

PROJECT SCHEDULE

The tentative schedule for the I-71 interchange project is as follows:

Environmental Approval	June 2019
Right-of-Way Acquisition	July 2019—March 2020
Utility Relocations	March 2020—June 2020
Construction Letting	June 2020

PROJECT BUDGET

The current Highway Plan (Fiscal Years 2018-2024) includes the following funding, all with federal dollars:

Phase	Fiscal Year	Amount
Design (underway)	2018	\$1.5 million
Right-of-Way	2019	\$3.0 million
Utilities	2019	\$1.9 million
Construction	2020	\$6.0 million
	2021	\$6.0 million
Total		\$18.4 million

QUESTIONS OR COMMENTS?

Your input is important to the decision-making process. Please attend the public meeting, talk to project team members, and take a quick survey:

<https://qk4.typeform.com/to/K6kprN>

For more information, please contact...

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HANDOUT

Public Information Meeting

March 27, 2019

New I-71 Interchange (MP 20.6) at LaGrange Parkway Oldham County KYTC Item No. 5-483.30

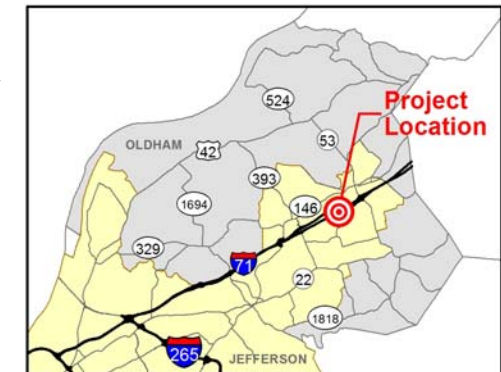


PROJECT DESCRIPTION

The proposed project would construct a new I-71 interchange in Oldham County, between KY 393 and KY 53 to relieve congestion in LaGrange. The existing interchanges, especially KY 53, are congested during peak commuter periods, experiencing ramp backups and above average crash rates.

Preliminary design efforts and environmental studies are underway, to be completed during Summer 2019. These will help KYTC define the costs and impacts associated with the proposed interchange to support the decision-making process.

Your input is also important to the decision-making process. Please attend the March 27th meeting, talk to project team members, and take a quick survey. The survey is available online at <https://qk4.typeform.com/to/K6kprN> or available on paper during the public meeting.



ALTERNATIVES CONSIDERED

Five Alternatives are being considered, discussed below with maps inside this handout.

NO BUILD

No new interchange would be built.

ALTERNATIVE 1 – STANDARD DIAMOND

Per "A Policy on Geometric Design of Highways", the simplest and perhaps the most common interchange configuration is the diamond. One advantage is that all traffic can enter and leave I-71 at relatively high speeds. Alternative 1 may require that Commerce Parkway be realigned to meet FHWA access spacing requirements. New Moody Lane would be relocated for this alternative.

ALTERNATIVE 2 – PARTIAL CLOVERLEAF

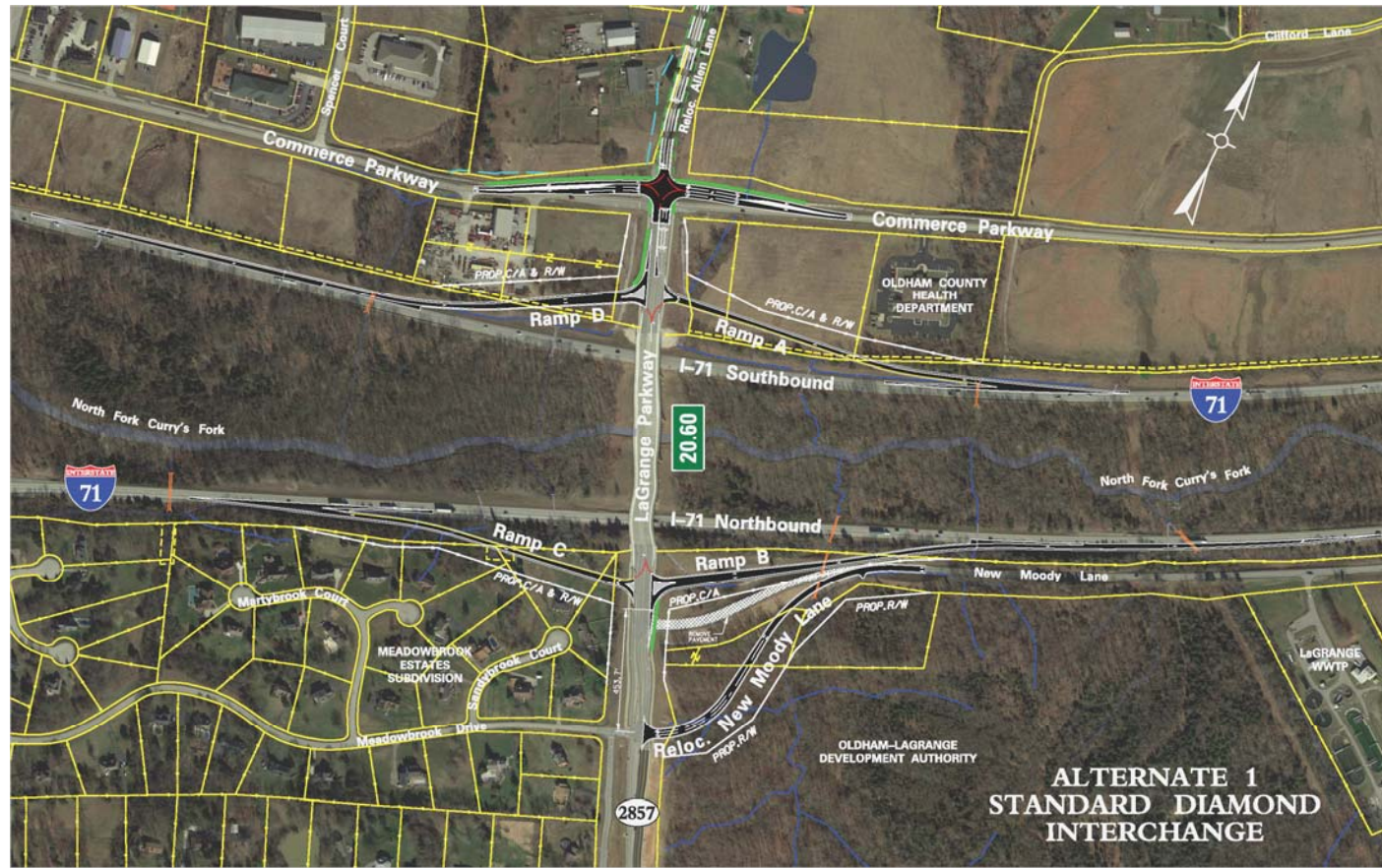
With lower speeds on ramps, this interchange configuration avoids property impacts to Meadowbrook Estates. The southbound ramps would connect at existing Commerce Parkway and would create an offset intersection to LaGrange Parkway and Allen Lane. Access to New Moody Lane would be eliminated in the project vicinity. Access to properties served by New Moody Lane would be via Eden Parkway (currently being designed) or future Peak Road.

ALTERNATIVE 3 – COMPRESSED DIAMOND

This interchange is much like Alternative 1 except that the ramps are closer to the existing interstate. Normally retaining walls are required between the ramp and interstate (preliminary design indicates walls are not needed). Unlike Alternative 1, Commerce Parkway would not be realigned; however, New Moody Lane would be shifted south.

ALTERNATIVE 4 – HYBRID CONFIGURATION

This interchange combines the northbound ramps from Alternative 2 with the southbound ramps from Alternative 3. It avoids property impacts within the Meadowbrook Estates subdivision and would not realign Commerce Parkway. New Moody Lane access would be eliminated with this Alternative, shifting that traffic to future connections along Eden Parkway or Peak Road.



**ALTERNATE 1
STANDARD DIAMOND
INTERCHANGE**



**ALTERNATE 2
PARTIAL CLOVERLEAF
INTERCHANGE**



**ALTERNATE 3
COMPRESSED DIAMOND
INTERCHANGE**



**ALTERNATE 4
HYBRID CONFIGURATION
INTERCHANGE**