0.289	0.275
B	0.473	0.507	0.507	0.528	0.528	0.473	0.496	0.492	0.471
C	0.704	0.705	0.704	0.730	0.730	0.704	0.699	0.695	0.667
D	0.887	0.842	0.838	0.854	0.854	0.887	0.835	0.835	0.814
E	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
F	>1.000	>1.000	>1.000	>1.000	>1.000	>1.000	>1.000	>1.000	>1.000

Source: Bernardin-Lochmueller & Associates from *Highway Capacity Manual* (1994)



- Interstate Highway
- Parkway
- US Highway
- State Highway

- County Boundary
- Study Area
- CRF >= 1.0

Critical Rate Factors

Route
 MP: Begin Milepoint - End Milepoint
 No. Accidents: Number of Total Accidents
 CRF: Critical Rate Factor

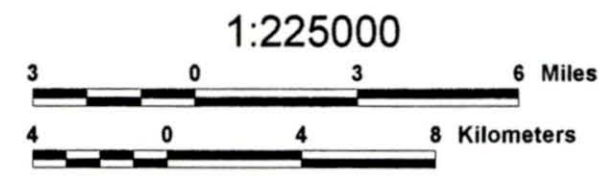


Figure ##: Critical Rate Factors

Composite of Roadway Segments with Critical Rate Factors Exceeding 1.00 and Roadways with Over 100 Accidents Between 1997-1999

Table 1: Accident Severity by Route

ROUTE DESCRIPTION					ACCIDENTS			
ROUTE NO.	FROM	TO	LENGTH (MILES)	AADT (VPD)	FATAL	INJURY	PDO	TOTAL
WN 9007 ¹	I-65 Overpass	Elrod Rd. Underpass	1.604	5830	0	7	12	19
US 31 W	Mitch McConnell Way	US 68/KY 80	6.940	16800	1	351	844	1196
US 68	US 231 (Campbell Ln.)	US 31 W (at First Ave.)	3.625	14540	0	121	351	472
US 68	US 31W (at First Ave.)	Warren/Barren County Line	11.967	2680	2	49	79	130
US 231	0.16 mi. N of KY 622	US 68 (Russellville Rd.)	5.884	26180	2	308	784	1094
US 231	US 68 (Russellville Rd.)	William Natcher Pkwy Bridge	2.417	13450	0	45	119	164
US 231	William Natcher Pkwy Bridge	Warren/Butler County Line	11.136	4050	0	69	85	154
US 231X ²	KY 880--US 231	KY 880--US 231	3.899	19800	0	114	300	414
I-65 ²	Simpson/Warren County Line	Warren/Barren County Line	29.179	37920	8	213	623	844

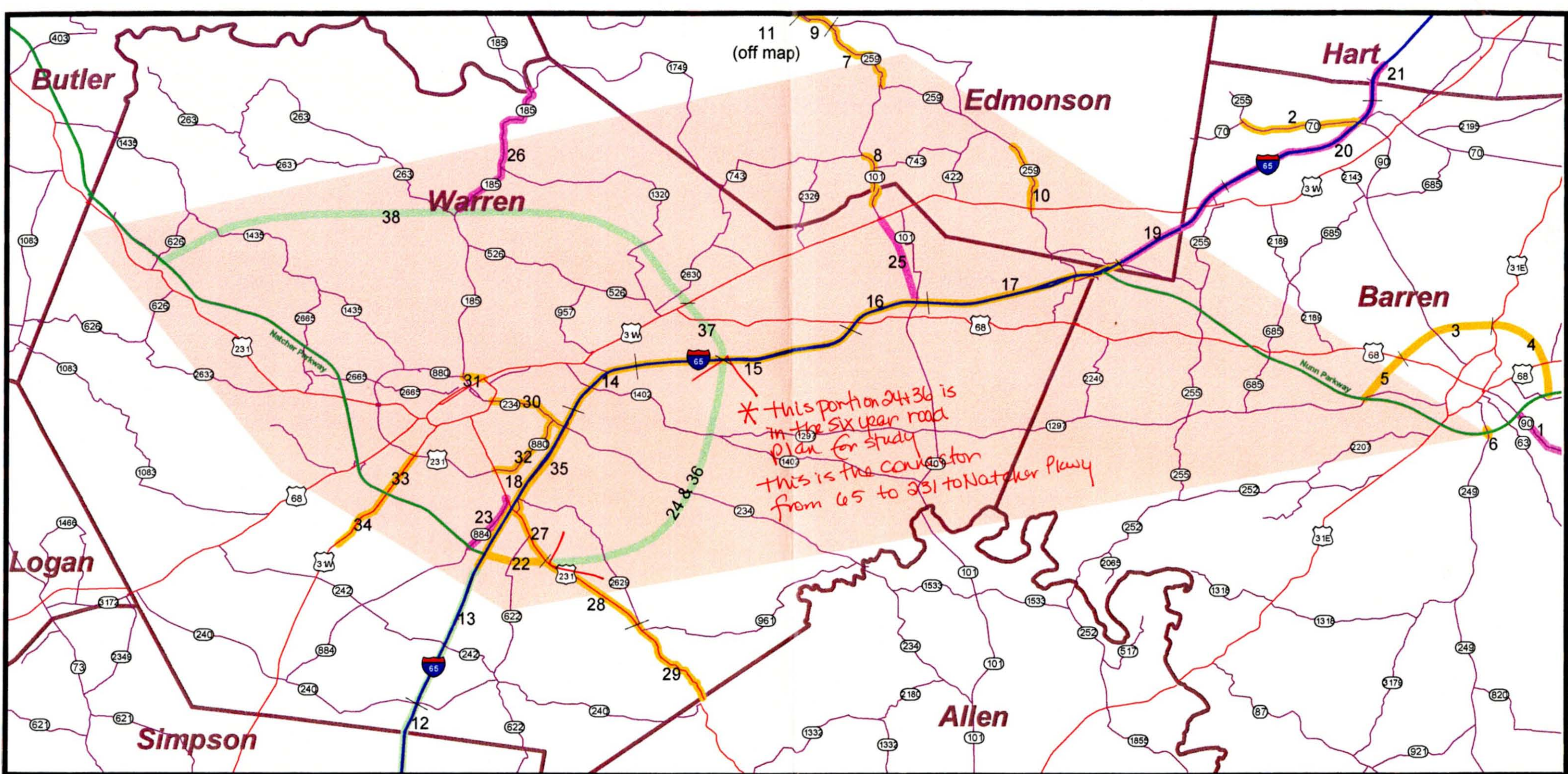
Table 2: Critical Rate Factors

ROUTE DESCRIPTION				RATES PER 100M VMT				TOTALS		
ROUTE NO.	FROM	TO	HMVM	FUNCT. CLASS RATE	FATAL	INJURY	PDO	TOTAL ACC. RATE	RC	CRITICAL RATE FACTOR
WN 9007 ¹	I-65 Overpass	Elrod Rd. Underpass	0.10	60	0	68	117	186	127	1.457
US 31 W	Mitch McConnell Way	US 68/KY 80	1.28	333	0.78	274.93	661.09	937	375	2.498
US 68	US 231 (Campbell Ln.)	US 31 W (at First Ave.)	0.58	541	0.00	209.65	608.16	818	621	1.317
US 68	US 31 W (at First Ave.)	Warren/Barren County Line	0.35	252	5.70	139.53	224.95	370	323	1.148
US 231	0.16 mi. N of KY 622	US 68 (Russellville Rd.)	1.69	541	1	183	465	649	588	1.104
US 231	US 68 (Russellville Rd.)	William Natcher Pkwy Bridge	0.36	333	0	126	334	461	413	1.115
US 231	William Natcher Pkwy Bridge	Warren/Barren County Line	0.49	252	0	140	172	312	311	1.002

Source: The Kentucky Transportation Cabinet Highway Information System (HIS) for calendar years 1997-1999

1. William Natcher Parkway

2. Although these roadway segments did not have Critical Rate Factors that exceeded 1.00, more than 100 accidents occurred on each of these two roadways (US 231X and I-65) between calendar years 1997-1999.



* this portion 24+36 is in the six year road plan for study this is the connection from 65 to 231 to Natcher Parkway

- Interstate Highway
- Parkway
- US Highway
- State Highway
- County Boundary
- Study Area

- Projects in Planning *long range - to 2018*
- Pre-Construction Projects *projects in 6 year plan*
- Construction Projects *projects funded*

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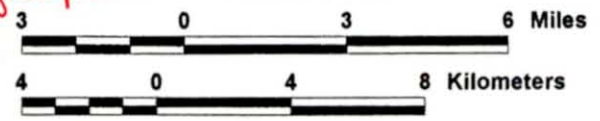


Figure #: Major Highway Improvements

Table 1 provides an overview of planned, pre-construction and construction “major capital” improvements from the short and long-range transportation plans that will have a potential effect upon the I-66 Study Corridor and I-66 Study Area. Figure 1 displays these projects graphically. Only “major capital” improvements expanding the capacity of the existing roadway network are listed. These include major roadway widenings, new or relocated roadways, and new or expanded interchanges.

Table 1: Future Transportation Projects within the I-66 Study Area
(capacity expansion projects only)

County (map key #)	Facility	Description of Project	Source of Project
(1) Barren	KY 90	Reconstruct E of Glasgow from the Cumberland Pkwy to the Metcalfe Co. Line (Item # 03-108.00)	2000 Six Year Highway Plan for design in 2001 and right-of-way and utility relocation in 2003
(2) Barren/ Edmonson	KY 70	Reconstruct KY 70 from I-65 at Cave City to the park entrance at Chaumont (Item # 03-185.01)	2000 Six Year Highway Plan for construction in 2004
(3) Barren	New route	Glasgow outer loop from US 68 W near Donnelly Rd. to US 31 E N of Glasgow (Item 3 03-192.20)	2000 Six Year Highway Plan for construction in 2001
(4) Barren	New route	Glasgow outer loop from US 31E to the Cumberland Pkwy E of Glasgow (Item # 03-192.01)	2000 Six Year Highway Plan for right-of-way in 2002, utility relocation in 2004, and construction in 2005 and 2006
(5) Barren	New route	Construct outer loop around Glasgow from US 68, W of Glasgow, to the Cumberland Pkwy, including an interchange at the Cumberland Pkwy (Item # 03-7000.00)	2000 Six Year Highway Plan for right-of-way in 2001, utility relocation in 2002 and construction in 2006
(6) Barren	Cumberland Parkway (KY 9008)	Cumberland Pkwy: new interchange at KY 249 near Glasgow	1999 Statewide Trans. Plan (FY 1999-2018)
(7) Edmonson	KY 101	Reconstruct KY 101 from Brownsville to 0.8 mi. south of Rhoda (Item # 03-139.01)	2000 Six Year Highway Plan for construction in 2000
(8) Edmonson	KY 101	Spot improvement through the Knobs south of Chalybeate (Item # 03-140.00)	2000 Six Year Highway Plan for right-of-way and utility relocation in 2002 and construction in 2003
(9) Edmonson	KY 70	Reconstruct KY 70/KY 259 from S of the KY 70 junction to Brownsville (Item # 03-141.00)	2000 Six Year Highway Plan for right-of-way and utility relocation in 2001 and construction in 2002
(10) Edmonson	KY 259	Reconstruct through the Knobs area, beginning 0.4 mi. N of US 31 W (Item # 03-7010.00)	2000 Six Year Highway Plan for design in 2002, right-of-way and utility relocation in 2003, and construction in 2004
(11) Edmonson	KY 259	Spot improvements to KY 70/259 from Brownsville to Leitchfield (Item # 03-7010.00)	2000 Six Year Highway Plan for design in 2002, right-of-way and utility relocation in 2004, and construction in 2005
(12) Warren/ Simpson	I-65	Major widening for 2 additional lanes from KY 585 to KY 240; includes new interchange at either KY 585 or KY 1171	1999 Statewide Trans. Plan (FY 1999-2018)

Table 1 (continued): Future Transportation Projects within the I-66 Study Area
(capacity expansion projects only)

County (map key #)	Facility	Description of Project	Source of Project
(13) Warren	I-65	Major widening for 2 additional lanes from KY 240 to the William Natcher Pkwy; includes reconstruction of parkway interchange	1999 Statewide Trans. Plan (FY 1999-2018)
(14) Warren	I-65	Major widening to 6 lanes from south of the Barren River Bridges to 0.4 mi N of Bristow Rd. (Item # 03-5.00 and 5.01)	2000 Six Year Highway Plan for construction in 2000
(15) Warren	I-65	Major widening to 6 lanes from 0.4 mi N of Bristow Rd. to 0.3 mi S of US 68/KY 80 i-chng (Item # 03-6.00)	2000 Six Year Highway Plan for construction in 2002 and 2003
(16) Warren	I-65	Major widening to 6 lanes from 0.3 mi S of US 68/KY 80 i-chng to 0.2 mi N of Smiths Grove Rd. (Item # 03-7.00)	2000 Six Year Highway Plan for construction in 2001
(17) Warren/ Edmonson	I-65	Major widening to 6 lanes from 0.2 mi N of Smiths Grove Rd. to KY 1339 (Item # 03-701.00)	2000 Six Year Highway Plan for construction in 2001
(18) Warren	I-65	Major widening to 6 lanes from Sims Road to south of the Barren River Bridges (Item # 03-9.00 and 9.01)	2000 Six Year Highway Plan for construction in 2003
(19) Edmonson/ Barren	I-65	Major widening to 6 lanes from KY 1339 to 0.6 mi N of the KY 255 i-chng (Item # 03-12.00)	2000 Six Year Highway Plan for right-of-way and utility relocation in 2002
(20) Barren	I-65	Major widening to 6 lanes from 0.6 mi N of the KY 255 i-chng to 1.0 mi S of the Hart Co. Line (Item # 03-13.00)	2000 Six Year Highway Plan for right-of-way and utility relocation in 2004
(21) Barren	I-65	Major widening to 6 lanes from 1.0 mi S of the Hart Co. Line to 0.4 mi N of the KY 218 i-chng (Item # 03-14.00)	2000 Six Year Highway Plan for right-of-way and utility relocation in 2006
(22) Warren	William Natcher Parkway	Extension of William Natcher Pkwy to US 231 at Dye Ford Rd. (Item # 03-53.00 and 53.01)	2000 Six Year Highway Plan for right-of-way and utility relocation in 2001, and construction in 2003 and 2004
(23) Warren	KY 884	Evaluate the need for improvements to Three Springs Road (KY 884) between US 231 and the Natcher Parkway (Item # 03-102.0)	2000 Six Year Highway Plan for planning in 2002
(24) Warren	New route	Study the feasibility of a new development route located east of I-65 at Bowling Green and connecting US 231 with I-65 at the KY 446 interchange (Item # 03-103.00)	2000 Six Year Highway Plan for planning in 2002
(25) Warren	KY 101	Reconstruct KY 101 from Smiths Grove north to US 31W (Item # 03-109.00)	2000 Six Year Highway Plan for design in 2002, and right-of-way and utility relocation in 2005

Table 1 (continued): Future Transportation Projects within the I-66 Study Area
(capacity expansion projects only)

County (map key #)	Facility	Description of Project	Source of Project
(26) Warren	KY 185	Reconstruct KY 185 from north of the junction with KY 263 near Richardville to the Butler County Line (Item # 03-110.00)	2000 Six Year Highway Plan for design in 2005
(27) Warren	US 231	Major widening from 0.1 mi. SE of Cumberland Trace Road to 0.3 mi. NW of Dye Ford Road (Item # 03-146.01)	2000 Six Year Highway Plan for construction in 2000
(28) Warren	US 231	Relocation from 0.3 mi. NW of Dye Ford Road to Old Scottsville Road at Alvaton (Item # 03-146.20)	2000 Six Year Highway Plan for construction in 2000
(29) Warren	US 231	Relocation from Old Scottsville Road at Alvaton to near Allen-Warren Co. Line (Item # 03-146.30)	2000 Six Year Highway Plan for construction in 2000 and 2001
(30) Warren	KY 234	Major widening to 5 lanes from Collett Ln. to E I-65 in Bowling Green and construct interchange (Item # 03-252)	2000 Six Year Highway Plan for construction in 2000, 2001 and 2002
(31) Warren	KY 880	Major widening from US 231 to KY 234 (Item # 03-290.01)	2000 Six Year Highway Plan for right-of-way in 2001, utility relocation in 2003 and construction in 2005
(32) Warren	New route	Extend Bowling Green Bypass (KY 880) from KY 185 to 7 th and College St. intersection (Item # 03-310.00)	2000 Six Year Highway Plan for utility relocation in 2002 and construction in 2004
(33) Warren	US 31 W	Major widening from Campbell Ln. to 4 lane section near the William Natcher Pkwy in Bowling Green (Item # 03-312.00)	2000 Six Year Highway Plan for right-of-way in 2001, utility relocation in 2002 and construction in 2004
(34) Warren	US 31 W	Major widening from west of the William Natcher Pkwy to the Industrial Park (Item # 03-317.00)	2000 Six Year Highway Plan for design in 2003, right-of-way in 2005, utility relocation in 2005 and construction in 2006
(35) Warren	KY 2158	Major widening of Cumberland Trace from US 231 to KY 234 (Item # 03-316.00)	2000 Six Year Highway Plan for right-of-way in 2001, utility relocation in 2003 and construction in 2006
(36) Warren	New Route	Bowling Green Bypass: Construct from US 231 to I-65	Bowling Green Transportation Plan
(37) Warren	New Route	Bowling Green Bypass: Construct from I-65 to US 31 W	Bowling Green Transportation Plan
(38) Warren	New Route	Bowling Green Bypass: Construct from US 31 W to the William Natcher Pkwy	Bowling Green Transportation Plan

PRELIMINARY STATEMENT OF PROJECT GOALS

WARREN/EDMONSON COUNTIES

I-66 SCOPING STUDY

From William H. Natcher Parkway to I-65/Louie B. Nunn (Cumberland) Parkway

ITEM NO. 03-66.00

The I-66 Corridor was originally defined in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) as a "high priority corridor," and the Kentucky Corridor was designated in the 1995 National Highway System (NHS) Designation Act as centered on the cities of Pikeville, Jenkins, Hazard, London, Somerset, Columbia, Bowling Green, Hopkinsville, Benton and Paducah. I-66 was found to be economically justified and financially feasible in the 1997 Southern Kentucky Corridor (I-66) Study, and was included in the Statewide Transportation Plan (FY 1999-2018). Segments of I-66 across Kentucky are in various stages of project development ranging from corridor studies to final design. The project goals for the segment of I-66 between the William H. Natcher Parkway and Louie B. Nunn (Cumberland) Parkway are as follows:

1. Reduce existing and forecasted traffic congestion on the highway network in Warren and Edmonson Counties by diverting traffic to an interstate facility.
2. Reduce safety problems in areas with significantly above-average accident rates in Warren and Edmonson Counties by providing a safer route.
3. Accommodate the transportation needs of the Bowling Green urban area.
4. Maximize the connectivity to other major roads in the region (Allen, Barren, Butler, Edmonson, and Warren Counties).
5. Improve accessibility to tourism and recreational facilities in Warren and Edmonson Counties as well as the region.
6. Enhance the economic development potential of counties in the region through improved interstate access.
7. Improve access and mobility in economically depressed and impoverished areas in the region.
8. Fulfill the legislative intent for the I-66 corridor as defined in ISTEA, the NHS act, and TEA-21.

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